

Latitude 38

JULY 2006

VOLUME 349

Latitude 38

VOLUME 349 July 2006

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Alameda Prop & Machine	174
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Pacific Yacht Imports	12, 13

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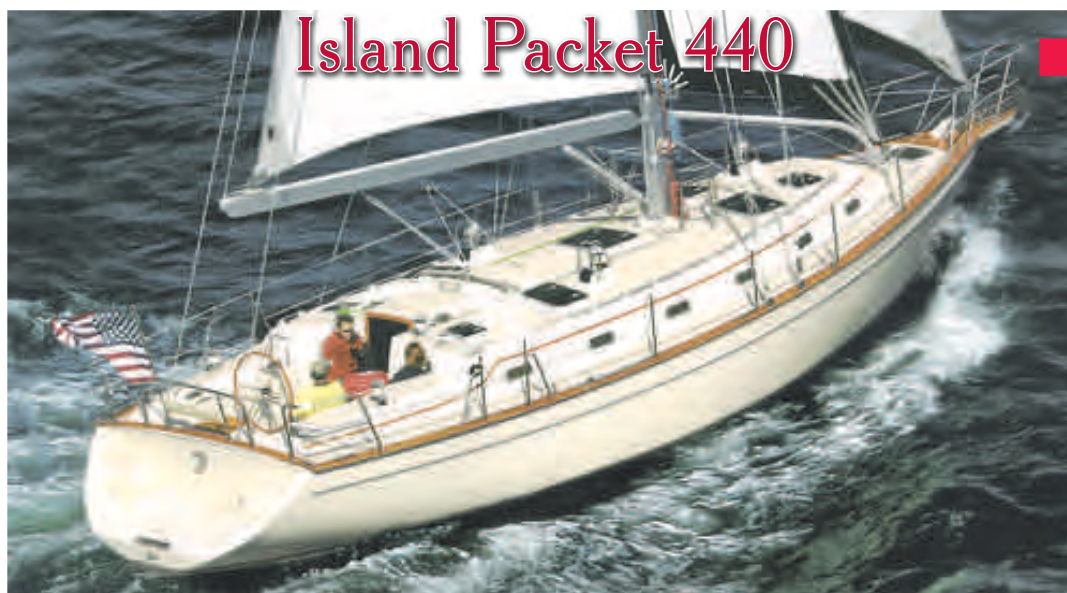
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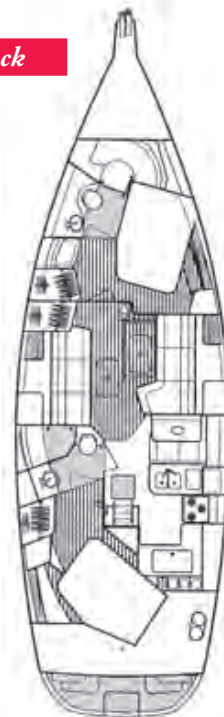
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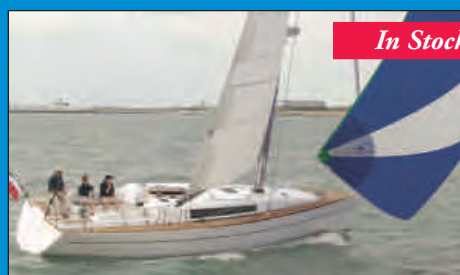
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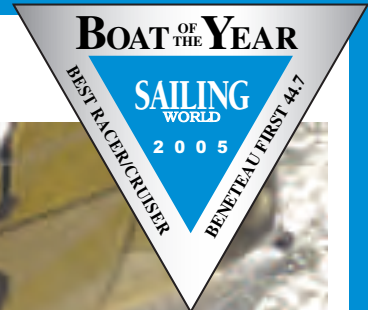
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At Our Docks



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Cover: *Tuki* catting about on the way to Stockton
 Photo by Latitude 38/JR

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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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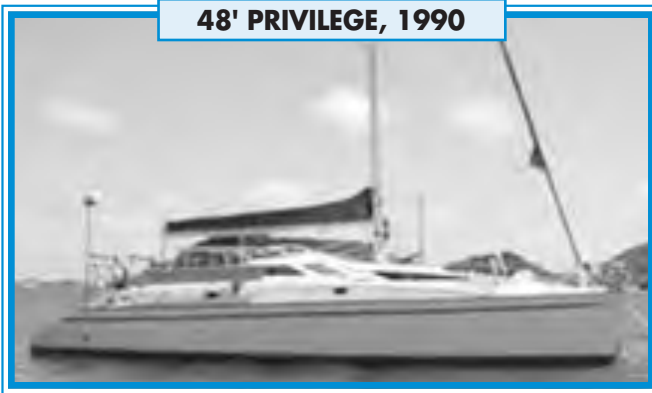
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32 2004 Catalina 320	\$119,500	40 2003 Sabre 402	\$299,000	46 2004 Hunter 466	\$229,500
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32 1972 Challenger 32	\$19,000	41 2001 Hunter 410	\$184,900	46 2000 Hunter 460	\$219,000
33 2004 Hunter 33	\$99,850	41 2005 Hunter 41	\$219,995	46 2005 Bavaria	\$231,700
33 1994 Hunter 33.5	\$51,995	41 2000 Hunter 410	\$159,900	47 1999 Catalina 470	\$274,900
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35 2003 Hunter 356	\$129,995	42 1990 Hunter Passage	\$148,000	52 1980 Santa Cruz 50	\$245,000
35 2003 Hunter 356	\$119,900	42 2004 Beneteau 423	\$223,900	55 2004 Custom Kernan	\$599,000
36 1995 Catalina 36	\$89,500	43 2002 Jeanneau 43 DS	\$292,000	68 1985 Dencho ULDB	\$290,000
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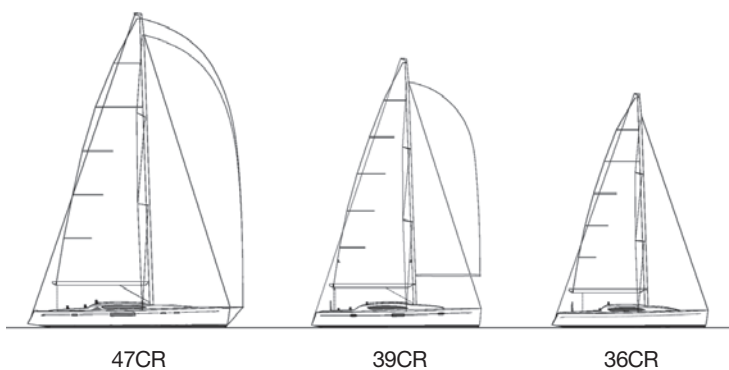
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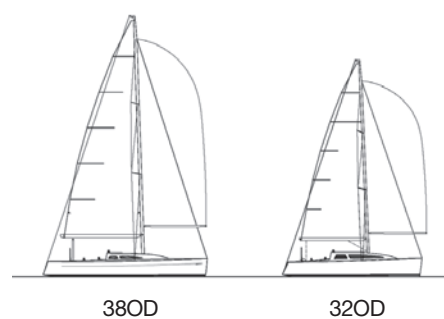


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Taswell 43, 1993



Catalina 400, 2004



Morgan 382, 1979

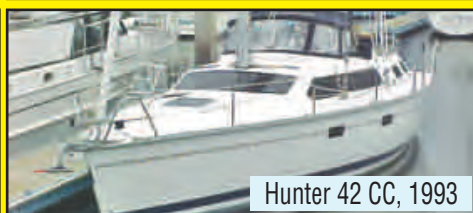


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Catalina 36, 2000



Pearson 37 SL, 1989



Hunter 42 CC, 1993

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Catalina 387	2004	199,955

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Catalina 36	2000	135,000
Catalina 36	1985	55,000
Catalina 36	1983	47,000
Catalina 350	2003	159,000
Catalina 34	1989	56,900
Catalina 320	2002	99,000
Catalina 320	2002	103,000

Catalina 27	1988	Coming
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Taswell 43	1993	265,000
Hunter 42CC	1993	159,500
Beneteau 390	1993	88,500
Cavalier 39	1985	74,000
Morgan 382	1979	65,000
C&C 38 Mk II	1979	59,900
Pearson 37 SL	1989	69,995

C&C 34	1982	37,000
Hunter 326	2002	65,000
Hunter 36	2004	125,000
Endeavour 33	1983	39,500
Beneteau 331	2004	119,000
Nonsuch 30	1982	57,500
Hunter 28	1996	29,500
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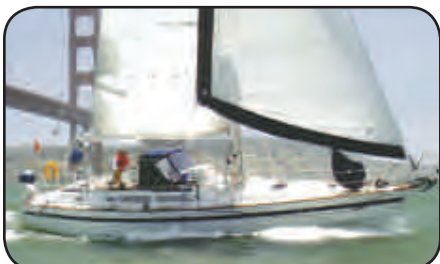


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1982 • \$79,500



31' HUNTER
1999 • \$54,500

SAIL	
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43'	TA SHING TASWELL CUTTER, 1992.....\$249,000
40'	OLSON, 1983.....\$74,500
39'	CROWTHER SPINDRIFT CAT, 1980.....\$69,500
39'	X-119, 1990.....\$119,500
38'	MORGAN, 1982.....\$79,500
38'	BENETEAU, 1999.....\$138,500
38'	ERICSON, 1988.....\$118,500
36'	CATALINA, 1998.....\$95,000
36'	CATALINA, 1984.....\$49,950
35'	C&C, 1984.....\$63,700
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39' CROWTHER SPINDRIFT CATAMARAN
1980 • \$69,500



36' CATALINA
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35' C&C
1984 • \$63,700



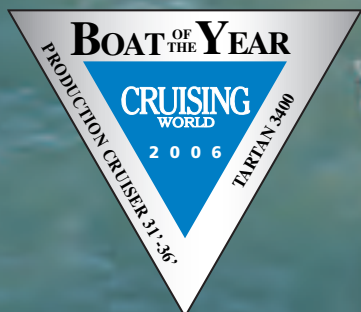
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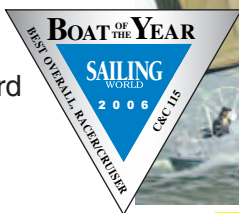


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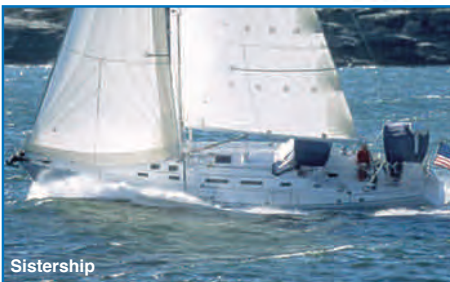
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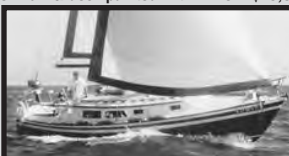
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86	Schooner Staysail Charter	1970	100,000	MZ	42	Passport Cutter	1985	189,000	MZ	33	Pearson 10 Meter	1976	39,000	MZ
63	Dynamique Elite 64 Cutter	1983	350,000	PV	42	Westsail Cutter Ywl (Pdng)	1979	99,000	PV	31	Pearson Sloop	1978	33,000	MZ
57	Creaklock Ketch	1995	235,000	MZ	42	Pearson 424 Ketch	1979	99,000	PV	30	Ta Shing Baba Cutter	1985	77,900	MZ
53	Amel Mango Ctr Ketch	1981	225,000	PV	41	Morgan Ol Classic	1989	110,000	PV	30	Simpson-Wild Retractable Tri	1970	18,000	MZ
51	Formosa Ketch PH	1979	179,000	MZ	41	Jeanneau Sun Legend	1986	89,000	PV	POWER				
50	Force Venice Ctr/Ktch	1987	219,000	PV	41	Islander Freeport Ketch	1977	64,900	MZ	71	Custom Passenger MY	1980	199,000	MZ
50	Hudson Pilothouse Ketch	1979	167,500	MZ	41	Formosa Yankee Clipper Ktch	1974	94,500	SD	55	Ocean Alexander MK I	1981	425,000	PV
48	CT Cutter Ketch	1977	165,000	PV	40	Acapulco Cutter	1988	100,000	MZ	52	Hatteras Convertible Sprfshq	1984	349,999	PV
46	Hunter 460 Ctr Slp	2000	235,000	MZ	40	Jeanneau Sun Fast Sloop	2002	189,000	PV	48	Bluewater Coastal	1991	172,000	PV
46	Jeanneau Sloop	1998	225,000	PV	40	Baba Cutter	1983	159,000	PV	46	Lien Hwa Motoryacht Cockpt	1987	169,000	PV
45	Beneteau 45f5	1990	139,000	PV	40	Ta Shing Panda Cutter	1983	159,000	PV	46	Hatteras Conv Sprtfsh	1977	250,000	PV
46	Formosa Peterson CC Slp	1978	79,000	PV	40	Hardin Sea Wolf Ketch	1978	92,000	MZ	45	CHB Sedan	1981	169,000	MZ
45	Noble Yachts Custom CC	2005	175,000	PV	40	Valiant Cutter Sloop	1976	140,000	MZ	43	Mikelson Sportfisher	2003	639,000	PV
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45	Columbia Sloop	1972	69,000	PV	37	Tayana Ketch	1975	84,500	MZ	37	C&L Marine Trawler	1978	49,000	MZ
44	Nelson Marek Sloop	1989	69,000	PV	36	Watkins CC Slp	1981	65,000	PV	36	Blackfin Sportfisher	1988	155,000	PV
44	Inwin CC Sloop	1987	92,500	MZ	36	Chung Hwa Magellan Ketch	1979	53,000	MZ	34	Silverton Sportfisher Conv.	2004	249,000	PV
44	Formosa Cutter	1987	179,000	PV	36	Oceanic Cutter	1978	49,000	PV	34	Sea Ray Sundancer	1987	44,900	PV
44	Hylas Cutter Sloop	1986	188,500	WA	36	Chung Hwa Magellan Ketch	1977	62,500	MZ	33	Knight & Carver	1997	97,500	MZ
44	Miller 44 CC Cutter	1980	148,000	MZ	36	Westerly Conway Ketch	1976	45,000	MZ	29	Bayliner Sundancer 290	1993	49,800	PV
43	Beneteau 432 Sloop	1987	99,000	PV	36	Ericson Cruising Cutter (Pdng)	1976	49,900	MZ	28	Sea Ray Bowrider + trlr	1998	39,000	PV
43	Spindrift Ctr PH + 15k slip	1981	100,000	MZ	36	Columbia Sloop	1969	13,000	MZ	27	Skipjack Cuddy Sportfisher	1985	34,000	PV
42	Valiant Cutter Sloop	1994	319,000	PV	35	Fuji Ketch	1974	65,000	MZ	20	MasterCraft Powermaster	1997	17,000	PV
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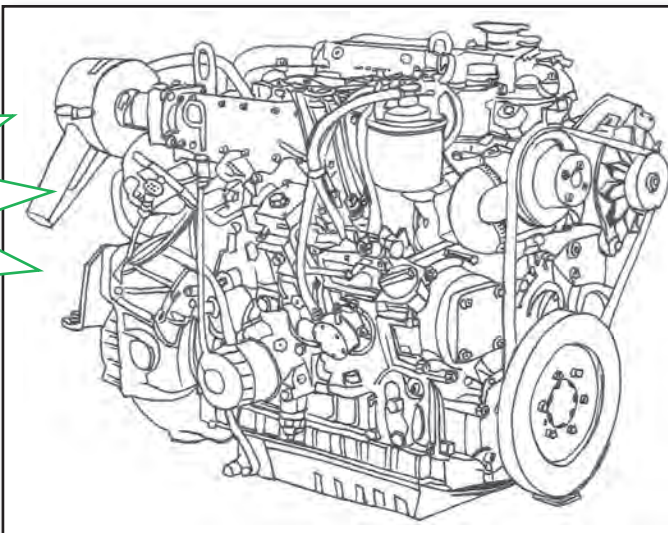
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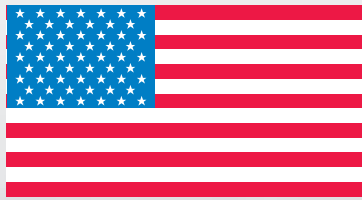
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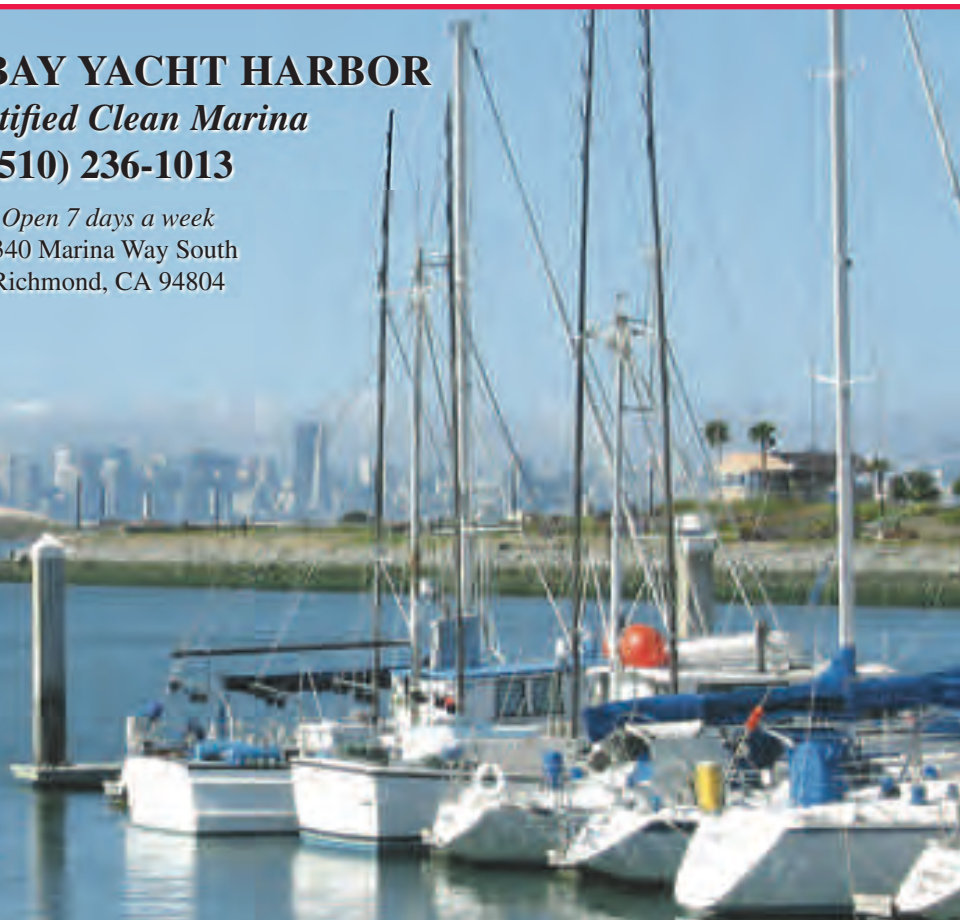
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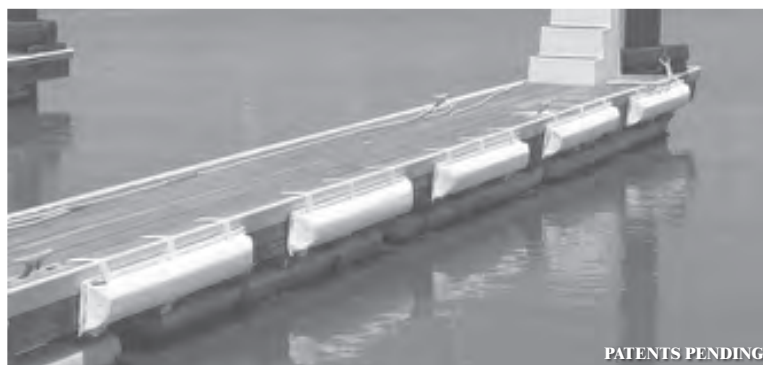


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Non-Race

Jun. 30 — Golden Gate Yacht Club Open House, 5 p.m. Enjoy free munchies and music, and the spectacular view! Info, www.ggyc.com.

Jul. 1 — Oakland's Office of Parks and Recreation is sponsoring a high school PCISA racing team. All Bay Area high school kids are welcome. Tryouts at Jack London Aquatic Center, 10 a.m. - 3 p.m. Info, (510) 238-2166.

Jul. 1-4 — 30th Annual Lake Union Wooden Boat Festival and Classic Speedboat Show. See www.cwb.org for details.

Jul. 2-30 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Jul. 4 — Celebrate Independence Day at Barron Hilton's Fireworks Extravaganza at Mandeville Tip in the Delta.

Jul. 4 — Fundraising sail aboard *Gaslight* to benefit the Golden Gate Tall Ships Society's youth scholarship fund. See www.ggtss.org for details and ticket pricing.

Jul. 4, 23 — Cal Sailing Club will give free sailboat rides at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Jul. 6, 20 — Pt. Fermin Single Sailing YC invites singles to two monthly meetings. 6 p.m. at La Conga Mexican Cantina in San Pedro. See www.pfsyc.org for details.

Jul. 8 — Master Mariners' River Rat Cruise in the Delta. Try something different this year and join this fun group cruise. Info, www.mastermariners.org/riverat.html.

Jul. 9 — Last chance to visit the S.F. Maritime Museum. It will close July 10 for a three-year renovation. Special evening events will be held on July 8-9. See www.nps.gov/sqfr.

Jul. 11 — Full moon on Sunday night.

Jul. 11 — GPS for Mariners, Santa Clara Power Squadron at Boater's World in San Jose. Info, (408) 448-9250.

Jul. 11, 12, 18, 19 — Boat Smart Class, Marin Power & Sail Squadron in Novato, 7-9 p.m. Info, (415) 883-6777.

Jul. 13 — 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.

Jul. 14-16 — 24th Annual Catalina Rendezvous at Isthmus of Catalina. Info, www.catalinayachts.com.

Jul. 15 — Nautical Swap Meet at Ballena Isle Marina in Alameda, 8 a.m. - noon. Info, (510) 523-5528.

Jul. 16 — Hal Schell Memorial Service at the Tower Park Sunset Bar & Grill Banquet Room in Lodi, 2-6 p.m. For directions, call Tower Park at (209) 369-1041.

Jul. 20 — Vallejo YC presents the survivors of the USS *Indianapolis*. Buffet dinner is \$8, 6-7:15 p.m. Presentation is free, 7:30 p.m. Info, (707) 643-1254.

Jul. 22 — Nautical Flea Market at the Napa Valley Marina, 8 a.m. - 1 p.m. Info, (707) 252-8011.

Jul. 22 — Buy a bunch of gear at the above flea market, then find the boat to go with it at Coyote Point Marina's lien sale, 12-2 p.m. Call (650) 573-2594 for info or directions.

Jul. 22 — Firebending and Steam bending at SF Maritime's Hyde St. Pier, \$75. Info, www.maritime.org/cal-boat.htm.

Jul. 28-30 — Stephens Yacht Rendezvous in Petaluma. Info, Classic Yacht Association at ghomenko@sbcglobal.net.

Jul. 30 — Happy Birthday to the Governor!

Jul. 31, 1996 — Ten Years Ago Today, from *Changes*: "Those looking to be among the first to cruise historic Pacific Islands might consider Midway, about 1,000 miles WNW of Kauai. Although the two main islands, Sand and Eastern, are less than two miles long and one mile wide, they were of great strategic importance during World War II. In fact, it was the Battle of Midway, fought with carrier-based aircraft in the vicinity of the islands, that crippled the Japanese navy and



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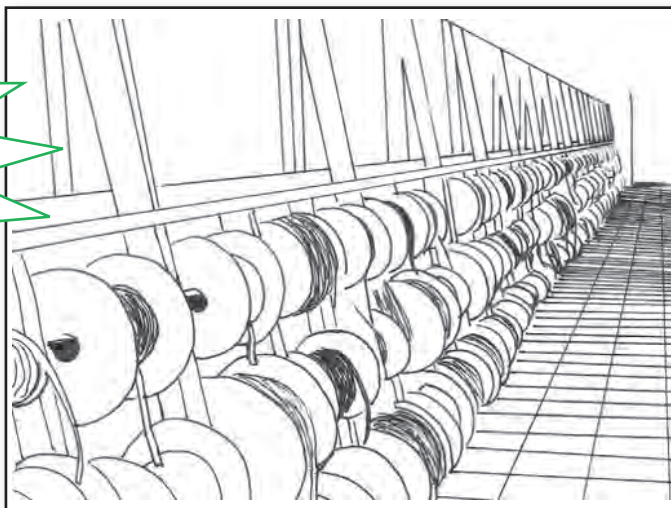
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J/124

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.

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turned the tide of the war.

"The U.S. naval base at Midway is shutting down July 31, and as of August 1 the officers quarters will become motel suites. It's expected that most visitors will be World War II buffs and sportsfishermen. Judging from the long reefs and the dredged channel into a developed harbor, it looks like there'll be good places to anchor. Are there any ex-military folks who can tell us how suitable it might be for a visit? For those literary types, Midway is also the site of the mysterious wreck in Robert Louis Stevenson's *The Wrecker*."

Aug. 3-10 — Tahoe YC's Wooden Boat Week, including the Concours d'Elegance (Aug. 4-5). Info, www.tahoeyc.com.

Aug. 4 — Coast Guard Day.

Aug. 5 — Marine Flea Market & Maritime Day Celebration at Galilee Harbor in Sausalito, 8 a.m. - 6 p.m. Art, live music, food, boat rides and more. Info, www.galileeharbor.org.

Aug. 12 — Baja Ha-Ha Preview Party at Two Harbors, Catalina Island. The Ha-Ha folks will host a potluck BBQ, show some slides, and answer all your questions. See ya there!

Aug. 12 — Aeolian YC Swap Meet and Open House (Alameda). 8 a.m. - 1 p.m. Info, aeolianyc@aol.com.

Aug. 26 — Vallejo YC's annual Flea Market, starting at 9 a.m. "If it's legal, sell it!" Info, www.vyc.org.

Sept. 4 — The unofficial end of the season: Labor Day.

Racing

Jul. 1 — Pacific Cup Bon Voyage Party at Richmond Yacht Club. Go to www.pacificcup.org for details.

Jul. 1-2 — 39th Annual Marina del Rey to San Diego Race. Santa Monica Windjammers YC, www.smwyc.org.

Jul. 2 — New Boreas Race, Half Moon Bay to Moss Landing, Elkhorn YC & HMBYC. Info, Jeff/Elkhorn YC at (831) 277-0114 or Terri/HMYBC at (650) 726-2474.

Jul. 3 — Victoria-Maui International Yacht Race kicks off. For details, surf on over to www.vicmaui.org.

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

Jul. 4 — Brothers & Sisters Regatta, a low-key lap around the two island groups. TYC, www.tyc.org.

Jul. 6-9 — Cal 20 Class Championships in Victoria, BC. RVYC, www.rvyc.bc.ca/fleets/cal20.

Jul. 8 — J/105 Invitational. TYC, www.tyc.org.

Jul. 8 — 43rd TransTahoe Regatta, generally featuring either too much wind or too little but always lots of fun. Tahoe YC, www.tahoeyc.com.

Jul. 8 — Hart Nunes Regatta (Mercuries). SFYC, (415) 789-5647 or www.sfyf.org.

Jul. 8 — Midnight Moonlight Maritime Marathon, a fun pursuit race from Raccoon Strait to the Carquinez Bridge and back. Starts beginning at 5:30 p.m. SFYC, www.sfyf.org.

Jul. 8-9 — Longboard SF Classic/UN Challenge. StFYC, www.stfyf.com.

Jul. 8-9 — Columbia 5.5 Nationals, Alameda YC. Info, www.alamedayachtclub.org.

Jul. 8-9 — High Sierra Centerboard Regatta on Huntington Lake. FYC, www.fresnoyachtclub.org.

Jul. 8-9 — Vanguard 15 Fleet Race PCCs at TISC. Info, www.vanguard15.org.

Jul. 15 — 22nd Plastic Classic Regatta. Bay View BC, www.bvbc.org.

Jul. 15 — Knarr Match Races. StFYC, www.stfyf.com.

Jul. 15-16 — PICYA Lipton Series, the annual inter-club all-star games, GGYC. Info, www.picya.org.

Jul. 15-16 — High Sierra Keelboat Regatta on Huntington



The Prettiest Girls at the Dance ***Sailing One Will Change your Life...***

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.

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Lake. FYC, www.fresnoyachtclub.org.

Jul. 15-16 — 30th Annual Silver Eagle Long Distance Race, with a shorter course for boats rating 150 or above. IYC, www.iyc.org.

Jul. 17-22 — Governor's Cup int'l junior match racing championship. Balboa YC, www.balboayachtclub.com.

Jul. 22-23 — Albert T. Simpson Sportboat Regatta. StFYC, www.stfyc.org.

Jul. 29-30 — YRA-HDA/ODCA Second Half Opener, EYC. Info, www.yra.org.

Jul. 29-30 — YRA-OYRA Crewed Lightship II, RYC. Info, www.yra.org.

Jul. 29-30 — Monterey & Back. The name says it all. SCYC, www.scyc.org.

Jul. 29-30 — Vanguard 15 Bay Championships. Info, www.vanguard15.org.

Aug. 4-5 — 34th Annual King Harbor to Santa Barbara Race, SBYC. Info, www.sbyc.org.

Aug. 4-6 — Aldo Alessio Perpetual Trophy Regatta for IRC, J/120s, J/105s and any other big boat one design class that fields six boats. StFYC, www.stfyc.com.

Aug. 5 — YRA-ODCA on the Olympic Circle, BYC. Info, www.yra.org.

Aug. 5 — Single- and doublehanded Half Moon Bay Race, from SF to HMB. SSS, www.sfbaysss.org.

Aug. 5-6 — Melges Summer Open. SCYC, www.scyc.org.

Aug. 5-6 — Wabbit Nationals. RYC, www.richmondyc.org.

Aug. 5-6 — A CAT Regatta. SCYC, www.scyc.org.

Aug. 6 — YRA-WBRA Races. Info, www.yra.org.

Aug. 7-11 — Hobie Tiger and Hobie 17 North Americans. StFYC, www.stfyc.com.

Aug. 12 — Gracie & George Regatta, a coed doublehander featuring 'Gracie' on the helm. EYC, www.encinal.org.

Aug. 12 — YRA-OYRA Half Moon Bay Race, HMBYC. Info, www.yra.org.

Aug. 12 — YRA-WBRA Races, SYC. Info, www.yra.org.

Aug. 12-13 — Summer Keel Act I for Melges 24s, Etchells, Express 27s and J/24s. SFYC, www.sfyc.org.

Aug. 12-14 — Laser Masters National Championship. Ages 35 and up. RYC, www.richmondyc.org or (408) 525-6396.

Aug. 13 — YRA-HDA #5, CYC. Info, www.yra.org.

Aug. 13 — Big Brothers, Big Sisters benefit race on Monterey Bay. SCYC, www.scyc.org.

Aug. 15-19 — 505 NAs. StFYC, www.stfyc.com.

Aug. 18-20 — Santa Cruz 27 National Championship Regatta. SCYC, www.scyc.org.

Aug. 18-20 — Moore 24 Weekend at the Gorge, on the spectacular Columbia River Gorge. Info, www.moore24.org.

Aug. 19 — PICYA Youth/CHISPA Regatta, hosted by TIYC. Info, www.picya.org.

Aug. 19 — YRA-ODCA, BVBC. Info, www.yra.org.

Aug. 19 — YRA-OYRA Southern Cross, IYC. Info, www.yra.org.

Aug. 19-20 — Summer Keel Act II for J/120s, Express 37s, 1D35s and J/105s. SFYC, www.sfyc.org.

Aug. 19-20 — Pinecrest Regatta, aka the 'El Toro Worlds'. Info, www.eltoroyra.org.

Aug. 22-26 — 18-ft Skiff International Regatta. StFYC, www.stfyc.com.

Aug. 25 — Ronstan Bridge to Bridge, a mad dash from the Golden Gate Bridge to the Bay Bridge for 18s, boards, and kites. StFYC, www.stfyc.com.

Aug. 26 — YRA-HDA #6 Knox/Bonita, Regatta Pro. Info, www.yra.org.

Aug. 26 — YRA-WBRA Races, Regatta Pro. www.yra.org.

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CALENDAR

Aug. 26-27 — Opti West Coast Championship. TYC, www.tyc.org.

Aug. 27 — Fall SCORE #1. SCYC, www.scyc.org.

Sept. 1-2 — Windjammers Race, SCYC. Pop the chute and head for Santa Cruz! Info, www.yra.org.

Sept. 2 — 18th Annual Jazz Cup, a 26-mile romp from T.I. to Benicia YC. SBYC, www.southbeachyc.org.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 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 Fall Series: 7/24, 8/7, 8/21, 9/4, 9/18, 9/25. John, (415) 664-0490.

BENICIA YC — Every Thursday night 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, intraclub 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 — Summer Twilight Series, Friday nights: 7/21, 8/4, 8/18, 9/8, 9/22. Charles Hodgkins, (510) 504-4076.

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

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

GOLDEN GATE YC — Friday nights: 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: 7/28, 8/11, 8/25, 9/15, 9/29. Joanne McFee, (510) 521-7442.



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LAKE YOSEMITE SA — Thursday nights 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



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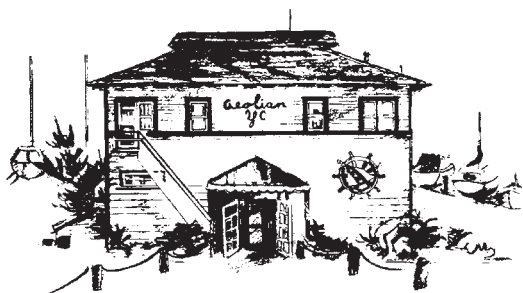
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CALENDAR

nights 7/26 to 9/13. Ted or Diane Keech, (510) 769-1414.

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

ST. FRANCIS YC — Folkboat Wednesday Nights 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 — Tuesday nights. Summer Sunset Series: 7/18, 8/1, 8/15, 8/29, 9/12. J. Rigler, (415) 332-6367.

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

SIERRA POINT YC — Beercan Saturdays: 7/8, 8/5, 9/9, 10/7. Beercan Tuesdays, every Tuesday night through 8/29. Larry Walters, (650) 579-3641.

SOUTH BEACH YC — Friday Night Series: 7/7, 7/21, 7/28, 8/4, 8/18, 8/25. Nancy, (415) 409-1071.

STOCKTON SC — Every Wednesday night through 8/30. Jim Hachman, (209) 474-6659.

TAHOE YC — Spring Series, every Wednesday night through 7/12. Summer Series: 7/19 to 8/30. Laser Spring Series, every Monday night through 7/10. Laser Summer Series: 7/17 to 8/28. Valerie Melucci, (530) 581-4700 x102.

TIBURON YC — Friday nights: 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.

VANGUARD 15 FLEET — Vanguard 15 team racing every Tuesday night through 9/12, and Laser and Vanguard 15 fleet racing every Thursday through 9/7. Catherine King, (916) 752-5802.

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.

July Weekend Currents

date/day	slack	max	slack	max
7/01Sat	0005	0240/1.7F	0521	0837/3.3E
	1226	1530/2.7F	1855	2121/2.2E
7/02Sun	0109	0338/1.5F	0622	0926/2.7E
	1306	1612/2.4F	1932	2211/2.4E
7/04Tues	0322	0557/1.6F	0857	1117/1.7E
	1440	1747/1.9F	2052	2358/3.0E
7/08Sat		0234/4.4E	0644	0954/3.3F
	1315 2350	1515/1.6E	1815	2108/2.3F
7/09Sun		0322/4.9E	0727	1036/3.7F
	1401	1603/1.8E	1900	2154/2.5F
7/15Sat		0200/2.9F	0450	0802/4.5E
	1141	1445/3.8F	1804	2043/3.4E
7/16Sun	0017	0302/2.7F	0558	0855/3.7E
	1226	1531/3.4F	1845	2137/3.6E
7/22Sat		0243/4.6E	0645	1002/3.7F
	1316 2358	1550/1.6E	1828	2120/2.4F
7/23Sun		0333/4.8E	0732	1047/3.9F
	1400	1630/1.8E	1915	2207/2.6F
7/29Sat		0125/2.4F	0414	0722/3.8E
	1103 2325	1402/3.0F	1719	1954/2.8E
7/30Sun		0209/2.2F	0501	0803/3.2E
	1132	1435/2.7F	1748	2036/2.9E

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LETTERS

↑↓PERHAPS THE BEST 19 DAYS OF MY LIFE

Now that I'm well into my 80th year, I seem to look backward more than forward. In that looking backward, one adventure was particularly outstanding — the 1980 Singlehanded TransPac that I did with my Columbia 29 *Ariel*.

I'd always planned to do another Singlehanded TransPac, but time slipped by.

The purpose of my letter is to encourage sailors to seriously consider entering this event. It's too late for this year, of course, as the fleet set sail late last month. But as it takes nearly two years to get yourself and your boat ready for such an endeavour, now is the perfect time to get started for the next Singlehanded TransPac.

I was lucky enough to enjoy many sailing adventures in my life, but take it from an 80-year-old, the Singlehanded TransPac stands out for its impact on me as a person and my personal sense of achievement.

I was, of course, told that I was crazy to enter such a race, so be prepared for criticisms.

As a further enticement, I have attached a photo I took out a port of my boat while anchored in Hanalei Bay after the race. Back then, the girls seemed to have an aversion to wearing clothes while on boats.

John Hill
Ariel, Columbia 29
Belmont

John — As inspiring as the photo you sent might be, it's a little too raw for even Latitude.

Nonetheless, we were in Hanalei for the finish of that biggest Singlehanded TransPac ever, and remember it well. As such, we decided to dig up a list of the participants from 26 years ago, and wonder in print how many are still alive, and how many are still sailing. The entries were:

Bob Counts	<i>Sanderling</i>	Golden Gate 25
Bob Boyes	<i>Saltshaker</i>	Moore 24
Amy Boyer	<i>Little Rascal</i>	Wilderness 21
Lester Robertson	<i>Legs</i>	Moore 24
John Carson	<i>Argonaut</i>	Cal 40
Don Keenan	<i>Hanalei Flyer</i>	Olson 30



Chuck Hawley raced a *Moore 24* and is now a big wheel at West Marine.



Linda Newland later singlehanded to Japan and is now a maritime attorney.

Rod Park	<i>Panache</i>	Bill Lee 40
Charles Hawley	<i>Slim</i>	Moore 24
Michael Harting	<i>Challenge</i>	Custom 37
Ronald Haynes	<i>Whither Thou</i>	Norwest 33



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LETTERS

Dick Mitchell
Buzz Sanders
Harold Upham
Ian Kiernan
Dan Byrne

Blithe Spirit
Red Boat
Joshua H.
Maris
Fantasy

Pearson 36
Cal 29
Columbia 8.7
Tasman 38
Valiant 40



Lester Robertson is still sailing his *Moore 24* out of Lake Tahoe.



Sam Crabtree, seen with his daughters, took off cruising with the same boat in the *Ha-Ha* last fall.

John Hill
Greg Booth
Hans Vielhauer
Douglas Fryer
David Briggs
Leland Flint
Sam Vahey

Ariel
Wavelength
Mach Schnell
Night Runner
Gandalf
Luana Iki
Odysseus

Columbia 29
Cal 40
Scampi 30
Custom 42
Irwin 34
Farallon 30
Ranger 37



Bob Boyes, seen with his then-girlfriend *Carrie*, races multihulls in Southern California.



The Newport, OR-based Sam Vahey, did two solo *TransPacs* with his *Ranger 37* and just sold his *SC 27*.

Frank Dinsmore
Linda Weber-Rettie (Newland)
Samuel Crabtree
Michael Herz
Judson Zenzic
Jerry Cotter
John Waite
Hal Holbrook
Ted Holland
Donald Eldridge
Thurman Smithey
Kathy Senelly
Michael Olsen
Philip Good
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Osiris

Islander 28
Yamaha 33
Cal 39
Ericson 35
Custom 20
Custom 40
Ericson 35
Gulf 40
Columbia 36
Valiant 32
Rawson 30
Cal 25
Chrysler 26
Catalina 30
Willard 36

Just for fun, we went into the archives and dug out the above black and white photos of some of the participants. Anybody else know where the others are?

IT'S DIFFERENT IN THE DELTA THIS YEAR

Normally, the thing to do with a boat in the Delta is to tie the bow to a tree or something, then adjust your stern anchor

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Melges Boat Works



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LETTERS

for the tides. Well, not this year, Buddy. The rains have caused larger weed growth, and 'dem bugs' will eat you alive — even during the day. This year people who travel up this way should anchor *away* from the islands in a protected slough, and then will only 'get it' from the bugs at sundown.

Dave Biron
Big Break Marina

Dave — Thanks for the tip.

↑↓ **MORE DOLPHINS IN THE BAY THAN NORMAL?**

While sailing on the Bay these past few months, I've seen dolphins several times. Once by the Golden Gate Bridge, and another time around Angel Island. Is this normal, and have I just missed it in the past? Is it a new effect of global warming? Does anybody have a good explanation?

Van Taiariol
Slo-Pok

Van — We're not marine biologists studying mammals in the Bay, so we can't give you a definitive answer. However, over the last 35 years, we've seen many dolphins and harbor porpoises inside the Bay. And who can forget Humphrey, the whale who took a side trip up the Delta, or that other unnamed whale that decided to decompose at Tiburon's Shark Point? Most of these sightings occurred long before the phrase 'global warming' was coined, and long before people seemed to blame 'global warming' for any and every real or imagined change they seemed to notice.

Nonetheless, several Latitude staff members think they've been seeing more of this kind of sea life than usual. LaDonna Bubak, for example, saw a small humpback whale breaching just outside the Golden Gate. If there really is more of that kind of sea life in the Bay, the most likely explanation is that they are finding more of their favorite foods inside the Bay than before.

↑↓ **THE SEA AND THE SKY DICTATE THE RULES**

Like *Latitude*, I found Bill Hinkle's letter in the May issue — in which he stated that living the cruising life when he was young was "senseless" — to be interesting. Rather forthrightly, he gives voice to the often unspoken fears and trepidations

that entrap people and keep them from taking the calculated risks that give life perspective.

It wasn't so very long ago that the only sensible thing for a person to do was to periodically leave the comfortable confines of habitual living to taste the world raw. The Aboriginal peoples call it 'walkabout'. It's not just a rite of passage reserved for the young,

it's a 'stepping out of the box' that one needs to do repeatedly throughout one's life.

In our modern everyday existence, the opportunities to go walkabout are woefully few, and I think that we are poorer as individuals and as a society because of this. We become enslaved by conventional wisdom that defines accomplishment



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The logo of 'Songline's six-year walkabout.

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LETTERS

as going to school, getting jobs, and earning and spending money willy-nilly. We try to fool ourselves into believing that we've gone walkabout when we take a two-week vacation to Europe or a prepackaged eco-tour — but cavorting from hotel to hotel with a cell phone stuck to our ear is hardly leaving the box. If you take a moment to think about it, cruising under sail is one of the few remaining opportunities we moderns can seize to really break away. I suppose it could be called going 'sail-about'.

When you sail away you become sovereign. You journey beyond the bounds set by traffic laws, employment policies, entreaties to consume, creditor demands, and predigested media-think. The sea and sky dictate the rules and the world unfolds before you, raw and sensible. Cruising presents you with challenges and surprises that feed your soul and make you whole.

I say listen to your nomadic genes, and when they tell you that it's time to break away — do it! It's not necessary to go far or long. When you are ready to step out-of-bounds, a good boat, big or small, and a stretch of open water are enough.

My most recent sail-about was with my wife and son. It lasted almost six years, from '98 to '04, and included crossing three oceans. It was the sensible thing to do.

When not teaching sailing at Pacific Yachting on Monterey Bay, my wife and I offer cruising classes from Ventura to the Channel Islands designed to help people determine if cruising under sail is a viable way for them to break away. We can be found at www.sailthechannel.com.

Marc Hersch
Songline, J/42
Santa Cruz / Ventura

Marc — Well put.

↑↓ YOU'VE GOTTA GO YOUR OWN WAY

I've read *Latitude* for many years, but this is the first time I've found myself motivated enough to write. I have to respond to Bill Hinkle's letter about the "senseless cruising life" I am leading.

After being a successful yacht broker in San Diego for over 12 years, I gave up my 'real job' — working seven days a week is plenty 'real' — to follow my dream of going cruising. As my husband likes to say, "Life is what happens while you are making plans for the future," so even though I had hoped to be in the South Pacific by now, I am truly enjoying the cruising life in Mexico.

Apparently Mr. Hinkle had the chance in his 20s to figure it out, but 'the machine' — from Bernard Moitessier's *The Long Way* — has him and so many others brainwashed that they won't unplug from society. But life isn't about a job or a car or a mortgage payment. It's about the pursuit of love and happiness. It's about surrounding yourself with people you love, be they friends or family. And it's about enjoying the beauty of this earth that God has given us.

I say people should go sailing as soon as they feel confident in their boat and their sailing skills. I recommend a 2-, 5-, or 10-year sabbatical while you're young and agile enough to enjoy your surroundings by hiking the canyons and spear-gunning yellowtail.

On the other hand, I guess it's a good thing so many people are plugged into the machine, or these anchorages might get too crowded. So for all of you who think you're happy with it, stay plugged into your cable TV, keep your weekly lawn-mowing routine, and rack up the mileage buzzing the kids to soccer and school. The rest of us will enjoy the freshest

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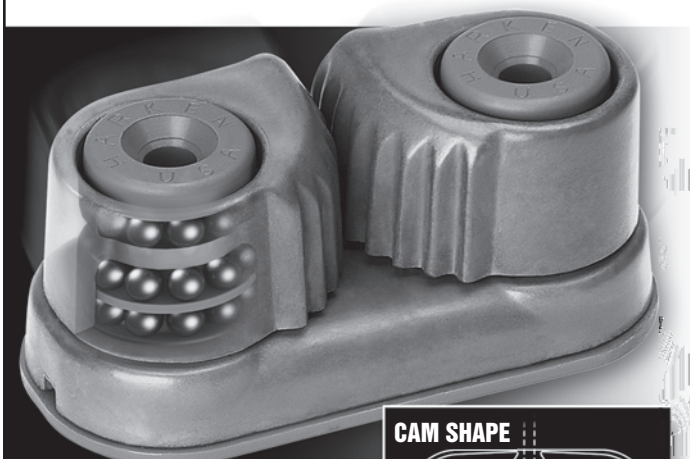
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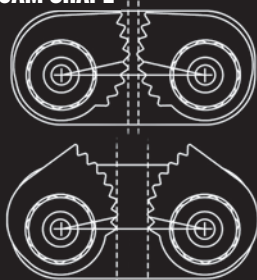
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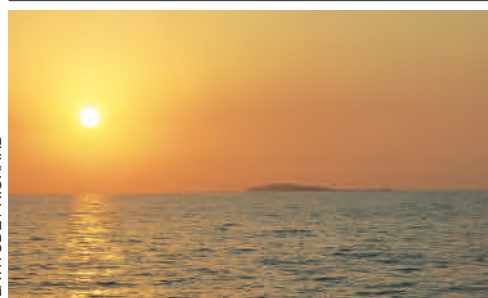
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LETTERS

and cheapest sushi dinners we have ever had, our quarterly varnishing chores and home schooling the kids in the greatest adventure and cultural experience of our lifetimes.

Oh, did I remember to mention the breathtaking sunrises that make us glad to be alive, the quiet and silence that are virtually impossible to find in the U.S., the warm, clear waters filled with fish for dinner, and toasting our beloved friends around the smoking BBQ which hangs on the stern pulpit.



LATITUDE / RICHARD

When you go your own way, you see not only breathtaking sunrises but sunsets as well.

By the way, I just turned 40, my husband is in his 50s, and our cruising friends are in their 30s, 40s 50s and 60s. One family is living on a 36-ft boat with three kids

and a dog — and are a lot happier than living in Washington! But it shows that cruisers span all generations.

As far as accomplishing things, we take great pride in navigating to a safe anchorage when the wind is blowing the dog off the chain, replacing our blown diesel engine by ourselves, and basically being as self-sufficient as OPEC will allow us to be. Accomplishment is that feeling of satisfaction you get, no matter what you've achieved. Regret is that sickening feeling in your stomach knowing you should be someplace else doing something else. So I recommend that people follow their hearts and listen to their intuition — as they will take you exactly where you need to be, no matter if it's working every day or sailing away.

On another note, I would like to thank Linh of the trimaran *Savannah* for graciously sharing that photo of her husband Teal's naked butt.

Shelley Rothery Ward
Eros, 1959 L-36
Mexico

Shelley — Nice letter. The other thing to remember is that cruising doesn't have to be an 'either-or' decision. Thanks to a variety of changes in the world, it's now fun and easy for many folks to keep a foot in both worlds by either 'commuter cruising', or cruising six months a year and working six months a year.

↑↓ A DOCTOR'S TWO CENT'S WORTH ON STUGERON

Dr. Roy Verdery of the Pearson 36 *Jellybean* was right in his letter earlier this year, in which he wrote that cinnarizine — sold legally in some countries besides the United States as Stugeron — does indeed have the potential for side-effects. But as the good doctor outlined, most are dose-related. In fact, it's a good summary for people to be aware of if they are considering taking the drug.

And as *Latitude* properly noted in the editorial reply, like so many of the anti motion-sickness meds, Stugeron needs careful consideration — and probably a doc's recommendation — before it should be taken.

Unfortunately, almost all the drugs commonly used to avoid or treat seasickness have their problems. I disagree when Verdery says that cinnarizine is not a good drug. Drugs for the most part are neither good nor bad, they simply are effective or

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not effective, and have various potentials for complications.

I'm kind of a Libertarian on this issue, in that once I've come to understand the risks and benefits of a drug, and I'm not going to endanger others by my decision to take them, then it becomes a matter of personal choice as to whether I will. Of course it would be irresponsible and dangerous to advise taking drugs which have major judgement-altering potential — a concept which I assume resulted in the United States' ban on airline pilots using cinnarizine.

But even on this point, it's interesting to note that the literature is not unanimous in considering cinnarizine a dangerous drug for those who may have to maintain their cognitive and motor functioning. In 2001, a randomized, controlled clinical trial published in the *Journal of Psychopharmacology* reported that "single doses of cinnarizine, 50 mg, and transdermal scopolamine appear to be free of side effects on performance and seem to be a preferable anti-seasickness drug for use by a naval crew." This was studied in the Motion Sickness and Human Performance Laboratory of the Israel Naval Medical Institute.

So that's my \$.02 worth.

Kent Benedict, M.D.
Aptos

Kent — Speaking of the folks on Jellybean, here's the most recent letter from them:

↑↑ OUR SECOND SEASON HAS BEEN MORE RELAXED

A fellow cruiser asked me what the difference was between our first and second seasons cruising in Mexico. After some thought, I replied that the first season found us making schedules for arrivals and departures — and, weather permitting, we pretty much stuck to them. After all, we wanted to see and do as much as possible.

Our second season has been so much more relaxed because we realize that, unless we spend many years down here, we'll never see and do all there is. So we've learned to take each day in stride, sailing more and motoring less, spending as many or as few days in an anchorage as we want, and extending stays for any number of reasons. For instance, discovering yet another reef to snorkel, enjoying the company of some new arrivals, waiting for friends who have not yet arrived but are on their way, hiking to spots mentioned in land guides and, when in port, exploring more of the cities and their environs.

When we came down on the '04 Ha-Ha, our original plan was to turn left at Cabo, speed up to San Carlos, then have Jellybean shipped home to the Bay Area. But then good friends, noting that we had done the hard work in getting our boat ready, convinced us to join in the Rally to Paradise in Banderas Bay so we could experience the Gold Coast and then go down to Zihuatanejo. We were still working, so we became commuter cruisers until last summer, when we closed the office, put household items and furniture in storage, sold the house, and decided to cruise full time for awhile.

Luckily, we had done a pretty good job of getting Jellybean ready for the Ha-Ha, her first voyage outside California, by making sure we had good sails, recent rigging, and lots of spare parts. Last fall we decided to add solar panels and a watermaker for convenience.

For all those just thinking about whether or not to take the plunge, we can only add our voices to those who say, 'Just do it!' Get out there and have the time of your life for as long as you can. It's not necessary to have grandiose plans to cross the Pacific, transit the Canal, or wait for the opportunity to buy a bigger or better boat. We cruise on a Pearson 36 coastal

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LETTERS

cruiser, which was never intended to be a full-time cruising vessel. But she's become one. We've met lots of cruisers with smaller vessels, also without solar panels or watermaker, but they also have a passion for adventure.

In addition, we recently met a couple who have spent six years cruising in Mexico — and were so excited to tell us they'd discovered nine new anchorages this season. Now can you beat that?

Marlene and Roy Verdery
Jellybean, Pearson 36
Sausalito

Marlene and Roy — We're glad you stuck it out. As is the case with a lot of first-time cruisers, particularly those of retirement age, we could tell that the Ha-Ha and your first season of cruising were a little harder on you than expected. As you say, there is a tendency is to think you have to rush around and see everything immediately. Further, folks new to cruising have to learn all the many cruising techniques almost from scratch, and their bodies are having to adjust to a more active lifestyle. But as you point out, once you learn the basics of cruising and decide to slow down, cruising becomes so much sweeter.

↑↓ **THE TOWLINE DIPPED SO THE BOAT COULD PASS**

After I read John Graham's June letter, in which he describes watching a sailboat nearly sail between a tug and a tow outside the Gate, it brought a memory flooding back.

The year was 1968, and I was Officer of the Deck of the Coast Guard cutter *Lamar* coming in to San Francisco Bay on a training cruise. The captain was on the bridge, and we had just passed Mile Rock and were slowing down so as not to overtake a tug and barge just ahead of us, passing under the Golden Gate Bridge. I saw a tour boat coming out, heading for us, and asked the skipper if we should slow even further.

Suddenly the captain cursed! The tour boat, with tourists happily waving at us, had turned to her port — to cut across between the tug and its tow. The tug backed down furiously, and horns were sounding aplenty. We saw the towline dip as the tour boat passed over it. Then the tug crew made some one-finger gestures toward the bridge of the tour boat, and resumed their work.

My skipper was a witness at the Coast Guard hearing. The tour boat company had brought their best lawyer to try to prove him innocent, but in the face of the skipper's testimony, they decided to accept the fine.

Lou Mills
Planet Earth

↑↓ **LATITUDE'S ADVICE IS GROSSLY INAPPROPRIATE**

I strongly disagree with your June advice regarding RIB tenders and large outboard motors. You speak from the perspective of the skipper of what, in England, is called a floating gin-palace with a crew of tame gorillas. But if you cruise California and Mexico, and for that matter anywhere in the world, you will find that most sailboats are crewed by one or two people. For these sailors, an inflatable tender that has to be laboriously hauled on and off the deck with a halyard and bridle, and a motor that risks life and limb transferring it to and from the boat, is grossly inappropriate.

Over the last 40 years I've sailed the waters of England, the Western Approaches, the Mediterranean, California, Mexico, and Hawaii, and always, the sailors enjoying relaxed, competent cruising have had simple, lightweight and reliable equipment. For the last 26 years, I've used an 8-foot Avon



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Redcrest, a four-person inflatable and six-foot wooden oars. I have never used floorboards.

I can launch this dinghy from the foredeck of my Fair-weather Mariner 39 in any conditions, and I can just as easily recover it on my own. It rolls up and stows with the jointed oars and pump in a canvas stowage on the deck beside the mast. When I'm cruising alone, I can row it at planing speed, and I love the exercise. With two in it, I can get about three knots. I originally had a 2-hp outboard, but it was far more trouble than it was worth — so I gave it away. I haven't missed it at all, and now that I'm approaching my mid-70s, I wouldn't change my tender arrangements for anything else. If I want to go ashore a couple of miles away, I re-anchor close to where I want to go ashore.

When you go cruising, sooner or later a breaking wave will flip your dinghy when you're trying to land on a beach, and throw you out. As you struggle toward the shore, the next wave will pick the dinghy up and throw it at you. A heavy RIB dinghy with a large motor and gas tank is lethal. My Redcrest is just a brief annoyance. And then the RIB owner has to dry out his motor and worry about getting back through the surf. I hoist my Redcrest on my shoulders — yeah, I'm 73 — and walk to where the surf isn't so bad, then I jump in and row through the surf. It's no problem.

On the matter of 'don't sail without one' pieces of equipment, the simple but reliable approach is augmented by common sense and self-reliance. I still sail with a 1930s Walker trailing log, sextant and paper charts, and I find the same islands and anchorages as everyone else. I have never had radar. If it's thick fog and calm, I secure the engine every half hour, go below and listen. The boat's hull is a sounding-board, and propellers can be heard up to a couple of miles away. Big ships sound like chomp-a-chomp, fishing boats make a steady thrum, and the small stuff whines. Use common sense and gauge if another vessel is getting closer. If it is, start the engine, reverse your course, let 10 minutes pass, and repeat the exercise. Try this technique sailing across the English Channel in the usual thick fog. You have to cross the two busiest shipping lanes in the world. You'll learn fast. If you're in fog in the approaches to San Francisco, sail just outside the main channel.

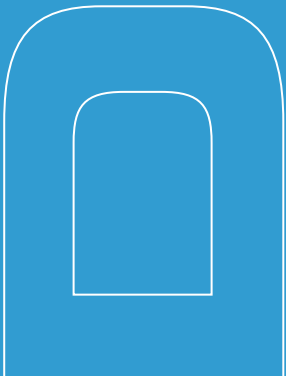
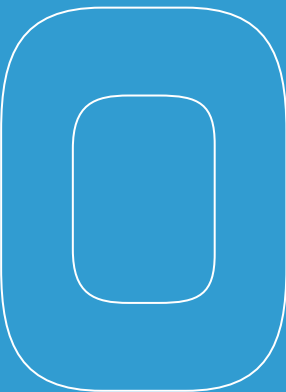
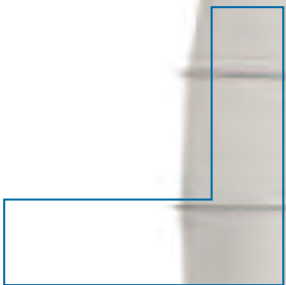
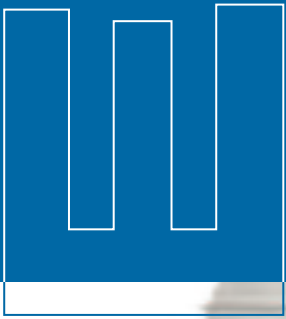
I strongly recommend that sailors keep things simple, light and reliable. That includes the use of GPS. It's no more accurate than the chart upon which you plot your position, and there are some rocks in Mexico that are charted two miles from their actual position. Use every method of keeping a half-hour updated position fix. If GPS agrees, that's great. If it doesn't — and sometimes the satellites are shut down — proceed with caution and confidence.

We are only here in this magnificent life for a twinkle in the eye of time, so keep things simple and happy, and enjoy it to the fullest. Oh, and I still can't believe how lucky we are to have *Latitude 38* each month — for free! Yes, life really is very, very good.

Lyn Reynolds
San Jose

Lyn — And we still can't believe how lucky we are each time we get a letter from you!

We haven't always had a big catamaran. We cruised around in Mexico with a Freya 39 for parts of five winters, as well as twice with Olson 30s, and once with a Cal 25. The Olsons and Cal were too small to have a planing dinghy, so we've experienced cruising from that perspective also. It was still great, but much more limiting in comparison to when we carried a



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LETTERS

Metzler inflatable with an inflatable floor powered by a 7-hp Suzuki on the Freya. That wasn't a hauling ass combo, but it could plane with two people.

When we got the Ocean 71 and later Profligate, and sailed everywhere from California to Turkey, our normal combo was a 12-ft hard-bottom inflatable with a 15-hp outboard. We realize that such a combo wouldn't fit or work easily on smaller boats, at least without an electric halyard, but what a difference it makes having a powerful dinghy. In many situations we felt comfortable with a range of 15 miles or so and, if going with the waves, in some pretty sloppy seas.

For example, one afternoon we were anchored at very lovely St. Jean Cap Ferrat, France, and suddenly got the bug to visit 15-mile distant Monaco and explore the gorgeous rocky coast along the way. So we just hopped into our dinghy and took off. We couldn't have done that with a lesser dinghy/outboard.



LATITUDE / ANDY

There's nothing like wide-diameter dinghy tubes to keep a cruising family dry when going through the surf.

And we would have had a great time, too, if we hadn't run out of gas and the sun hadn't gone down.

And a couple of years ago, we were going past Santa Cruz Island, and wanted to check out the Painted Caves. It was blowing about 20 knots true with the seas you'd associate with those winds in the Channel. Leaving a couple of folks on the boat, we were able to explore not only the Painted Caves in our dinghy, but some distance down the island shore as well.

Maybe it's because we have a surfing background, but in 35 years of sailing — including lots of beach landings in Mexico — we've never dumped our dinghy. And we've done a number of trips through big surf that bordered on being irresponsible. Indeed, having observed hundreds of dinghy landings in the surf at Turtle Bay during the Ha-Ha's, one thing has become absolutely clear — intelligently used dinghy speed is a big ally when trying to get out through surf. It's people who row or are underpowered who become sitting ducks.

The best analogy we can come up with for different types of dinghy/outboard combos is this: Having a dinghy without an outboard is like walking. Having a non-planing dinghy/outboard combination is like having a bicycle. Having a planing dinghy/outboard combination is like having a motorcycle. And having a hard-bottomed planing dinghy/outboard combination is like having a small car. But no matter what kind of dinghy anybody gets to go cruising with, top quality is of utmost importance.

↑↓ HOW I SET MY BUTT ON FIRE BY MISTAKE

I have a PITA — and I want to warn others to avoid getting one, because they aren't fun!

Last Friday we took our boat to a fuel dock to add diesel to the tanks. As always, we added Biobor first, since the diesel

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LETTERS

algae killer has served us so well for decades. But I didn't replace the Biobor container lid tightly, so when the container fell over, a small amount spilled on the cabin top. I leaned against the cabin where the spill was as I was watching the fuel meter, and therefore didn't notice that I was getting Biobor on the seat of my pants.

After fueling, I took a nap. When I awoke, my butt was on fire! I later went to a local emergency room, where I was treated for a first degree chemical burn.

So yes, I have a Pain In The Ass (PITA). So, if you get some Biobor on you, to avoid a PITA — or some similar form of discomfort — wash up in a hurry! And then go see a doctor.

I want to make it clear that the Biobor container warns against contact with skin, so I have no complaint with the manufacturer. Biobor is a good product, so I will continue to use it.

By the way, we're just back in California after 20 years in Mexico, mostly La Paz.

William F. Steagall, Sr.
Inspiration, Garden Steel Ketch
Oxnard

↑↓ MULTIHULLS ENTERED PAC CUP, BUT WITHDREW

I caught your *Pacific Cup Poised for Departure* piece in the June *Sightings*, and wanted to add some info. There will be at least one multihull going along — albeit unofficially.

Two multihulls had, in fact, entered the West Marine Pacific Cup, but both have withdrawn, for different reasons. I entered my Crowther 10 Meter *Rainbow* early on, but withdrew in late January when I found that I couldn't get adequate insurance coverage for my rig if I was an official entrant in a race. A cruiser at heart, I wasn't willing to go without the rig insured, as a loss would have severely impacted my future cruising plans.

Unfortunately, Larry Olsen's *Humdinger*, a 35-ft Walter Greene designed-and-built tri that has raced across the Atlantic and around Britain, has also withdrawn. Larry told me that he had two crew cancellations, and there were some race requirements that were proving difficult to meet.

I really wanted to see a multihull class in the Pacific Cup, so this has been disappointing. But at least *Rainbow* will be going along unofficially, as I was able to get good insurance coverage sailing as a cruiser rather than as a racer. My boat is well-prepared after an eight-year refit, and I've been fortunate enough to find a great crew with plenty of ocean experience. We plan to follow the first Division out the Gate on July 3, and have volunteered to help the Pacific Cup in any way we can.

Hopefully the Pacific Cup Race Committee will again encourage a multihull class in '08. It's my understanding that there's a guy in the sailing industry with a cat named *Profligate*. Maybe he'll be interested in competing in '08, and thereby attract other multihulls. Or maybe he'll shadow the fleet this year as a platform for covering the race firsthand. And wouldn't it be great if *Geronimo* has an extra three or four days to join in?

Cliff Shaw
Rainbow, Crowther 10 Meter

Cliff — It's unfortunate how often the planets are out of alignment. A few Pac Cups ago we were all set to enter Profligate, but were told there was no way a multihull would be allowed to enter. And this year, with the Pac Cup wanting to encourage a multihull class, it didn't fit into our plans. Like you, we hope multihulls are welcomed again in '08, because we've always



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Calendar Of Events

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LETTERS

had a lingering desire to doublehand Profligate to Hawaii.

As you're probably aware, the TransPac offered a multihull class in the '05 race from Los Angeles to Hawaii, with John Walton of the Catana 43 Bright Star — and the Wal-Mart family — trying to spur entries. Alas, he wasn't very successful, and was tragically killed several months later when his self-built airplane crashed in Wyoming.

As far as we're concerned, the greatest California to Hawaii race ever was the TransPac of '97, a race in which multihulls played a significant role. The fun started when Bob Lane's Andrews 61 Medicine Man finished in a little over eight days, beating Merlin's ancient elapsed-time record. The next day that record was lowered to 7.5 days by Roy Disney's Pyewacket, which had started a day later than Medicine Man. Late the next afternoon, Bruno Peyron stormed across the finish line with his 82-ft cat Explorer, setting an all-time California-to-Hawaii record of 5 days, 8 hours. The following morning, Steve Fossett and crew arrived aboard the ORMA 60 trimaran Lakota, their six-day elapsed time the second fastest ever. With the monohull and multihull elapsed-time records having fallen like coconuts from palm trees in a gale, there was a great hub-bub on TransPac Row. It would be nice to see that kind of excitement at the Kaneohe YC finish of the Pacific Cup, too.

↑↓GETTING A TEMPORARY IMPORT PERMIT ONLINE

I just tried going through the process of getting a Mexican Temporary Import Permit for my boat. The first limitation I came across is that you can't apply for the permit more than 60 days before you arrive in Mexico. As such, I won't be able to apply until early September.

Greg Davids
Pacifica, Ericson 39-B
Berkeley

Greg — Between the trouble people have had getting to the English version of the application, and finding they can't apply for more than 60 days before taking their boat to Mexico, we don't know of anybody who has gotten their Temporary Import Permit online yet. This is not a big deal, as nobody ever got them online before. Nonetheless we'll keep you posted.

↑↓STUBBED MY TOE ON A BROKEN DOCK OF THE BAY

Can you explain to us what's going on along San Francisco's waterfront? Being from out of town, we have always enjoyed visiting the City, and consider it one of the premiere destinations in the world. The Embarcadero has been beautified, and the new ballpark is gorgeous. But when our hosts took us out on the Bay in their boat, we couldn't help noticing all the old idle warehouses and piers. I suppose in due time those properties will be developed to a higher and better use.

However, we were appalled at the condition of the San Francisco Marina at the Marina Green, which is owned and operated by the city of San Francisco. Instead of being an upscale, first-class marina, on one of the most choice properties in the country, it's a rundown, dilapidated eyesore. Pilings are missing or partially rotted out, requiring boatowners to tie to each other's boats for security. Deck boards are likewise rotten, to the extent that nails will no longer hold the boards in place. Nails, too, are protruding, causing people to trip and suffer injuries.

My hosts inform me that the city will continue to raise rents without providing the necessary improvements and repairs needed. The situation, if allowed to continue, not only appears to be a safety issue, but a liability issue as well.

No one seems to know why the problems exist, so we are

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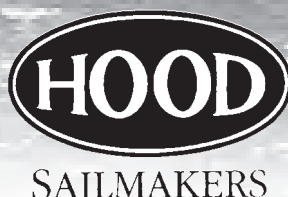
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LETTERS

hoping that you can explain why. By the way, to us, *Latitude* is the voice of the Bay when it comes to boating and recreation. Our friends send us a copy every month.

Jean & Jim Kelly
Morro Bay

Jean and Jim — San Francisco is a city of innumerable and passionate special interest groups, who, over time, have refined the obstruction of change to an art form. Sometimes this has clearly been a good thing, sometimes it's clearly been a bad thing, but most of the time it's dependent on one's personal vision of what San Francisco should be like.

There have long been plans to improve the San Francisco Marina, but there have always been groups who object. For example, the folks who own the multimillion dollar homes along the Marina Green somewhat understandably don't want any change — or construction — that would even temporarily mar their view of the Bay. Given the location of the San Francisco Marina, the berth rates are very low. Improvements would require that the berth rates go up — even if to what would still be well below market rate. This doesn't sit well with some slipholders or members of the Below-The-Poverty-Level-Yacht-Owner's Association. And like always, there are a few who object to marina improvements because denying others' pleasure is what gives them pleasure, and/or because they are against everything that would benefit anyone they perceive to be more affluent than they are.

San Francisco Marina-like problems are not unique to San Francisco, nor, unfortunately, are there simple and obvious solutions that would satisfy all those with legitimate interests. But one would hope they could at least make the docks safe.

↑↓ DISTRIBUTING LATITUDES IN HAWAII

We met several times during last year's Ha-Ha, where I was a crewmember aboard the Marquesas 53 *Rhapsodie*. I just returned to Kauai after helping skipper Caren Edwards do a Baja Bash up to Oxnard, and am wondering if it would be possible to have a bundle of about 20 copies of *Latitude* sent to the Nawiliwili YC each month. There are no marine stores or services to distribute the magazine on Kauai, but it would be easy to distribute copies to our members during our weekly harbor races. We could also leave some copies at the harbormaster's office.

Richard 'Dick' Olsen
Vice Commodore, Nawiliwili YC
Kauai

Richard — The bad news is that we can't ship Latitudes to Kauai because they are too big to ship economically. The good news is that complete editions of Latitude, in magazine form, are now available to all your members — and everybody else in the world — by going to www.latitude38.com and clicking on Latitude 38 eBooks. Most folks who have tried it are giving the online version rave reviews. And who knows, ultimately it may end up saving a lot of trees.

↑↓ MY HEART AND PRAYERS GO OUT TO HIM

I read your short article in the June *Sightings* about the loss of sailor Mark Saunders, who was killed near Mag Bay when he went into the water with a line, attempting to save the big Nordhavn trawler *Charlotte B*, which had gone aground near Mag Bay during a Baja Bash in April. Mark and his wife Sue had been living aboard their boat in La Paz, and were just crew on the trawler for the Bash.

I knew Mark and his wife Sue from our days crewing on

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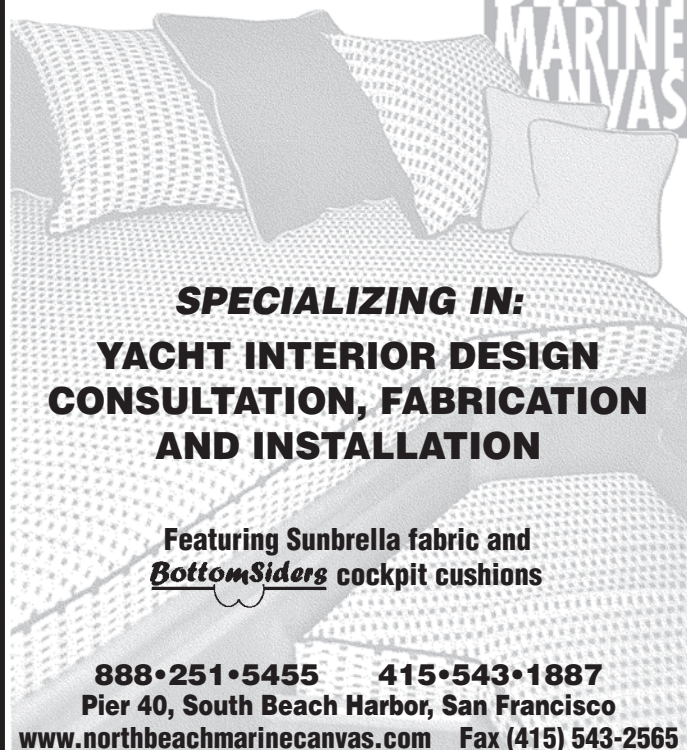
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LETTERS

the six-pack charter boat *Kentucky Princess* out of Ventura back in the '90s. Mark was a fun-loving, dedicated sailor of the old school, and his loss will be deeply felt by all who knew him. My heart and prayers go out to Sue and all of Mark's children and family.

I lost touch with Mark and Sue after they sailed south to Mexico, so if you can put me in touch with Sue or any of Saunder's family, I'd appreciate it.

Berenice 'B' Parsons
aka Bee Bop Deluxe

Readers — A few days later, Bee Bop sent us the following update, which she received from Sue Saunders, Mark's widow:

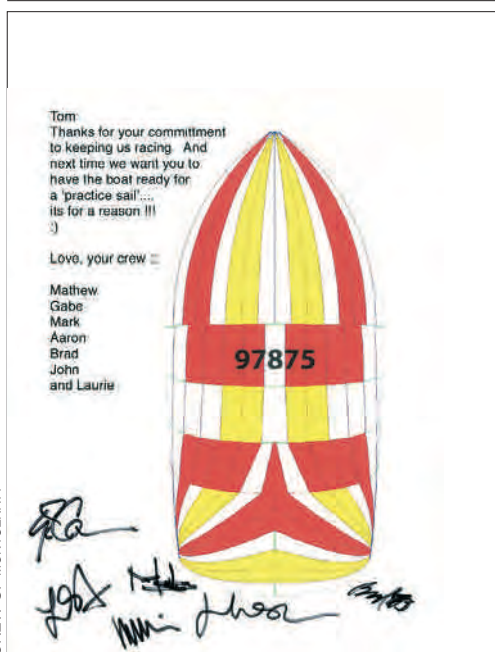
"I'm back here (La Paz) to pack up our beautiful boat for hurricane season after a whirlwind widow's tour of family and friends. Don't know what to say, as you know how much I miss my darling. We had eight years of cruising bliss together. 'Twas a terrible tragedy and horrible to see him die. Know that Mark was a hero — he died saving our lives. And remember all the fun we had — that was Mark's wish, that we all be happy."

Bee Bop added, "Sue did not elaborate on any details of the accident or how the Charlotte B ended up on the rocks. All I know of the incident is what was published in the June Latitude."

↑↑ GABE OPENED THE TRUNK AND PULLED OUT A BRAND-NEW CHUTE!

Did I ever tell you that the crew of the C&C 41 *Montserrat* is simply the best? Yesterday was proof positive. My crew chief Mathew, after trying several unsuccessful ruses to meet up with me on Sunday, finally resorted to the demand: "Just be at the dock at 11 a.m., and you don't need to know why!"

This indeed was cryptic and strange, as there was simply no good reason to meet at the dock, since my boat was hauled out at the time. Well, I pulled into the parking lot at the appointed time, and there was my entire crew —



A most unusual gift from the crew to the skipper.

Matthew handed me an envelope saying, "We got you a card!"

My birthday? No! So what the hell was it all about? I opened the card, and it had a picture of a spinnaker, everybody's



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LETTERS

signature on it, with the words, "Tom, thanks for your commitment to keeping us racing." At this point Gabe opened the trunk of his car and pulled out a brand new Quantum .6-oz spinnaker!

I was speechless! These guys had been planning this gift for months. Unbelievable! Well, like I said, proof positive of what a great crew I have. I want to thank them all, plus Steve Steiner for advising, and Todd Wheatly from Quantum.

Thomas E. Zahlten
Montseratt, C&C 41
Culver City

Racing Boat Owners — Yes, you may cut this letter out and post it in the companionway. As for Thomas and crew, we apologize this took so long to get into print.

↑↓ SAILING TO HAWAII IN THE WINTER

We brought the December '05 issue of *Latitude* along with us for good reading during our delivery of the Pacific Seacraft 31 *Hokuao* to Hawaii. Well into the passage, we read with understandable interest Larry Patterson's *Wanting To Know About Sailing To Hawaii* letter. And your editorial response — including the recommendation not to sail to Hawaii in the winter.

We couldn't help but smile to ourselves, because at the time we read the letter, we were about halfway to Hawaii from Dana Point, and it was early January. There was a battery of Pacific storms lurking off the West Coast at the time, and unusually high seas had caused the closure of several harbors along the Southland coast. Looking outside of our cockpit, we had bright — although cloudy — skies with a moderate breeze and quartering seas. The waves varied in height from 4 to 12 feet. A little earlier, the wind had ranged from 10 to 25 knots with even larger swells. As it turned out, we'd have the same basic conditions for the entire 18 days of our passage. It couldn't have been more ideal. Well, maybe we could have used a little more sunshine.

What route had we taken? Skimming along the top of the easterly tradewinds just below latitude 25N, we were sailing under the Pacific High, which assumes a southerly position in the winter, requiring us to dip so far to the south. It added 600 miles to our trip, but it was well worth it in return for the comfort and benign conditions.

The point I'm trying to make here is that the weather determined our route. You wisely advised not "to sail between Hawaii and the mainland during winter . . . because it greatly increases the chances of really getting your ass kicked" — as you put it. That's if by 'mainland' you mean the continental United States. We, on the other hand, followed the clockwise flow of the Pacific High winds from our departure point south, until they gradually turned southwest, and then finally west at about the same latitude as Bahia Santa Maria, Baja, about 175 miles north of Cabo. By then we were in the trades. If we had followed the rhumbline or the 'reverse S' that you mention the racers take in the summer, we would have gone through the center of the High — where there wasn't any wind. We probably would have had to motor as much as halfway across — only to poke out the backside of the High — and into the onslaught of a Pacific storm with 25 knots or more of headwinds and 20-ft beam seas! I still have the weatherfaxes to demonstrate this.

As for the Pacific Seacraft 31, she's brand new, straight out of the factory, and proved to be well-found and seaworthy. She was well-suited to the passage — except that this one was commissioned for light coastal cruising. We had no



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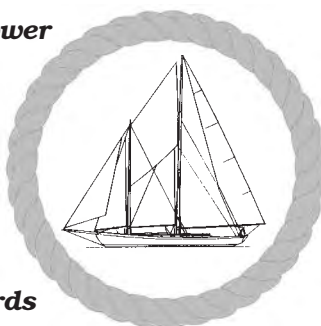
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radar, no pressured water, no hot water, no refrigeration, no watermaker, no high output alternator, no windlass, no inverter and no entertainment system. The electronics consisted of the basics — wind, speed and depth instruments, plotting GPS, VHF radio, and good ol' Otto the autopilot. We hand-steered most of the way across until we realized that we had sufficient fuel to keep the batteries charged. I brought along a portable Ham radio for long-distance communications, which was augmented with a laptop for email and weather faxes. In my estimation, the Ham radio and computer were the most valuable and essential pieces of equipment aboard — except for the GPS. They allowed us to enjoy regularly scheduled contacts with a designated homebase operator, Richard Saunders, K6RBS, and live weather reports from the marine nets. And the emails bolstered our spirits.

And need I say anything about the weatherfax, except that it was crucial for determining our route? We also brought along a barometer, which confirmed what the facsimiles indicated.

You are correct in saying that "a sailing trip to Hawaii is rarely the pleasure cruise that many novice sailors expect it will be." This is especially true with such a spartanly outfitted boat. None of us are novices, but this was the first bluewater passage for two of us, except my wife Diane. Even with such favorable conditions, after the first week with the watch-standing and sleep deprivation, it became a feat of endurance. It was *Groundhog Day* revisited, as one day blended into the next, and it became a matter of putting one foot in front of the other.

The passage to Hawaii does not necessarily depend only on the time of year, but also on the route chosen. It also helps to have trustworthy and competent crew like our friend Eric 'Turk' Dillon.

Tony de Witte
Merlin, Pacific Seacraft 27 Orion
Dana Point

Tony — If you have to sail from California to Hawaii in the winter, we agree with you, it's best to get down to the Tropic of Cancer as quickly as possible. The problem is that lots of times folks leaving from Northern California don't want to sail nearly 1,000 miles south before pointing their bow toward the Islands, so they cut the corner, exposing themselves to the possibility of some pretty nasty weather. But they can consider themselves warned.

↑↓DISAPPOINTED IN LATITUDE'S COMMENTARY

I was looking for crew for a possible delivery from San Francisco to St. Croix in the U.S. Virgins recently, and I got a lot of response from *Latitude*. As it turns out, I bought a boat here in the Caribbean — the 1931 William Atkins-designed cutter *Tally Ho!* As such, I didn't buy the Tahiti ketch that I was thinking about in California, and therefore won't be needing crew to help deliver her here. I thank everyone who took the time to reply to my ad.

I would also like to express my disappointment in your editorial commentary about how difficult such a trip would have been aboard the Tahiti ketch I was thinking about buying in California. That design may not be a fast boat, and may not point well to windward, but I'll tell ya this, I would feel safe making a passage in one.

By nature, sailboats are slow. And some are slower than others. Carl, the former owner and captain of *Asuka*, the Tahiti ketch that I was thinking of buying, has sailed her safely many thousands of miles. He says he never would have put

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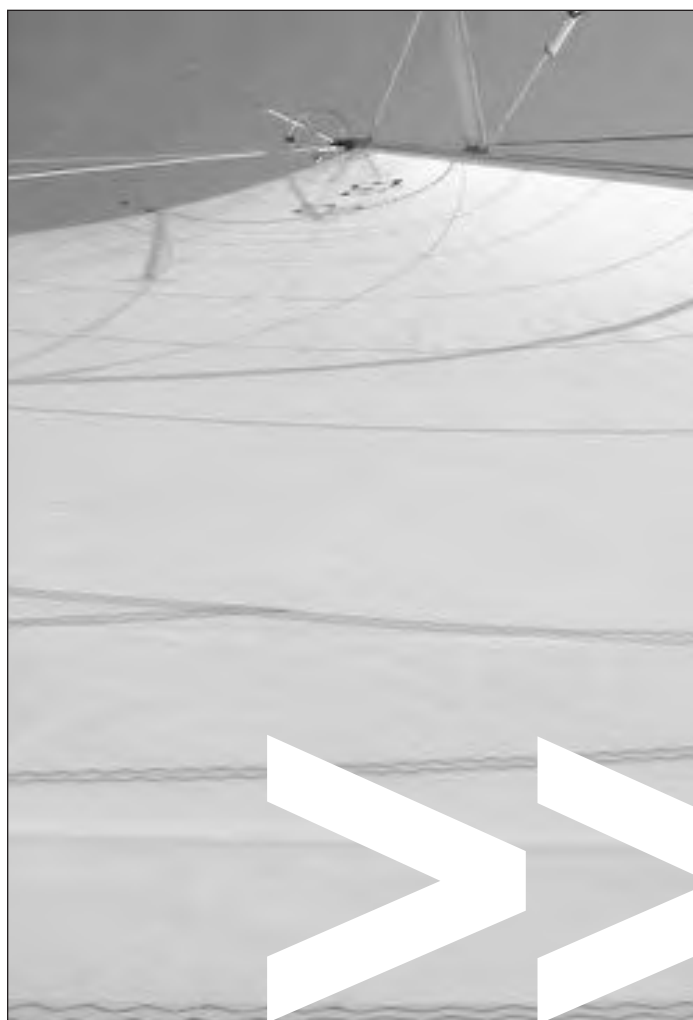
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the boat up for sale had he not gotten sick. I hope that just the right person buys *Asuka*, and that I get to see her in the Caribbean.

Anyone with comments may contact me at rottiedelmar@yahoo.com.

Stephanie Labonville
Tally Ho!, Atkins cutter
Christiansted, St. Croix, U.S.V.I.

Stephanie — We're sorry that you're disappointed with our editorial remarks, but we remain comfortable with them. If you talk with people who have made what is normally a relentlessly brutal trip from Panama to the U.S. Virgins, we're confident they'd agree with our evaluation. Many people assume that if you try hard enough, you can always sail a relatively direct route from one place to another. But that's not true. Many great sailors have been denied, and have had to take very long, indirect routes to reach their destinations.

In the case of a Tahiti ketch — and a lot of other boats — the most direct way to get from Panama to the U.S. Virgins might well be via the west end of Cuba, Fort Lauderdale, far out into the Atlantic, and then dropping down into the Eastern Caribbean on the easterly trades. Ultimately, it might be triple the distance or more of a direct route, but it might be the only way to make it.

We don't doubt the owner when he told you he's sailed his Tahiti ketch thousands of miles. And if you'd been looking for crew to sail the boat from the U.S. Virgins to Panama, and then on to Tahiti, New Zealand, Australia, South Africa and on up to the Caribbean, we wouldn't have said anything. But Panama to the U.S. Virgins? We don't think you appreciate the enormity of the challenge and the dangers of attempting it in an older wooden boat. To find out what another experienced sailor thinks of the chances of a Tahiti ketch on the direct route across the Caribbean, read John Neal's comment in the first report in this month's Changes in Latitudes. It just so happened that he read your letter and our response while making that passage.

*In any event, congratulations on your new boat. On the assumption that she's wood, perhaps we'll see her in the Antigua Classic Regatta next year. And who knows, perhaps one day someone will buy *Asuka*, ship her to the Caribbean, and she'll participate in the same regatta. Then everybody would be happy.*

↑↓ **HELP WHEN IT WAS NEEDED**

Lydia, her crew, and I, would like to thank the skippers and crews of two boats who assisted us when she was dismasted during the Master Mariners Regatta on May 27. We were so preoccupied with our efforts to recover from the dismasting that we may not have adequately expressed our thanks at the time.

The first boat that we would like to thank is *Toot*, a power-boat that stood by us immediately after the accident in case we needed assistance with an injury, and to be sure that we were able to bring sails, mast, and rigging aboard in order to get *Lydia* underway under power. Fortunately, no one was injured, but it was comforting to have *Toot* standing by. Thank you skipper and crew.

Lydia's crew of Laura, Kristian, Dave, Dan and Merv worked hard and well to secure the boat and make sure that the mast and rigging, as well as halyards, were aboard so that *Lydia's* propeller would not get fouled. This took quite a while and, in the four-knot flood tide, we drifted close to Alcatraz.

When we finally got everything onboard, we were danger-

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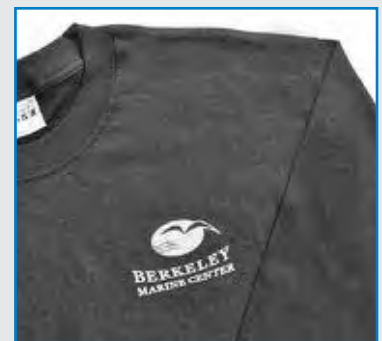


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ously close to The Rock. *Svenska* saw this and sailed over to see if they could assist in any way. We started the engine, but still had doubts as to whether the prop was completely clear. So to be safe, we asked *Svenska* for a tow. The skipper immediately ordered the sails down, started the engine, and took us in tow.

This gave us an opportunity to make a final survey to be sure all the lines were aboard. When assured they were, and that the prop was clear, we put *Lydia* into gear. Once under power and clear of Alcatraz, we were able to cast off from *Svenska* and motor back to our berth in Alameda. We would like to thank *Svenska* not only for observing our distress, but for doing something about it. Thanks to you, the skipper and crew of *Svenska*, for your tow and good seamanship.

When *Lydia* gets her 'wings' back, we will look for *Toot* and *Svenska* on the Bay to say 'thank you' once again.

Bob Hanelt

Lydia, Edson Schock cutter
San Francisco

↑↓ A DIFFERENT WAY OF LOOKING AT NUMBERS

Bud Balone, who wrote a letter in the April issue, may be an experienced captain, but I sure wouldn't want to sail with him. After all, he arrogantly dismissed a female crewmember's concerns about a ship headed toward his boat at 20 knots while his own boat was doing six knots. That's a total, as he acknowledged, of 26 knots. His excuse is that "there was at least a mile between us."

Well, by my calculations, he had a little over two minutes to get out of that ship's way!

He says he reminded his female crewmember that, while on the L.A. freeways, she comes close to oncoming traffic doing 60 miles an hour. Well, in a car you can maneuver a lot quicker than when you're on a sailboat doing six knots! Moreover, there is normally a center divider between you and oncoming traffic.

A captain's first duty is to ensure the safety of his ship and crew. It is insane, as well as poor seamanship, to deliberately put both in harm's way.

On further reading of the April *Letters*, I see that, according to the manufacturer, the Morningstar Sun Saver electrical controller has sold over 400,000 units in the last 10 years, with a failure rate of 1 in 1,000.

If all the failures caused boat fires, that would have been 400 boat fires — or 40 a year — due to failed controllers.

Do the math, guys!

Mo Newman
Tiburón

Mo — It wasn't exactly clear, but the way we read it, the ship and Balone's boat were going in opposite directions at a combined speed of 26 knots — but were separated by a sideways distance of one mile. Mariners differ about how much of a sideways distance is a safe distance, but if both vessels had been maintaining consistent courses, we're comfortable with passing one mile abeam.

We don't know what freeways you drive on, but in most cases vehicles approach each other at a combined speed of about 150 mph — which is why there are so many deaths on the highways.

As for the problems with the electrical controller, you're correct, it's important to look at figures in absolute as well as relative terms. For example, while it may be true that only a very small percentage of people who ride in automobiles die in accidents, that comes as little comfort to the nearly 500,000

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who are killed in a typical decade in the United States.

On the other hand, Mo, we're not so sure that you read the manufacturer's response fairly. When Morningstar said the failure rate of their controllers was 1 in 1,000, they didn't say that every failure resulted in a boat fire.

In both the cases that you cited, it's important to get all the factual information and properly understand the situations before doing the math.

↑↓ **HE MARCHES TO THE BEAT OF HIS OWN DRUM**

In a recent issue, you reported that Steve Fossett's 125-ft catamaran *Cheyenne* had lost her mast. As such, I have an idea he might be interested in. Fossett could rig his catamaran with only kite sails and try to be the first boat to sail all the way around the world using only kites. Not only would he have the perfect opportunity to set a new record, but he could also test the feasibility of using kite sails on regular sailboats.

Matt Wilson
Trimaran
Pillar Point Harbor

Matt — Fossett could do that — were he not notorious for not being particularly interested in what other people think he should do. Maybe it comes with owning a large multihull, as Olivier de Kersauson, the owner of *Geronimo*, is very much the same way.

At last word/rumor, Fossett was going to use *Cheyenne* as a dive platform above the Marianas Trench so that he — who once survived falling from 29,000 feet — can make an attempt at the world's deepest dive.

↑↓ **I HAD A BAD EXPERIENCE WITH AN OLDER MAN**

Originally from Newport Beach, I'm a longtime sailor, aboard both yachts and merchant marine vessels. I started sailing with the likes of Bob Sloan, Bob Dixon and Don Vaughn — a bygone era. I have never had problems with crew from the union hall or from people who put their names in magazines hoping to get a berth on a boat. I never had problems until recently, that is.

In the spring of this year, I took my 'Squeaky Giese'-built boat from L.A. Harbor to La Paz, and had a bad experience with an older man. For one thing, he misrepresented his age. He said he was 67, but he was really 74. He also quit the boat when we stopped at Turtle Bay to have the prop changed. When he left me without crew, I had to take the bus back to Los Angeles to find a replacement.

Furthermore, the guy masqueraded as the owner of my boat, and somehow managed to borrow money from Enrique on the fuel pier, causing me mucho problemas with Gordo Castro's family.

I hope that when you print crew lists in the future, they won't include Joe Blow's name!

Lief Erick Aarnold
Marina de La Paz
La Paz, Baja California Sur

Lief — Without hearing Joe Blow's side of the story, we can't be absolutely certain that he was to blame. Nonetheless, we're running your letter to remind everyone that there is always the possibility that captains and crew won't get along.

It's not uncommon for older people — both male and female — to lie about their age to get on boats. "If you knew how old I really was, you wouldn't have taken me," they argue. In some cases, they are right. And there are guys out there in their 70s

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LETTERS

who we'd be happy to have along as crew.

We also ran your letter because it brought up the names of some notable sailors. Bob Sloan, of course, did a beautiful job of building the wonderful schooner Spike Africa. Dan Vaughn, a long-time crewmember aboard the great Windward Passage, died way too young of a heart attack during a race at Antigua Sailing Week. Bob Dixon is not only still among the living, he's still racing aboard Jake Wood's red-hulled Mull 84 Sorcery. We salute them all!

↑↓ DOES THE FALL CREW LIST HAVE MORE?

Enclosed is a check for another year of vicarious sailing pleasure and stoke for a future cruise of my own. To that end, I found the pickings in the April issue were pretty slim regarding crew needed for the Baja Ha-Ha. Does the fall Crew List usually have more? And do I recollect correctly that there is also a Mexico Only Crew List at some point?

On a different note, did you ever discover what happened to Ornaith Murphy? I met her in Opuia, New Zealand, about 13 years ago and boat sat for her for awhile.

Thanks for the great read. As for me, I don't really think that I'd enjoy it any more if equal space were given to photos of partially-clothed males.

Kathy Bagnell
Patriot, Catalina 30
Redondo Beach

Kathy — The Spring Crew List comes out more than seven months before the start of the Ha-Ha, so many boat owners haven't made a final decision about participating or who their crew will be if they do go. So yes, the spring pickings are always relatively slim.

The fall Mexico-Only Crew List is much more focused on crew needs for the Ha-Ha, and is published in the October issue. There will be a combo Ha-Ha Kickoff and Mexico-Only Crew



LATITUDE / RICHARD

Most people think it's worth the extra effort to be part of things like the Ha-Ha Beach Party in Turtle Bay.

List Party at the Encinal YC on October 4 (6 to 9 p.m.). This is an ideal place for skippers and potential crew to hook up, as everybody's plans are much more definitive, with the start of the event only about three weeks away.

Other places to possibly meet folks looking for Ha-Ha crew are at the Ha-Ha Preview at Two Harbors, Catalina, on August 12, and at the West Marine Ha-Ha Kickoff Party the day before the start of the event — although the latter is cutting it closer than we would recommend for landing a berth.

The mistake a lot of potential crewmembers make is sort of sitting back and waiting for the golden Ha-Ha opportunity to come to them. As with the rest of life, such good things rarely



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just fall in one's lap. So we recommend that you be nimble and aggressive about looking for a berth. Investigate all opportunities, network with skippers who are going but already have full crew, go to the Ha-Ha pre-events, read the Classy Classifieds, take out a Classy Classified — whatever it takes to achieve your goal. With 120 to 150 boats expected, if you show a little effort and perseverance, there is no way you should get left out. Good luck!

As for Ornaith, to our knowledge the mystery of her disappearance has never been solved.

↑ LA PAZ IS A SOCIAL EXPERIMENT IN PROGRESS

This is my first letter to *Latitude*, although I feel as though we've been in contact for years! I'm an avid reader, and find the articles to be of exceptional quality. With encouragement from the *Letters* and other editorial, I left my high-tech office job about six years ago to start a sailing school, and now live in La Paz for six months a year, and spend the other six in San Francisco. At both locations I teach sailing, kitesurfing, and am a sailing adventure guide.

When I first visited La Paz 20 years ago, I fell in love with the people, the girls, the city — and, of course, the wind. Now, as a member of the yachting community in La Paz, I take great



PAUL BUELOW

Paul fell in love with the sailing breeze, among other things, when he first visited La Paz.

pride in our city and its slow growth. I enjoy Marina de La Paz immensely as a home away from home, and, as you noted, the Shroyer family that runs the marina are excellent

hosts. The other big marinas in town provide more space for larger yachts, and are also nice for those who prefer to be away from the center of town. The nearby islands provide destinations well worth visiting.

The state of Baja California Sur was only formed in 1974, and La Paz is a young city. Compared to Cabo San Lucas and San Jose del Cabo, La Paz is far behind in commercial development. Those of us who live in La Paz consider it to be a social experiment in progress, in that the city identity and culture is still being formed.

I appreciated the intent of your *Blog of the Sea Of Cortez* article covering La Paz in the April issue. However, there are a few important clarifications I'd like to make, as you might have offended Paceños — people who were born in La Paz — and your errors unfortunately may only have contributed to La Paz' sense of inferiority.

First of all, your suggestion that years ago men spat at women in shorts is an anecdotal story without merit. False. Stop it. A misunderstanding such as that would never happen. To refer back to this anecdote to start is not representative of the city then or now. Kindness and respect to women is a high priority in La Paz, and anything less is not tolerated.

In addition, an *asadera* is a barbeque restaurant. *Arachera* is a type of steak, like tri-tip, which is tender and more expensive. Lastly, the name of the large grocery is Soriana, not Sorriano's, as you wrote. By the way, we refer to the Soriana, at the corner of Colosio and Forjadores, as the new center of

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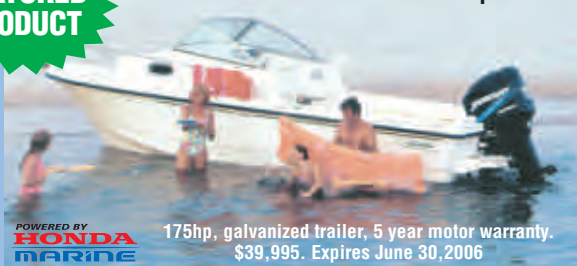
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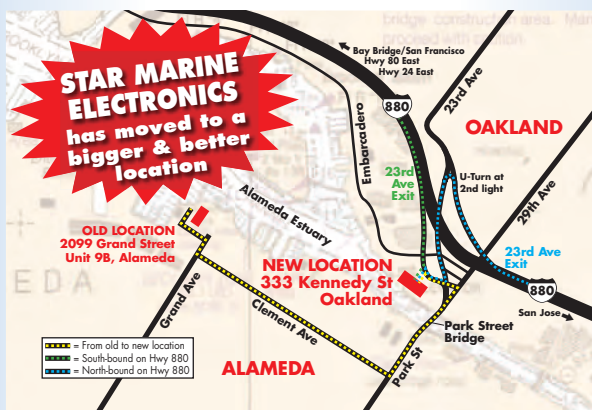
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LETTERS

town, not the edge of town. There, you will also find a giant Cineplex movie theater — Wednesday is discount night — as well as many other stores and restaurants, plus a City Club membership discount store.

Back to food. If four people ate three *arachera* tacos each, that would be 17 pesos each, plus a juice or beer, at 23 pesos each, plus a salad at 25 pesos, plus 10% IVA tax, plus tip, would be close to \$50 — not the \$21 and \$26 that you reported.

Rancho Viejo was a great, expensive restaurant until late April, when most of the staff left. It's simply no longer the same, as the service isn't as good and the food has suffered. I still eat there often because of its proximity to the marina and because it's open 24 hours a day. But I order carefully, and check with the staff to be sure that they are going to bring the food. *Papas rellenas* — or potatoes with toppings, including meat — are the most popular, although a *Papa Rellena Arachera* is 90 pesos, so it's expensive.

I would concur that the food of La Paz is not exceptional, as it's very difficult to get a good meal with good service at a sit-down restaurant. For *desayuno* (breakfast) I find Gorilla's to be exceptional. For *sena* (dinner) Los Arcos restaurant is very good and very affordable. La Paz specializes in hot dogs, bacon-wrapped hot dogs, hamburgers — and, of course, fish, shrimp, and carne asada tacos. Cruisers who stick with buying these from street carts late at night will be in good shape, but I tell my visitors not to overeat, particularly the first night. Many *gringos* overeat and suffer. I also recommend avoiding too many raw vegetables from condiment plates sitting out. In particular, don't overeat from the plates of raw cucumbers sitting out at tables, as you're likely to get sick.

Aside from the 'have not' complex compared to the 'haves' of Cabo, La Paz is a ranchero city with a great deal to offer the sailor. Marina de La Paz has a list of service providers and their phone numbers are available free in the main office, and you can hail each marina on VHF 16 to ask for specifics. Boat parts are difficult to come by in La Paz, and certified mechanics are not reliable — so plan on managing your own part deliveries and oversee all repairs personally. You simply must be on site while any work is being done on your boat. If you don't like the work being done, stop it right away, as it will be cheaper to correct it immediately. I hear a lot of rumors about bad repairs, and overcharging on time is common if the boat owner isn't around. On the other hand, there are also some great workers — most of whom can be recommended

by the marinas.

As a gentle reminder, many islands are protected, so you may need a 40 pesos/day permit to go ashore at places such as Espiritu Santo. No access is allowed at Cerralvo. When out at the islands,



One of the great things about La Paz is that terrific island anchorages are so close.

you're not allowed to bring dogs ashore or collect shells. All garbage should be packed out, and any extraneous garbage picked up. We hope that the entire area will be protected from fishing before long. I also suggest that you don't mess around with the sea lions' rocky territories or aggressively play with them in the water. But you can dive around them and swim



Poop.

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LETTERS

in the vicinity.

The Bay of La Paz has a clearly marked channel that hugs the cityfront shore. Don't attempt to go outside the channel, as it's very shallow. I run around with a short-shaft outboard on my inflatable. Most importantly, if you visit La Paz, enjoy walking the *malecón* and its many beaches. It's also a short drive to the Pacific Ocean or to Bahía de Los Muertos on the Sea of Cortez.

Thanks again for your magazine, I'll be looking forward to more articles about the Sea of Cortez.

Paul Buelow
San Francisco / La Paz

Paul — Thank you very much for the kind words, but we're confused why you're so adamant about disputing the veracity of our firsthand experiences. After all, we were there and you weren't.

We didn't make up the story about the woman being spat at. It's not false. She was an attractive young blonde who was a member of our Contrary to Ordinary crew in the '83 Long Beach-to-La Paz Race. She was with her boyfriend when she was spat at several times in the *malecón* area. Having been sailing in the Sea of Cortez area for several years previously, we'd warned her about possible animosity that might be generated by her wearing clothing that was too revealing for the local standards of the time. But as a young woman in the early '80s, she wasn't about to have anybody tell her what she could or couldn't wear.

But as we noted, that happened a very long time ago when La Paz was a very different place. Heck, many of the young women in La Paz — as well as in California high schools — now dress more suggestively than did the whores back then at the Mi Ranchito whorehouse that everybody — women included — used to go to after the races. If you were there at the time, you'll remember that whorehouses of the era — we have no idea what they are like now — were as much for just hanging out as they were places to pay for sex. Not that we ever found the idea of Mexican whorehouse sex very appealing.

We confess to getting *asadera* confused with *arachera*. Oddly enough, the bungle was made when we were confirming the correct meanings. We did spell Soriana's wrong also, but we're not going to lose any sleep over it. By the way, it was Neil and Mary Shroyer who characterized Soriana's as being in the fast-growing outskirts of town — although we can see that the definition of 'outskirts' is both subjective and subject to rapid change.

But once again, we're baffled by your disputing what we paid for our dinners. The four of us went to Rancho Viejo and ate our fill of what sounded good to us — including *arachera* — and we paid a total of \$26, including the drinks and tax, but not the tip. Wayne, Bruce and Doña can vouch for the amount of the bill, and that we all thought the food was delicious. Rancho Viejo was busy when we visited, and the service wasn't like McDonalds, but we weren't in a hurry and didn't care.



LATITUDE / RICHARD

The food at Rancho Viejo, and we have the receipts to prove it was cheap.

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While the channel into La Paz Bay is clearly marked, we would not recommend anyone enter at night for the first couple of times, as there is that nearly 90-degree turn by Marina Costa Baja that can make the sequence of buoys confusing.

We're surprised to learn that La Paz suffers from an inferiority complex, and can't imagine why. After all, it's not as if being bigger and more developed is necessarily better — as has been proven by central Cabo San Lucas. As far as we're concerned, La Paz has a lot going for it, not the least of which is being the gateway to the terrific cruising area between La Paz and Loreto — which we cover this month in *The Blog Of the Sea Of Cortez, Part II*.

↑↓ **OUR BEST TO JILL AND ANDY**

Please relay hugs and our best to Andy and Jill Rothman, as we were so sorry to read about the loss of their J/44 *First Light* during their Atlantic crossing. We're so glad that they and crewman Bruce Ladd were able to get off safely.

We, aboard *Kiana*, had the pleasure of sailing in company with Jill and Andy in the 2000 Over The Top Rally from Gove to Darwin, Australia. Our last encounter with them was in Larnaca, Cyprus. It was 2002, and we shared a lot of laughter about our adventures coming up the Red Sea.

Jill and Andy are wonderful examples of the fine people we met in the international cruising community, a group we were fortunate enough to be a part of for six years. We wish the Rothmans all the best.

Also, thanks for reminding us — in the February *Latitude* — of why we love the Pacific Northwest. After sailing full circle back into the cold, it's sometimes hard to forget palm trees, blue sky and warm weather. Now our homeport is Friday Harbor, a grand base in these magical archipelagoes.

Ziggy & Davie Clark

Kiana, Sceptre 41

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Ziggy and Davie — The Rothmans are wonderful people and terrific sailors, which is what made it so infuriating when some armchair sailors began to nosily question their decision to abandon their boat.

↑↓ **ONLY A HANDFUL OF ACTIVISTS WERE INVOLVED**

I've enclosed a flier that refers to the Bush cover-up of the NOAA reports of big hurricanes. Every capital city is a potential *Katrina* waiting to happen.

Over the years, the liveaboard communities around the country have had to organize to continue to have the right to anchor in federal waters. Only a handful of activists were involved.

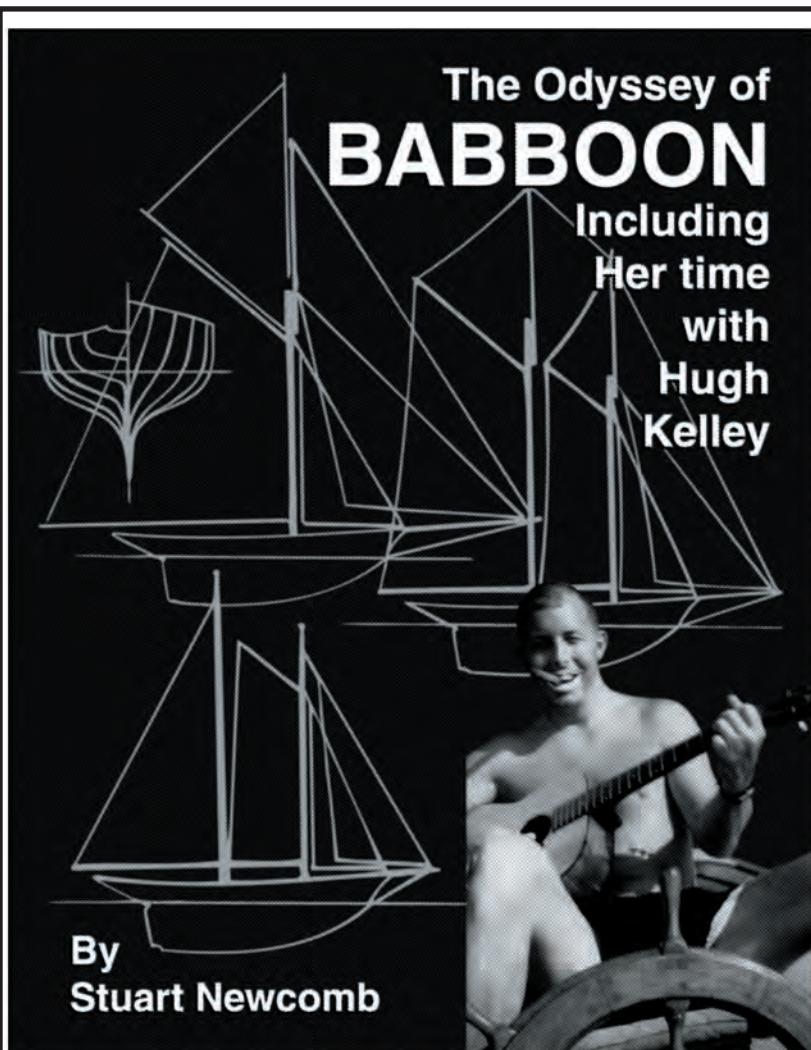
Today's crisis affects everyone from marinas to marine businesses to insurance companies, to homeowners and boatowners.

We need the facts. The reports and studies must be made public. Hurricane preparedness is being informed. Pass the word.

Michael Burt

Laurel, Maryland

Michael — In our opinion, 'The Facts' are to be found in history books, not necessarily NOAA data and reports. And the facts are clear: the entire East Coast of the United States — all the way up to Maine — as well as the entire Gulf Coast, is subject to being hit by powerful hurricanes on any day of the summer or fall. And it's not whether Manhattan will ever



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LETTERS

get hit by a hurricane, but rather when it will be hit again and how extensive the damage will be. And before anybody starts crying 'global warming', the last time Manhattan got hit was 1938, long before everybody started driving SUVs at 10 miles per gallon.

The only good thing about Katrina is that it has eliminated the possibility that anybody on the East or Gulf Coasts can claim ignorance that they are living in a risky area. This is the same thing that Mount St. Helens did for those who live near volcanos, the '89 earthquakes did for people who live in earthquake zones like the Bay Area, the tsunami did for people living on the Pacific Rim, and so forth. If people are willing to take the chance of living in risky areas, they need to be ready to assume much of the responsibility for what might happen to them and what they might lose. It's all about taking basic responsibility for one's actions and decisions. We say this even though we own a condo right on the water in one of the world's busiest hurricane zones, and we've long kept a boat in another busy hurricane area.

Speaking of personal responsibility, we're not sure how you managed to segue from NOAA data reports to activists fighting to keep federal and other anchorages free. But in our opinion, it was precisely the often gross lack of personal responsibility on the part of some liveaboards that caused so many anchorages to be shut down. Pass the word about that.

↑↓ WHAT TO DO WITH THE HOUSE WHILE CRUISING

We took off cruising for six years starting in '96, but didn't sell our house. And we're very glad we didn't. We haven't found anywhere better than Northern California for old age, and had we sold our house, we couldn't have afforded to move back to our old neighborhood.

For those folks with a house who want to go cruising, even if they don't want to return to their old house, I would suggest they hire a property manager and rent it while they cruise. It will always be appreciating, and if the owners decide they don't want to live in it again when they finish cruising, they can always sell it then.

However, I would definitely not try to manage property oneself while cruising thousands of miles away. It will only create unnecessary stress when you're trying to enjoy yourself. Just figure you'll have to recarpet and repaint your house when you're done renting it.

As far as what other cruisers did after they finished cruising, many West Coast cruisers we know kept their houses, while others moved to Washington or Oregon, and the last few decided to live in Mexico. As for retired cruisers on the East Coast, a few kept their houses up north, but it's too cold up there in the winter for most retired cruisers, so many bought houses or condos in Florida. A few ended up in the Carolinas.

When we returned from our cruise in '02, we spent a few winters in our home in Northern California. But after that, we decided that we wanted to cruise in the winter and spend our summers in the Bay Area. So we bought a boat in Florida, and last winter sailed her to the Caribbean. We're storing her in Trinidad for the summer hurricane season.

By the way, we've noticed a big difference in the people out cruising now as compared to those we met in 1996. Their boats are much bigger — typically between 44 and 53 feet — and they have all the conveniences of home, such as air conditioners and washing machines. In addition, the cruisers were spending hours on their computers and didn't seem to socialize as much with each other. In addition, almost every-one we met this year was a part-time cruiser, whereas almost

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everyone we met in the late '90s was a full-time cruiser. Even the European cruisers all seemed to be going home for the summer.

As an aside, all those megayachts you wrote about in St. Barths over the New Year holidays moved over to Simpson Bay Lagoon in St. Martin after it was over. We've never seen so many big sailboats and powerboats in one place at a time. It was great fun watching them all enter and exit through the narrow bridge opening. We hope to see you down in the clear blue water of the Caribbean some time.

Nancy & Peter Bennett
Destiny, C&C 48
Bay Area

Nancy and Peter — Thanks for your fine observations. We'd only disagree with your assertion that houses "will always be appreciating." Houses have appreciated wildly since you started cruising, of course, and better San Francisco Bay Area homes have rarely ever gone down in value. And while we personally don't expect a collapse in the value of homes, we're all but certain that the kind of appreciation seen in the last 10 years isn't going to be repeated any time soon. This doesn't mean we disagree with your philosophy of renting one's house out instead of selling it, just that people need to be realistic about how well their home will perform as an investment over the next five years.

As for St. Martin, it really has become the megayachting center of the Caribbean, surpassing even Antigua. The odd thing is that, generally speaking, those megayachts are seldom used. Yeah, they all come over to St. Barth for about four days around New Years, but then most of them spend about 80% of the rest of the winter tied to a dock in St. Martin, with crew and service people polishing and repairing their little lives away, awaiting the rare return of owners and/or charterers.

↑↓ THOUGHTS ABOUT THE 'GIVENS'

My husband and I have been living the cruising life since '99, but we think there are a couple of so-called 'givens' that need to be discussed.

The first 'given' is often found in cruising books, where it is highly recommended that people sell their homes in order to buy a cruising boat and to cruise. That's sort of what we did, when we finished our 20-year project building our Roberts 43 in 1996. We sold our house, got on our boat, sailed beneath the Gate, and turned left. The problem with this romantic notion of cruising is that at some point we're all going to become ill or enfeebled, and will need a place to return to.

In fact, both my husband and I developed health issues that required us to return to the Bay Area. But since we'd sold our house to our daughter, we were in a bind for a place to stay while we tended to our health issues — which also included major dental problems. Our daughter and her husband were great about our staying with them, and never complained or made us feel unwelcome. In fact, they even built a bedroom for us to stay in every time we came back to town. But as the illnesses got worse and our stays became longer, it became uncomfortable. We felt we were infringing upon their space, and felt cramped in our space.

I guess what I'm trying to say is that, if at all possible, don't sell your house to go cruising. But if you do have to sell it, try to have at least something to come back to when you have health issues, when you want to retire from cruising, or just to visit your family. It could be a condo, cottage, RV, trailer — any place to hang your hat where you don't feel as though you're a burden. I've spoken to some other cruisers — both

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men and women — who have found themselves in situations similar to ours, and they expressed similar feelings.

As for ourselves, we've got an RV. In fact, we commute cruise, spending six months a year on our boat in Mexico, and six months a year in our RV. Next week we leave for Alaska.

Now that I've unloaded my thoughts, I will probably get a lot of flack from fellow cruisers. However, I do feel better having been able to express my opinion about some of the realities of cruising and post-cruising.

Dorie Pittsey

Morning Star, Homebuilt Roberts Mauritius 43 Ketch
 San Francisco / La Paz

Dorie — Why would you catch flack for having done nothing but raise a few of the most basic questions about personal financial planning?

We don't know what cruising books you read before you took off, but we certainly wouldn't advise anyone to sell their home and put all the proceeds into a cruising boat — unless they had a lot of other income or were dyed-in-the-wool 'cruise until we croak' people. Everyone's financial situation is different, of course, and nobody can predict what will happen to the value of homes and other types of investments, but here are three scenarios we might suggest:

1) Keep the house for a rental, but get an equity loan to buy and/or finance a cruising boat. You won't be able to afford as grand a cruising boat as if you sold the house and put all the proceeds into the boat, but in return you get greater long-term financial security. It's not going to solve your problem of where to stay if you have to come home for a couple of months for medical care — but maintaining an empty residence while you cruise wouldn't make much fiscal sense either. When you have to come home for medical treatment, we suggest that you rent an apartment on a month-to-month basis.

2) Sell your house and use part of the proceeds to buy a house/condo to rent out in a much less expensive housing market, using the rest of your equity to buy/finance your cruising boat. San Francisco is one of the most expensive housing markets in the country, but people who haven't travelled much often think this is the only place worth retiring. It seems to us that the Bay Area is best for people on career paths or raising children, as it's too expensive, has too much traffic, and is too cold in the winter to be ideal for retirement.

Keep in mind that there are lots of much less expensive housing markets outside of the Bay Area and outside the United States. It's no secret why so many retired Americans have been moving to Mexico — it's much less expensive, very good health and dental care are a fraction of U.S. prices, and it offers a more tranquil pace of life. Why any retired person would struggle financially to live out their years in the Bay Area as opposed to living like a king on the same amount of money in Mexico is a mystery to us.

3) Sell your house and use part of the money to buy a cruising boat and the other part to buy an RV or liveaboard boat in the States to do 'six and six' — as you apparently have done. As you know, you can RV or liveaboard on a boat for peanuts compared to what it costs to own and maintain a home in the Bay Area.

Anyway, thank you for raising the issue for folks trying to figure out their cruising and post-work options. We'll have more letters on this subject in the next issue.

⚠️ BEWARE OF GREEKS SEIZING CRUISING BOATS

The Greek government detained the American sailing yacht *Limerence* in mid-June for 72 hours in the Port of Patras to

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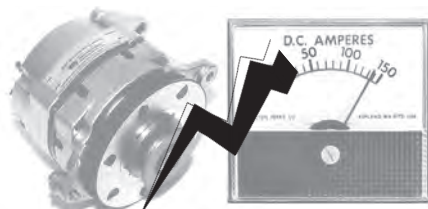
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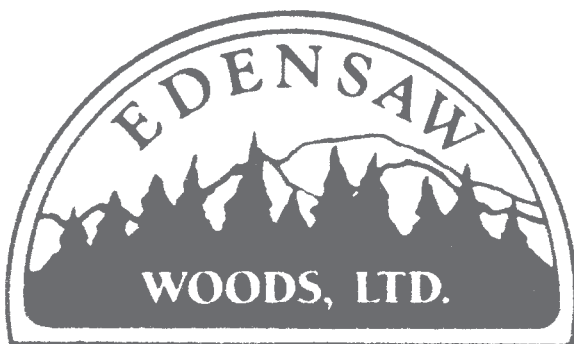
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assess a 'cruising tax' that applies to all non-European Union sail or power yachts that have remained in Greek waters for over 90 days. However, there is no official written policy explaining this tax. As such, many boat owners are being caught unaware.

After being in 'bond' and on the hard at Gouvia Marina in Corfu for the winter, *Limerence* was processed by Customs and the Greek Coast Guard, and authorized to depart. Within nine days, *Limerence* entered the Port of Patras, where authorities determined she was in violation of the Greek Cruising Law for non-EU yachts. The tax, approximately \$800 U.S., was paid under protest by the owner because the tax is in violation of EU and international law.

At issue is the fact that the Greek government continues to impose a series of punitive and discriminatory taxes and regulations on both EU-flagged and non-EU flagged yachts. The actions appear to contravene EU regulations for uniform treatment and free travel within EU countries.

A petition was filed with the EU Commission in '03 regarding this group of taxes. The Commission found that Greece was not in compliance with EU regulations and laws. The Greek government modified the law (L.3182/2003) by excluding boats from EU countries from the law; the taxes remain in effect for all other yachts.

With regard to non-EU yachts, the Greeks enforce the law as follows:

1) Non-EU-flagged yachts entering Greek waters must purchase a 'Private Pleasure Maritime Traffic Document', which costs \$40 at the customs office. This document must be stamped at each port by port police at a fee of up to \$18. Proof of insurance is also required.

2) All non-EU yachts in Greece over 90 days, no matter if they are in or out of the water, or under bond, are assessed a 'cruising tax'. The tax is calculated monthly at about \$20 EU, plus 19% VAT per meter every three months. The tax is collected when the yacht departs Greek waters or at intermediate stops as determined by officials. There is no written document explaining this tax procedure.

3) Greece is the only EU country imposing these time-consuming taxes and regulations, which are administered unevenly throughout the country.

The strategy for dealing with these taxes is to limit the stay of one's boat in Greece to less than 90 days. As such, it's common for people to winter their yachts in Turkey or Croatia. For the most recent updates regarding these taxes, consult www.noonsite.com.

Douglas A. Decker
Limerence, Beneteau 375
San Diego

Readers — Those of you who did the 2000 Ha-Ha may remember Doug and Judy as fellow participants. They've been busy cruising since then, spending the first year on the Pacific Coast of Mexico and Central America, including five months in Costa Rica. After Panama and three months in the San Blas, they spent six months in Cartagena. They returned to Panama, and sailed up the Western Caribbean to Florida. After a refit in Ft. Lauderdale, the Deckers shipped Limerence to the island of Mallorca off Spain and, after cruising that summer, wintered over in Barcelona. The following summer they cruised Spain's Costa Brava, the French and Italian Rivièras, and spent the winter near Rome. Starting in the spring of '05, they cruised southern Italy, went through the Messina Straits to Sicily, up the Adriatic Sea to Croatia, Montenegro and Albania. They put Limerence on the hard at Corfu, Greece, for last winter. Based

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on the fact that the couple will do many of the Greek Islands this summer on their way to Turkey, and plan to make Turkey their base for the next several years, you can conclude that they've been having a great time with their 37-ft boat.

The Deckers are maintaining a very nice website at www.deckersailing.com. The part we particularly enjoy is their 'Friends Photos — Europe', and 'Friends Photos — the Americas', under the 'Photo Album' section. These are all straightforward head and shoulders photos that nonetheless give you a terrific idea of just how many 'regular' folks are out there cruising, and how easy it is to make great friends around the world.

As for Greek officials, they were pulling the same kind of nonsense when we were there with Big O back in the mid-'90s. You have to say this for Mexico; unlike Greece, they seem to understand that it's much smarter to welcome rather than punish visitors.

LOOKS LIKE ANOTHER GREAT SPOT

The isthmus pictured in the June 9 *Lectronic Latitude* photo quiz sure looks like Agua Verde in the Sea of Cortez to me — and would have been taken from the same location as the beautiful cover photo of the June issue. We — my wife and two young



daughters — spent a few nights there on several occasions during our four-month cruise in the Sea of Cortez aboard our Sceptre 41 Magena.

There are many isthmi, this one happens to be at Agua Verde in the Sea of Cortez.

As we recall, there was a full-time resident who was the 'caretaker' of the small hut. However, I recall another small building located on the beach, so I may be mistaken regarding the location shown in the photo. In any event, it looks like another great spot to spend some time.

Jeff Drake
Magena, Sceptre 41

Jeff — It certainly is the isthmus at Agua Verde, and the photo was indeed taken not 150 feet from where the June cover photo was taken. We had about 40 people guess the location of the isthmus. About 50% got it right, with a number of others thinking it was at Caleta Partida, Bahia Concepción, Mulege, Bahia de Los Angeles and other places.

Yes, thanks to John Farnsworth, Lecturer in Environmental Writing, Composition and Rhetoric at Santa Clara University, we now know that the plural of isthmus is not isthmuses or isthmui, but isthmi. Can't believe we didn't remember that from Mrs. Archibald's 7th-grade Latin class at Montara Junior High School.

TALKING ISTHMI

Auckland, New Zealand, has a very narrow isthmus between the Tasman sea — where it enters the Manakau Harbour — and the Pacific Ocean on the other side, where it enters the Hauraki Gulf and Auckland Harbour. I believe this is the narrowest isthmus between both sides of one country

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Source: Merriam-Webster's Dictionary of Law

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and two oceans.

Famed naval architect Ron Holland, who now lives in County Cork, Ireland, is from Onehunga, which is at the most inland end of the Manakau Harbour. There is only a couple of hundred yards between the Tasman Sea and the Pacific Ocean.

Michael Casling
Kelowna, British Columbia, Canada

Michael — *The definition of an isthmus is "a narrow strip of land with sea on either side, forming a link between two larger areas of land," so we guess it qualifies. But it's certainly not as dramatic an isthmus as at Two Harbors, Panama or Agua Verde.*

Oh-oh. While checking the definition of isthmus on our computer, it shows 'isthmuses' as the plural of isthmus. So from now on, we'll accept either spelling.

↑↓HARD-WATER AND SOFT-WATER SAILING

Speaking of isthmi and boats, the city of Madison, Wisconsin, is located on a very nice isthmus between Lakes Mendota and Monona. Both afford good small- and large-boat sailing in the summer, aka 'soft-water' season, with ice-boating in the winter, aka 'hard-water' season!

Murray McLeod
Madison, Wisconsin

Murray — *We had no idea. But we checked Google Earth, and you're not making that up.*

↑↓FROM THE '82 SAILING

The photo of the isthmus sure looks like Isla Partida, just north of La Paz, exactly how it was during the 1982 Sea of Cortez Sailing Week. If you've got a good memory, you may remember us — ex-Brigadoon, and 'Dr. Bob' of Carina, and now the Excalibur 26 in Lake Tahoe.

I'm sorry to hear that you are 'stepping back' from editorial responsibilities at *Latitude*, but having been retired since 1992, I understand your posture, and compliment you on the decision to do it early rather than making the mistake many do, of waiting until one is too old (and too late) to enjoy the fruits of your labors.

Howard Stevens
Excalibur 26
Reno, Nevada

Howard — *While we don't remember you personally, we certainly do remember the Sea of Cortez Sailing Week, now gone but not forgotten. However, that's not the isthmus that appeared in the photo.*

You, like a lot of readers, seem to be unclear about our new role at Latitude. We are by no means completely stepping back from editorial responsibilities. In fact, we will still be doing Letters, which is about 14 pages a month, and which is where our editorial perspective is most clearly expressed. In addition, we'll continue to do 15 pages of Changes each month. That's 29 pages right there, out of an average of about 100 each month, so you haven't heard the last from us. Our goals are to be relieved of many day-to-day responsibilities, sail more frequently, and to new places, and to create more mischief.

↑↓WHAT OTHERS HAVE TO SAY

I'd like to suggest that there be a way for people to add their comments about articles or items in *'Lectronic Latitude*. For example, it would be nice to hear what other sailors have

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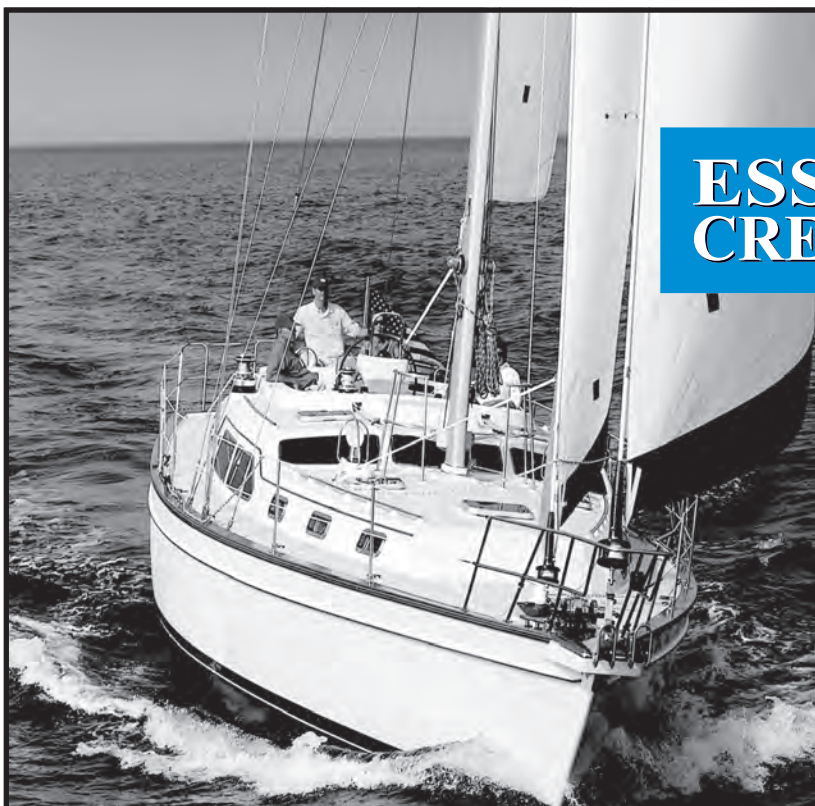
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LETTERS

to say about Tom Perkins' 287-ft *Maltese Falcon*, as featured in the June 8 *'Lectronic*.

Douglas Chew
Northern California

Douglas — The problem with doing something like that is that, unless we can monitor such comments, a small minority of readers would be inspired to rant, libel and otherwise carry on in ways we don't want associated with our publications. And we don't have the staff or interest to do that kind of monitoring. The good news is that it's easy to comment on anything that appears in 'Lectronic — just send a letter to Latitude. If it's interesting, without being libelous or a complete rant, we'll publish it in Letters. We do it all the time.

↑↓ ON THE LEARNING CURVE ABOARD PROFLIGATE

I wanted to say 'thanks' for the great learning experience I had aboard *Profligate* during the Baja Bash. I certainly had three competent but vastly different teachers on the trip. There was Doña, who I dubbed 'The Call Girl', as she always seemed to have three phones on her at all times. Then there was Bruce Ladd, the 'Quiet Guy', who, despite having had to abandon a boat mid-Atlantic a few months previously, gently led me through the technical stuff. Then there was Wayne, the 'Mango Man', who guided me around a few scary moments.

Since I was the least experienced crewmember, my learning curve was steep. Here are the Top Ten things I learned:

- 1) Take an anti seasickness pill *before* you find your head in a bucket!
- 2) Sailing at 8.3 knots in calm seas is way better than 3.8 knots in rough seas.
- 3) With four people aboard, do not buy 36 eggs — no matter what Doña says!
- 4) When you get close to Customs and Immigration in San Diego, prepare a 'Customs Stew', using all the food products that would otherwise be confiscated.
- 5) When you are the least experienced person onboard, do more listening, watching and helping than offering your opinions.
- 6) The 0200 to 0400 watch sucks!
- 7) I can actually go seven days without washing my hair!
- 8) When pounding into rough seas for 24 hours, I can be on watch for six of those hours, sleep for 18 of those hours — and still not feel refreshed!
- 9) If you haven't bathed in eight days, a cold shower on a windy deck feels great!
- 10) Stopping to spend the night on the hook in a calm anchorage every now and then can prevent a mutiny.

We had some great laughs together on the Bash, and I look forward to more life-enhancing experiences!

Carol 'Carolina' Baggerly
Profligate Crew For The Baja Bash

Carolina — Doña says that despite your not having any experience, you were a terrific crewmember.

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

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

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



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LOOSE LIPS

Eight bells.

Hal Schell, ardent promoter of the California Delta for more than 30 years, passed away on June 9 of complications from an aneurysm he suffered in April 2005. He was 76.



COURTESY DELTA COC

Hal Schell.

Schell was known by many titles: Grandfather of the Delta, Hemingway of the Delta, Mark Twain of the Delta, King of the River Rats, but probably best as, simply, the Delta Dawdler. He moved to Stockton in the '70s after falling in love with the area during a brief visit years earlier. A freelance writer by trade, he wrote articles, columns, and books extolling the virtues of his beloved Delta. Schell spent years researching those winding waters aboard his boat,

Delta Dawdler, before publishing his opus *Dawdling on the Delta* — required reading for any Delta-bound boat, even today.

The success of *Dawdling* led to the publication of *Hal Schell's Delta Map & Guide* (still in print and another must-have for Delta boaters) and, up until a few years ago when he 'retired', an informative yearly tide table. He was writing a history of the Delta when he fell ill.

Schell co-founded the California Delta Chambers & Visitors Bureau, and created their website, www.californiadelta.org. He kept the site updated, and his monthly 'Scuttlebutt' newsletter served to entertain readers with the latest news and happenings in the area.

Schell's love for the winding waterways and their sometimes oddball inhabitants was returned manyfold. "Everybody, absolutely everybody, in the Delta was a friend of Hal's," said Carol Hardy of Korth's Marina.

Schell's contributions to the area will be recognized by the opening of the Delta History Display in the Discover the Delta Visitor's Center, soon to begin construction at the foot of the Rio Vista Bridge.

A celebration of Schell's life will be held on July 16 from 2-6 p.m. at the Tower Park Sunset Bar & Grill Banquet Room at 14900 W. Highway 12 in Lodi. Donations can be made to Discover the Delta Foundation, c/o The Hal Schell Memorial Fund, PO Box 609, Isleton, CA 95641, or go to www.discoverthedelta.com for the details.

They'd rather be sailing.

We just got around to reading a somewhat surprising interview with George Nicholson and Carlo Agliardi in a recent issue of the fat and glossy *Yachts International* magazine, which caters to the mega-powerboat trade. Nicholson and Agliardi are friendly business competitors in the world of multimillion dollar yacht sales and hundreds of thousands of dollars a week yacht charters.

When asked how their business had changed over the years, Agliardi responded: "Back in the '80s we were selling boats, but in 2000 we started selling 'deals'. Twenty years ago there was tremendous passion, because you were selling to people who really were yachtsmen, and who were very passionate about their yachts. But today you see that very little. Most of the owners are passionate about the 'image' of owning a yacht."

It seemed a rather harsh response, as you don't often hear a businessman characterize his clients as being shallow in a consumer magazine. Then the two were asked if they prefer sailing or motor yachts.

"For business, motor yachts," said Nicholson, "but personally I love sailboats."

"We have motorboats," said Agliardi, "but my heart is still with sailing yachts."

It was all Fun and Games...

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LOOSE LIPS

California Maritime History Resolution.

Much is written about the winning of the West and the founding of California — by land. Surprisingly little appears in textbooks about the huge role played by the wooden ships and iron men who brought everything from shoes to gold seekers to the burgeoning state. A growing group of individuals and organizations are working to correct that oversight, including the Contra Costa Board of Supervisors, who drafted a resolution in May to "recognize [the maritime] component within the state's history, [which] will result in more comprehensive global understanding of the economic impact and cultural settlement role of maritime trade routes." The goal of the movement is to literally rewrite the history books to more accurately reflect our rich maritime heritage.

The bill — nicknamed the 'Around The Horn' bill — is slated for formal introduction by State Senator Carole Migden (D-SF) in the current session, although no firm date has been set.

Hello, dollink.

Mike Robinson spotted this photo-op in Pottsylvania Marina



— uh, we mean Brickyard Cove. These boats were on a finger right next to a, ahem, rocky breakwater.

What have you dropped overboard lately?

Results of a survey by Progressive Insurance earlier this year revealed that just about everyone who goes boating has embarrassing moments. Although sailboats are only a small part of the craft insured by the Progressive Group of Companies (they are the number one seller of personal watercraft insurance in the country), there are common threads in their findings we can all identify with. For example:

* 12% of boaters say they've slid into the water when launching their boat because they didn't realize how slippery the ramp was.

* 17% got unexpectedly wet when they tried to jump from their boat to the dock . . . but didn't quite make it.

* 15% have gotten a line caught in the propeller.

* 12% admit they couldn't restart their boats because they accidentally left the kill switch on.

* 2% have dropped an anchor on their foot.

* 1% admitted to running over someone else's feet when pulling a trailer out of the water.

* 2% have lost wedding rings while boating. Other overboard losses: hats (52%), sunglasses (46%), fishing gear (39%) and towels (23%).

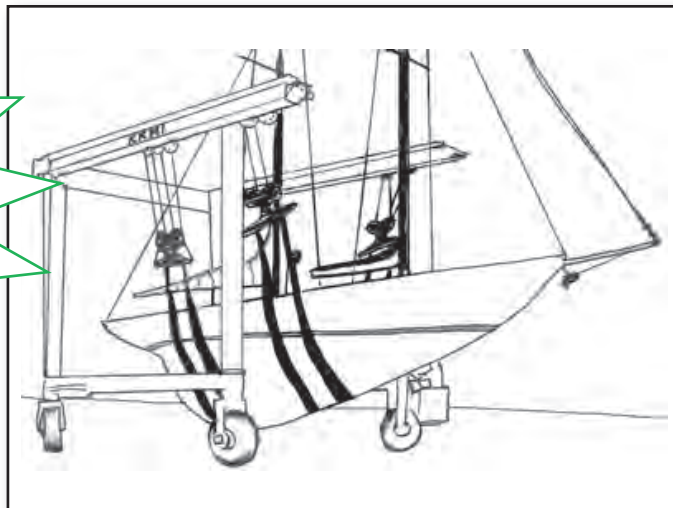
* 40% have gotten "a bad sunburn".

"We've all made mistakes with our boats and, as our survey shows, some of them can be pretty amusing," said Scott Hall, Progressive's boat product manager. "But boating mistakes can also be costly. That's why it's so important to make sure you have the right boat insurance."

Which brings us to the last two findings: 37% of boaters say their coverage does not adequately cover the replacement of the boat; and 24% of those surveyed had no insurance at all.

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SIGHTINGS

the *falcon* flies

She would have pleased the eye of the great clipper men like Bully Hayes and Donald McKay, but underneath her three square-sail-rigged masts, Tom Perkins' 287-ft *Maltese Falcon* is a miracle of modern technology.

It reportedly took a crew of 300 people more than five years to construct the giant steel-hulled yacht at Perini Navi's base in Tuzia, Turkey. (The boat was too big for Navi's Italian yard.) Features aboard include an atrium with clear glass floors around the mainmast, a

continued on outside column of next sightings page

in like

Last month, Jamaican officials announced that Port San Antonio Marina will henceforth be known as the Errol Flynn Marina. The pretty harbor on the northeast tip of Jamaica was a favorite of the famous actor, who spent lots of time there with his Sausalito-built schooner *Zaca*. Flynn, who died in 1959 at age 50, once described the place as "the most



flynn

beautiful woman I've ever seen." Flynn's widow, Patrice Wymore-Flynn, 78, was on hand in Jamaica for the renaming ceremony — and to correct the quote. "Errol said it was the most beautiful woman he'd ever seen . . . until he met me!"

The occasion of the renaming was the visit of the Clipper Race fleet during their 35,000-mile circumnavigation.

Tom Perkins' magnificent 'Maltese Falcon' on sea trials in the Med. In moderate breeze, the 287-ft 'clipper yacht' easily hit speeds in the low teens under her 15 squaresails.



COURTESY TOM PERKINS/ROGER LEAN-VERCOE/BOAT INTERNATIONAL

falcon — cont'd

ceiling above the dining room that opens like the iris in a camera, a collection of contemporary art, and leather decks in some areas.

But the outstanding feature that sets this boat apart from every other superyacht on the planet is her rig. *Falcon's* three freestanding masts — you read right, there are no shrouds or stays — are a refinement of the DynaRig concept. This technology, developed in Germany in the '60s, was intended to fit commercial ships with sails to supplement engine power and cut fuel costs. Although it never saw the light of day in new construction, the concept has been floating around for a long time. When Perkins approached Dutch designer Gerard Dijkstra with the idea for *Maltese Falcon*, the DynaRig was one of the ideas that Dijkstra threw out.

Perkins, now 74, has described himself as a "tech nerd." He could also be the world's ultimate 'gadget guy.' An engineer by training, Perkins was the first general manager of Hewlett-Packard, and later amassed a fortune as a venture capitalist who backed such start-ups as Amazon, AOL and Genentech. Here's a guy who knows a good thing when he sees it, and he saw a good thing in the DynaRig.

The complexity of *Falcon's* rig would take a book to explain, and you'd have to be, well, a tech nerd to understand it. The gee-whiz stuff is about as far as we got, but it's worth repeating: There is more carbon fiber in *Falcon's* three masts than in a Stealth bomber. Her masts accounted for the largest single order of carbon fiber in history. The sail area — 25,800 square feet on 15 square sails — is more than that on three America's Cup yachts, including their spinakers. At 1,300 tons, Perkins says she's relatively light for her size. Weight savings was important since Perkins likes to sail fast, and he hints that he'd like to go after some of those old sailing ship records with *Falcon* — including the New York to San Francisco record.

Falcon was launched in mid-April in Turkey and sailed for the first time last month. Perkins, who acted as his own project manager during the building process, could not have been more pleased.

"The boat's performance satisfied our highest hopes and expectations," he reported. "Hard on the wind in 15.8 knots true (at 38 degrees relative wind angle) the *Falcon* glided along with no fuss or strain at 10.5 knots. On a close reach (60 degrees relative angle) in the same wind strength, the speed climbed to 14. The angle of heel rarely exceeded 15 degrees and the helm was essentially neutral." Leeway was under 5 degrees — and that's without the 20-ft deep daggerboard down. As well, the automatic tacking system worked smoothly in varying wind strengths (tack to tack takes about 90 seconds), and jibing was a no-brainer. Under power, the twin 1,800-hp Deutz diesels easily propelled the boat to 20 knots — with no vibration and so little sound in the aft cabins that the air conditioning drowned them out.

Beyond the numbers, it was reportedly the thrill of a lifetime for many of the 85 people aboard (mostly tech guys and yard workers) to feel the massive boat come to life. Perhaps none were so affected as her owner and creator, though. "We had a day of stunning success!" said Perkins.

Perkins gives special credit to Dijkstra and fellow naval architect Jereon de Vos, whose work led to performance so closely adhering to their theoretical predictions. We would feel remiss not to give a nod to Perkins himself. Sure, it took a lot of money to build this boat, but who else but a self-professed tech nerd and engineer would have the vision, the courage and the faith to actually do it?

Once she's done with sea trials, *Maltese Falcon* will be available for charter. According to the spec sheet, she will operate with a crew of 16. There are accommodations for 12 guests in 6 guest suites — 4 of which can be converted into two enormous VIP suites, each with his/her heads. Weekly rates start at 325,000 Euros — about \$409,000.

Those who can afford it will have quite a ride.

SIGHTINGS

taking care of business at the volvo ocean race

So you want to win or place in the Volvo Ocean Race? No problem, as recent history and the final results of the just concluded 2005-06 edition have made abundantly clear: Just make sure you've got a Northern California sailor or two in a headlining role.

Let's recap. In his first crack at round-the-world racing, local hero Paul Cayard skippered *EF Language* to first place in the 1997-98 edition of the event. Not coincidentally, Cayard arguably had the top navigator in the fleet, Mark Rudiger, right at his side. Four years later, it was Cayard's old America's Cup running mate, John Kostecki, who hoisted aloft the winner's trophy, having led the German entry *illbruck Challenge* to victory in the 2001-02 race. Rudiger wasn't far behind, guiding *Assa Abloy* to second in his dual role of navigator and co-skipper.

That brings us to the 2006 Volvo Ocean Race, which concluded its ninth and final leg in Gothenberg, Sweden, on June 17. Actually,

continued on outside column of next sightings page



tcb at the volvo — cont'd

the final result was a foregone conclusion, as the winning boat, *ABN Amro One*, had rocketed off to an insurmountable lead in the early stages and basically sealed the win with three legs to go. As is always the case, the afterguard proved to be critical to success, and *ABN Amro One*'s crew was led by two of the very best: Kiwi skipper Mike Sanderson and the Bay area's Stan Honey, who called a flawless race in what was likely the crowning performance of Stan's remarkable ocean-racing career, at least so far.

Despite *ABN Amro One*'s lock on the lead, Leg Nine had plenty of drama, as second place was still up for grabs. Cayard, having returned to the Volvo Race to take command of *Pirates of the Caribbean*, needed a strong performance to fend off Torben Grael's hard-charging *Brasil 1*, which was also in contention for second. But Cayard finished with style, coming from behind to win the final leg by less than five minutes and nail down second overall.

Cayard's *Pirates* was the last of the new Volvo 70s to be launched, and it's probably not an exaggeration to say that his efforts in this Volvo — in which he overcame countless obstacles, starting off with a retirement on Leg One after his boat suffered major structural damage on the first night out — may well have exceeded his victorious run in 1998.

Still, Cayard was not the only local Volvo veteran to overcome daunting challenges. For Mark Rudiger's return to the scene of past offshore glories was nothing less than inspirational.

Two years ago, Rudiger was diagnosed with non-Hodgkin's lymphoma and underwent a debilitating course of chemotherapy that knocked him out of commission for nearly a year. However, by last spring the cancer was in remission and Rudiger signed on to sail Legs Six and Seven with the *Ericsson Racing Team*, who at that juncture occupied a disappointing sixth in the seven-boat field. All Rudiger did was chart *Ericsson* to a second-place finish in the grueling seventh leg across the Atlantic from New York to Portsmouth, England. It was by far their best finish of the entire race. Sadly for *Ericsson*, Rudiger's schedule prevented him from continuing with the campaign for the final two legs. Much more importantly, Rudiger is back and clearly going strong.

And let's not forget John Kostecki. Though his role was limited this time around, he served as tactician for *Ericsson*'s in-port races and guided the team to a win in the very first inshore event. Later, when the campaign was free-falling after a series of poor races, he took over as skipper for Leg Five from Rio to Baltimore, in which they finished fourth — matching their best offshore result to that stage of the race. *Ericsson*'s backers may wistfully wonder how the boat would've fared had Rudiger and Kostecki been together, full time, from the outset.

In Gothenberg, after months of speculation about the race's future, Volvo announced that they would continue their role as lead sponsor, but with some significant tweaks to the format of the event. Among the changes: a shorter timespan between races, which formerly was four years (the next race will begin two-and-a-half years from now, in late 2008); and, in a bid to woo more corporate dollars, a new route that will take the fleet through the Mediterranean, the Middle East, Asia, and quite possibly to the U.S. West Coast (and which may altogether avoid the Southern Ocean, which was a prime reason the race was founded in the first place).

According to race organizers, there are already two confirmed entries. We don't yet know who they are, but if they harbor any hope for success, they'd be wise to sign up anyone with the following surname: Cayard, Honey, Kostecki or Rudiger. They may be Californians, but they seem to have this round-the-world business sorted out.



Spread, 'ABN Amro One' blasts into the record books with a huge win in the recently completed Volvo Ocean Race. Above, Bay Area Volvo participants (l to r) — Mark Rudiger, Stan Honey, Paul Cayard and John Kostecki.

VOLVO OCEAN RACE

SIGHTINGS

chaton de foi — lost and found

Cristina and Walter Teper were in the car, heading home from dinner, when the call came in. It was June 6, and they were just outside Jacksonville, Florida. "Walter got a really startled look on his face,"



Cristina and Walter Teper.

recalls Cristina. "I grabbed his arm and asked what was wrong. He shouted into the phone that he had to pull over. By the time he stopped, he was crying. He said, 'They found our boat.'" Soon after, Cristina's tears were falling, too.

So began the next chapter of the Teper's rudely interrupted cruising plans. The last time Walter

saw his 33-ft ketch *Chaton de Foi*, she was bobbing, unmanned, in the wake of a container ship that was taking him to Korea.

But let's start at the beginning.

Walter and Cristina bought the 1986 Nauticat 33 in San Diego in 1999 and moved aboard the following May. Early plans called for exploring the Pacific Northwest, but they never got farther north than San Francisco Bay. After 18 months at Jack London Marina, they decided they'd had enough of the chilly stuff and headed back south. For the next couple of years, they berthed in various Southern California ports while Cristina finished her Master's Degree and internship in healthcare and wellness administration. They finally cast off for Mexico in 2004, spending an altogether wonderful '04-'05 cruising season there. In the fall of '05, Cristina flew back to the States to attend to family matters in Ohio and Florida, while Walter readied the boat for a solo passage to Panama and on to their new base of operations in Jacksonville.

Walter departed Huatulco on Thanksgiving eve 2005. Things went fine for the first week. He lost the main halyard a few days out, but no big deal — he continued motorsailing under mizzen and jib. Then the motor started misbehaving, sounding alarms for low oil pressure. He added oil, but 20 minutes later, the problem returned. And now there was water in the oil.

He was by now off Costa Rica, where a gear-busting Papagayo kicked up, pushing *Chaton de Foi* ever farther out to sea. "I started the day (December 1) 60 or 70 miles offshore, and by the end of the day, I was about 125 miles out with no hope of making any easting," recalls Walter. The batteries were dying, the backup Honda generator pooped out for the first time ever, and Walt was exhausted. Still, when he put out a *pan pan* on VHF, he wasn't thinking about getting off the boat. He just wanted someone else to be aware of his situation in case it got worse.

His radio call was answered by the Liberian-flagged container ship *Northern Divinity*, who patched his *pan* call to the U.S. Coast Guard. The Coasties relayed a recommendation back that he should get off the boat while the *Divinity* was close by. At first he refused, "But then this feeling came over me," he remembers, "and a little voice said, 'Get off the boat, stupid.'"

Walter had only a few minutes to gather up important photos, paperwork, medications and some other personal items. The Rus-

continued on outside column of next sightings page

angel island

If you're planning to visit Angel Island this summer, be advised that improvements may cause some interruptions of those plans. In particular, the Immigration Station is closed for renovations until the spring of 2007, and Ayala Cove's moorings are scheduled to be replaced.

The latter project, funded by the Department of Boating and Waterways, calls for the removal of the old '70s-vintage mooring balls (the concrete blocks are buried in mud, so they'll be sticking around), and installation of 27 innovative and environmentally sensitive moorings.

The anchors for these look like gigantic corkscrews, and in fact operate the same way: they're screwed about 10 feet into the



SIGHTINGS

gets screwed

Bay mud. Known as helix anchors, they have a number of benefits over a chunk of concrete: better holding, smaller footprint and they don't deteriorate like concrete. No more chain rode, either. Seaflex elastic hawsers will do that duty. DBW's Kevin Atkinson says the stretchability factor makes for better load-bearing, longer life, and a smoother ride. Plus the bouyant nature of the rode minimizes disturbance to the seabed.

In an effort to minimize the impact on the boating public, most of the work will be done during the week, though closures to portions of the mooring field on weekends are possible. A date hasn't been set

continued center of next sightings page

lost and found — cont'd

sian ship captain expertly pulled the *Northern Divinity* to weather of *Chaton*, giving her a momentarily calm lee, and the transfer was made directly to the *Divinity* up a rope ladder. Walter's last sight of the boat was of her wallowing in the swell, sails down. He was somewhat horrified to realize that he had inadvertently left both sliding doors to the pilothouse open, and figured that would probably seal the boat's fate in the next real storm. He rode the *Divinity* (in the owner's stateroom, no less) all the way to their destination, Korea.

The loss was a difficult one to adjust to on many levels. The Tepers had loved living aboard and the cruising life and found moving back ashore difficult and frustrating. Plus the boat had been their home. She was just the right size for the two of them and they had come to admire everything about her from her layout to her strength to the excellent Nauticat build quality. After the loss, they consulted with experienced sailors and friends Wayne Avery and Brennan Fernandez about the chances she might turn up, but aside from a brief tease in

continued on outside column of next sightings page



ALL PHOTOS COURTESY WALTER AND CRISTINA TEPPER

SIGHTINGS

lost and found — cont'd

February when a freighter sighted the boat about 1,000 miles west of Acapulco, nothing more was heard — until last month.

The Coast Guardsman who called that Tuesday evening indicated that fishermen had found *Chaton* drifting along only a few miles from Honokohau Harbor on the Big Island (near Kona). They had towed her in and anchored her there. Walter was on a plane the next day — and on a roller coaster of emotions. Was she okay? Was she full of water? Was she savable?

What he found reduced him once again to tears. For beginners, the lovely craft he and Cristina had called home had been vandalized at some point in her six-month, no-handed trans-Pacific crossing. “They took everything worth more than \$1,” he says. That included all the electronics, which were ripped out, anchors, the boat’s two steering wheels — even underwear and the family Bibles!

Mother nature had further defiled the boat, shredding her jib and main and almost surgically removing almost all traces of the mizzen mast, rigging and sail. The final insult was the birds. They had not only fouled the entire exterior of the boat, they’d come inside to roost. The smell alone was almost overpowering.

But things started looking up soon after arrival. Walter hooked up with cruisers Bill and Jean of *Mita Kuuluu*, who fed him the first few days and gave him tools. (He had left Florida with only a hastily packed duffel.) The day after an article on him and the boat appeared in a local Hawaiian newspaper, a cabinetmaker named Steve Gilworth showed up and offered his shop for any repairs or fabrication Walter might need to do. Then, without another word, Steve rolled up his sleeves and spent the day helping clean the boat out. Another local woman offered her house to stay in. Walter gratefully accepted all offers except the last. “I don’t think my wife would like me staying in another woman’s house!” he laughs.

At this writing, the boat was out of the water at Gentry’s Kona Marina. The major gunk had been removed, a pressure washing had revealed the *Chaton de Foi* (‘kitten of faith’) Walt remembers, and he had just moved back into the aft cabin, which thankfully escaped bird habitation. An out-of-water survey revealed that the hull and steering were virtually undamaged, aside from some gashes and bent stanchions from bumping against the *Northern Divinity* during the rescue. Although he remained overjoyed at having the boat back, he was also realistic about the long road ahead before *Chaton* will sail again.

“There’s lots of work to do. Right now, I’m trying to deal with the engine, which won’t turn over. I found that the problem I’d had off Costa Rica was due to a leak in the oil cooler. Once that’s fixed, I’m hoping the engine is still good.” He’s contacted Nauticat to see if he can replace some missing ports, the two side doors and the steering wheels. As far as the mizzen, he admits he doesn’t have the money for a new one. “We may just continue on as a cutter,” he says. (The boat was insured, but the coverage did not extend beyond U.S. waters.)

Walter’s immediate plans were to get the boat seaworthy enough to be towed to Oahu, where he’s arranged to do the main restoration work. Meanwhile, Cristina is tying up some loose ends in Florida and exploring career leads in Hawaii. Ideally, she says, she’ll be able to fly over in a month or two, move back aboard *Chaton* with Walter and start working right away — both at her career and on the boat. “All we really need is a place to sleep and a working stove,” she says. “The rest will happen as time and finances permit. Realistically, we hope to be back cruising in about a year.”

Readers — Anyone wanting to help the Tepers out with contacts, recommendations or donations of sails and other gear in Hawaii can contact Cristina at chatondefoi@hotmail.com.

angel island

but the new moorings are scheduled to be completely installed by late fall.

In other Angel Island news, a 15-minute loading zone has recently been designated on the docks to allow passenger loading. Angel Island Superintendent Dave Matthews encourages/reminds boaters who stop in the loading zone that

Bob Hanelt’s lovely 40-ft Edson Shock cutter ‘Lydia’ was only a few minutes into the Master Mariners Regatta on May 29 when her mast snapped at the spreaders. The crew — none of whom were injured — sprang into action to get lines and rigging back on deck so nothing would foul the propeller. In the meantime, however, a strong flood whisked the boat rapidly toward Alcatraz. In the interest of safety for his crew and boat, Bob hailed a tow from Fred Minning, whose Peterson 34 ‘Svenska’ just happened to be in the neighborhood. Helped by crew Jay Runzi and Dave Herrigal, ‘Svenska’ soon had ‘Lydia’ clear of the Rock, and Hanelt was able to proceed the rest of the way back home under his own power.



— cont'd

it's a good time to pay their fees before picking up a mooring. "Mooring and dock fees are applicable all the time," Matthews noted. "It's the responsibility of the boater to pay the fees, not of the rangers to collect." Moorings are \$20 per night from May 15 to September 15, and the dock fees are \$10 year-round.

saving *escapade*

A famous celebrity recently re-emerged after several years away from the public eye. And though she's currently showing her age, the lines of the 73-ft Rhodes yawl *Escapade* are still as lovely as when she first slid into the water in Stamford, Connecticut, in 1937.

Old timers and longtime readers will know *Escapade* as one of the greats. In fact, in an April, 1994, *Sightings* article, St. Francis YC historian Bob 'RC' Keefe called her one of *the* four great yawls

continued on outside column of next sightings page



FRED MINNING

SIGHTINGS

escapade — cont'd

that paved the way for modern ocean racing as we know it, and may have been the inspiration for the terms 'maxi' and 'gold plater' — the latter referring to the gobs of money needed to build and campaign boats of her caliber. Rounding out the Big Four were *Bolero*, *Baruna* and *Audacious*, all S&S designs.

All were a tad over 72 feet long, the, ahem, *maxi*-mum allowed by the Cruising Club of America handicap rule used at the time. But Phil Rhodes' take on the rule was different than Sparkman and Stephens. Instead of their relatively narrow boats with moderate sailplans, he drew a big, broad-shouldered brute of a hull and piled on all the sails she could carry. The result was *Escapade*. Predictably, she proved a bit ponderous around the buoys, but in the ocean, where she could stretch those long legs, few boats could touch her.

She achieved lasting fame on all three American sailing venues — the East Coast, Great Lakes and, later, the West Coast. *Escapade*-ophiles might list her most memorable race as the '66 Miami-Nassau when she shaved three minutes off perennial rival *Ticonderoga*'s old record — beating *Big Ti* in the process. *Ticonderoga* could never reclaim the record, which stood for years. To most of the rest of us, *Escapade*'s most enduring fame was achieved in the '58 Acapulco Race, where, just past Mag Bay, an alert crewman noticed a plume of smoke behind them. They dropped the sails, motored back and found two liferafts full of crew from the 69-ft *Celebes*. That yacht had caught fire and sank. Once all 13 *Celebes* crew were safely aboard *Escapade*, she turned south, put the sails back up and — with 25 aboard — sailed the remaining 900 miles of the race to take second in class.

Such was the fame of this boat in her day that, for a while, Interlux named their deep blue paint 'Escapade blue' in honor of the dark-hulled beauty.

Fast forward to 1987, when San Francisco Attorney Nikolai Tehin and his wife purchased *Escapade* in the Pacific Northwest and brought her to the Bay. She didn't sail often through the '90s, so it was always a special treat to see her when she did get out and about.

Two events occurring post Y2K brought the boat to her present state of affairs. The first was hitting a buoy on her way up the coast in 2000. The damage to her bow was extensive and she was put in a shed at KKMI boatyard where she underwent months of repairs to her mahogany-over-white-oak hull. The second was in 2004 when Tehin was arrested on a variety of charges involving financial irregularities. He was eventually disbarred, tried, and last year began serving a 14-year prison term.

Prior to that chain of events, Tehin — impressed by restoration work done to the S&S schooner *Santana* at KKMI — had given the yard the go-ahead for a complete refit of *Escapade*. So when work stopped, the boat had been partially disassembled outside, and was completely gutted inside. The legal stuff took awhile, but KKMI finally obtained clear title to the boat just last month. Now they would like to find a worthy next owner with the wherewithal to get *Escapade* looking good and sailing again.

continued on outside column of next sightings page

marina village

A few months ago, we got mixed up and noted — incorrectly — that Marina Village had been sold. Now, we've been assured, it's official: Marina Village has been sold to SRM Marina Investors.

The reason we brought it up in the first place was to quell rumors that, if sold, the Marina might 'go condo' — that tenants would be required to buy their slips or move out. The initial furor over that has now died down. Meetings have been held, letters written, and a *Yahoo!* discussion



sold — really

board set up to keep everyone 'in the loop'. The bottom line: SRM has assured tenants — in writing — that few changes are in the works. (The worst of them seem to be that slip fees will be going up for some berthers in July, "to bring Marina Village's rates more in line with other marinas in the area.")

The second-most welcome 'non-change': popular Harbormaster Alan Weaver will stay on at the marina.

escapade — cont'd

"This is not a small project," notes Kaplan, who knows whereof he speaks. He is not only one of the 'K's in KKMI (the other being Ken Keefe, RC's son), he is also the present owner and motivating force behind the spectacular restoration of *Santana*. Kaplan estimates it will take about 20,000 hours of labor (at \$50-\$75/hr) to restore *Escapade*. Add another third of that amount in for materials, and you're easily looking at the low seven figures.

As the commercial says, what you would get in return: priceless.

For more information, or to arrange an appointment to inspect the boat, contact Paul Kaplan at KKMI, 510-235-5564 or paul@kkmi.com. (Serious inquiries only — no tire kickers.)



We don't often feature 'project boats' in Latitude editorial. But you don't often see boats like 'Escapade'. That's her as she looks today. Below, 'Big Blue' in her heyday. She carried so much sail — more than 2,600 square feet — that she needed a bowsprit and boomkin to carry it all.



PHOTOS COURTESY KKMI

SIGHTINGS

ala wai rampage

"I thought we were having an earthquake," said the owner of *Double Barrel*, one of eight boats damaged in the Ala Wai Yacht Harbor on the night of June 13 after one Neal Timon allegedly went postal and started ramming parked boats with his 76-ft powerboat *Prowler*.

The strange incident apparently started earlier in the evening when Timon, 65, emerged from a local bar, climbed into his convertible automobile and apparently crashed it purposely several times into an SUV in the Harbor parking lot. According to reports, the SUV "belonged to a boyfriend of Timon's girlfriend." The plot thickens.

Timon then fled the scene and headed for the marina, where the waterborne part of the rampage began. Apparently, he climbed aboard *Prowler* (which he had volunteered for race committee duty at the last Hawaii YC Friday night series), started the engines, cast off the docklines — and went bonkers. Witnesses say he just started ramming into boats indiscriminately. Among the 'victims' were the \$1.5 million, 70-ft catamaran *Double Barrel* — rammed or backed into at least five times — and the 88-ft, \$4.5 million aluminum motor-yacht *Kauahale Kai*. Damage to *Double Barrel* alone was estimated in the \$60,000 range.

Browning was aboard *Double Barrel* with his daughter when the first hit occurred about 11:30 p.m. — throwing the two of them out of their bunks. By the time Browning got on deck, *Prowler* had clobbered *Double Barrel* several more times, and Browning watched as the big powerboat moved on to 'attack' other boats and piers.

The rampage was finally stopped when a police officer and the engineer from *Kauahale Kai* hopped on *Prowler* and wrestled Timon to the deck. Timon was described at the scene as being "belligerent and uncooperative" (no kidding), and he refused to take a breathalyzer test. He was taken to Queens Medical Center before being charged with operating two vehicles (the car and the boat) under the influence, fleeing from the scene of an accident, and suspicion of criminal intent to cause property damage.

tragedy off point reyes

A week after graduating from high school, 18-year-old Andrew Brinkley was northbound with his Dad, two friends and another parent aboard the Cal 29 *Fat Chance*. The group was delivering the Brinkley family's new-to-them boat to Portland on "the trip of a lifetime."

On June 6, about 7:30, the younger Brinkley had just come on deck when a sneaker wave hit the boat, throwing him and the other parent, Paddy Tillett, overboard. Tillett was tethered on and quickly climbed back aboard. Brinkley, although wearing a PFD, had not yet snapped in. Ken Brinkley, Andrew's father, then came about in a rescue attempt, but headwinds prevented them from gaining on his son. He tried to start the Atomic 4, which had previously run flawlessly, but now wouldn't turn over. That's when he called a mayday.

The Coast Guard dispatched a helicopter, two patrol boats, and a cutter to assist in the search for Andrew, but they had difficulty finding *Fat Chance* after the boat's radio died, and further time was lost before the crew activated their EPIRB. The Coasties finally spotted the boat just after 9 a.m. but Brinkley wasn't located for another three hours, by then three miles to the northwest of *Fat Chance*. Five hours after he went into the water, and three miles to the northwest of *Fat Chance*, the helo recovered Andrew Brinkley's body from the 55-degree water.

continued on outside column of next sightings page



six in a row

On June 11, two months to the day after leaving the Bay on a record attempt to Japan, Olivier de Kersauson and an eight-man crew sailed the 110-ft French trimaran *Geronimo* back under the Golden Gate to break yet another sailing record. 'ODK' described this latest record run, from Yokohama to San Francisco, as one of the most stressful in a 30-year ocean sailing career — not because of too much wind, but too little. Leaving Japan on May 29, the entire 4,450-mile course was plagued with light-to-no breeze. And the crew reportedly didn't see the sun once the whole way. Nevertheless, *Geronimo*'s time of 13 days, 22 hours, 38 minutes, 28 seconds broke the old record by almost 19 hours, set by fellow Frenchman Bruno

new face

What's the difference between managing the San Francisco Bay Yacht Racing Association and the Arabian Horse Association? One

requires handling ornery, stubborn beasts and the other organizes horse shows.

Those might well be the latest entries on the resume of Laura Paul, the new Executive Director at the YRA — and former business analyst for the AHA in Denver.

Laura moved here last fall and races



COURTESY LAURA PAUL

Laura Paul and friend.

SIGHTINGS



LATITUDE/JR

for geronimo

Peyron and the 82-ft *Explorer* in 1997.

The Japan to San Francisco run completes a very successful 'Pacific Rim' circuit for *Geronimo*. Under the auspices of the Superyachting Challenge, the big Cap Gemini-Schneider sponsored boat broke all six records she attempted. (See www.cimdev.com.au/superyachting/site/index.php for more.)

A nice reception for ODK and *Geronimo* crew was put on by the Corinthian YC, and the boat was moored off the club for her brief stay. Except for a few sponsor sails, that's pretty much where she stayed until she departed for San Diego on June 19. Where she goes from there has not yet been decided.

at yra

on a friend's boat. At YRA, she replaces Lynda Myers. That's one hard act to follow. For the last 14 years, Lynda has helmed YRA's Fort Mason headquarters with efficiency, humor and just enough 'tough love' to handle the occasional stubborn beast. She 'officially' retired March 1, but stayed on through the Vallejo Race to ease the transition and show Laura the ropes.

Laura's got a few 'ropes' of her own. For starters, look for a newly designed website by the end of the month, thanks to her tech background, and eventual online race signups.

"I want to make it easier to participate in the YRA," she said. "From there, we'll see what we can do to get more people involved and improve racing on the Bay."

We would like to wish both Laura and Lynda all the best in their new endeavors.

tragedy — cont'd

The senior Brinkley was transferred to the cutter *Barracuda* while his son was flown to Stanford University Medical Center, where he was pronounced dead.

Tillett, an experienced sailor but unfamiliar with local waters, took charge of *Fat Chance* for the return trip to San Francisco. The boat was just off Point Bonita at 10:30 p.m. when they were becalmed. The engine still refused to cooperate, so Tillett called the Coast Guard for assistance. Exhausted and disoriented, he reported their position at Mile Rock, hampering the search. Within an hour, *Fat Chance* washed ashore at Rodeo Beach on the Marin Headlands. Luckily, no one aboard was injured — the remaining crew was able to step off the boat and walk away.

High winds prevented salvors from getting the boat off the beach for 24 hours. At last word, *Fat Chance* was in a Sausalito boatyard with light scuffing on the hull and a bent rudder but no serious damage. It's expected Ken Brinkley will eventually put her up for sale.

one more one-hander

The 17 sailors in the Singlehanded TransPac will be a week into their 2,100-mile race to Hanalei Bay, Kauai, on the day this issue hits the streets. All but one last minute entry were profiled in the June *Latitude*, so in this interim issue, about all that makes sense is to tell you one sailor has dropped out and one has been added — Jeanne Socrates, who is sailing her Najad 361 *Nereida*.

"I'm not really a racer, although I have been known to get quite competitive!" notes Jeanne, who's been cruising aboard the boat since she and husband George flew to the Najad yard in Sweden to take delivery of *Nereida* in July, 1997. The couple had first been exposed to sailing in dinghies and sailboards in 1990. A few years later, they took a Royal Yacht Squadron Competent Crew Course on the Solent, enjoying a rare sunny day with good wind and a great instructor. "We were hooked!" she says.

After purchasing *Nereida*, they completed additional intensive RYA sail-training courses while preparing the boat for long ocean passages. Their first trip across the pond was to St. Lucia in 1999, followed by a cruise up and down the U.S. East Coast and back to the Caribbean, after which they headed west.

George was diagnosed with cancer in 2002. "We managed to keep him sailing until Christmas," says Jeanne, who has cruised *Nereida* solo since March of '03. She brought the boat out to the West Coast in 2004 on the deck of a Dockwise TransPort ship. She still enjoys cruising and values more than ever the support of her many cruising friends. But she admits dealing with electronic and mechanical troubles on the boat has been a steep learning curve.

Jeanne spent part of last summer in Alaska and the winter in Mexico. She liked Alaska enough to sail back this year, which pretty much required a long jog out to Hawaii anyway, so when she realized she could wrap the trip around a great challenge like the Solo TransPac, it was soon a done deal. "I've reserved last place," she jokes, "but hope not to disgrace myself too badly — I don't want to miss too many parties!!"



COURTESY JEANNE SOCRATES

Jeanne Socrates.

SIGHTINGS

maxi multihulls multiplying

When it comes to solo and offshore sailing, the French have never been shy about maximizing their sea-going artillery. In the 1976 OSTAR (*Observer Singlehanded Trans-Atlantic Race*), for instance, Alain Colas set forth aboard the 236-foot long *Club Mediterranee*, a four-masted monster equipped with a closed-circuit television system so the skipper could monitor the set of his sails. Unfortunately for Colas, a string of halyard issues forced him into Halifax, Nova Scotia, for repairs, and he ultimately incurred a time penalty for accepting outside assistance and finished out of the running. Like a horse put out to pasture, that was it for Club Med's racing days, and the boat wound up as a glorified gin palace in the charter trade.

continued on outside column of next sightings page

ha-ha burgees

Participants in previous Ha-Ha's said it would have been nice if they'd gotten their burgees months in advance of the late October start so that folks could identify fellow participants while working their way down the coast. "That's a great idea," said Ha-Ha Honcho Lauren Spindler, "so we've already started sending this year's burgees out."

What's the Ha-Ha? It's the 750-mile cruiser rally from San Diego to Cabo San



Big boys, big toys — Spread, Franck Cammas' 105-ft 'Groupama 3' splashes down in France. Above, Bruno Peyron's 120-ft cat 'Orange II' was in New York as this issue went to press, on standby for an Atlantic record attempt.



going out soon

1. <i>Kialoa III</i>	S&S 79	Orange Coast College	Newport Beach
2. <i>Alaska Eagle</i>	S&S 65	Orange Coast College	Newport Beach
3. <i>Raptor Dance</i>	Valiant 50	Bill Finkelstein	Santa Rosa
4. <i>Mykonos</i>	Swan 44 Mk II	Myron Eisenzimmer	San Geronimo
5. <i>Three Quarter Time</i>	Catalina 470	Chuck Pfaff	Auburn
6. <i>Gypsy Soul</i>	Cal 34	Jay Sousa	Merced
7. <i>Southern Star</i>	Island Packet 45	Mark Rogers	Berkeley
8. <i>Saeta</i>	Sceptre 41	Richard Black	Santa Cruz
9. <i>Mai Pen Rai</i>	Islander 36	Noble Brown II	Benicia
10. <i>Ladyhawke</i>	Mariner 50	Mike Morehouse	Santa Cruz
11. <i>Voyager II</i>	Norseman 447	C. Wayne Ratliff	San Luis Obispo
12. <i>Mal de Mer III</i>	J/40	Ed Huckins	San Diego
13. <i>Robyn's Nest</i>	Island Packet 35	Chris Parker	Placerville
14. <i>Oceanus</i>	Ocean/Alex 50	Brian Deans	Berkeley
15. <i>Sun Fun</i>	HC38 MkII	Bill Costello	San Clemente
16. <i>Pacifica</i>	Ericson 39-B	Greg Davids	Richmond
17. <i>Solstice</i>	Pac. Seacraft 37	John Alden	Palos Verdes

Lucas, with stops at Turtle Bay and Bahia Santa Maria. This year's 13th running starts on October 30, and finishes with an award's ceremony on November 11 in Cabo. The event is open to boats over 27 feet that were designed, built, and have been maintained for ocean sailing. About 125-150 boats, with an average crew of four, are expected to participate this year.

As of June 23, the Ha-Ha had received 17 paid entries and sent out 164 requests for entry packets. The entries are shown at left.

For further information on this year's Ha-Ha and how to get an entry package, visit www.baja-haha.com. Or, if you're in Southern California, join the Ha-Ha Preview Party at Two Harbors, Catalina, on August 12. The Ha-Ha folks will host a casual potluck BBQ, show some slides, and answer all your questions. See you there!

multis — cont'd

Such an ignominious fate is unlikely to befall the new generation of so-called G-Class Maxi-Multihulls, several of which are either under construction or have been recently launched. If the sailors and designers behind these behemoths have gotten their figures right, a slew of round-the-world records are in serious jeopardy.

Early last June, the first of three new mega-trimarans was splashed near Vannes, France, home of the Chantier Multiplast yard that's become synonymous with this fresh breed of long-distance multihull. *Groupama 3* is a 105-footer designed by the duo of Vincent Lauriot-Provost and Marc van Peteghem for skipper Franck Cammas, who plans to trial the boat this summer off Brittany before a fully crewed attempt at Bruno Peyron's global record of 50 days, 16 hours, 20 minutes, 4 seconds in late 2007 or early 2008. *Groupama 3*, with a whopping 72-foot beam, will reportedly be the first foil-equipped multihull to venture into the frenzied Southern Ocean.

Cammas and his mates will likely have company in the form of two solo projects currently taking form. The two trimarans, each measuring in at around 100 feet, also share a design team: Nigel Irens and Benoit Cabaret. But that's where the similarities between Thomas Colville's *Sodebo*, under construction in Australia, and Francis Joyon's *IDEC II*, being built in Lorient, France, end.

Colville and Joyon both covet the solo round-the-world record of 71d/14h/18m/35s set by Ellen MacArthur aboard the 75-ft tri *B&Q Castorama* in early 2005. (Not coincidentally, MacArthur's new mark bettered the record Joyon had set a year earlier by some 33 hours.) But their styles, and boats, are radically different.

Young buck Colville is a gifted technical sailor, and as such, he's commissioned a highly refined, high-tech boat with such features as a canting wing mast. Seasoned veteran Joyon is a hard-ass graduate of the Old School; before his last round-the-world run, he rolled on a fresh coat of paint with the boat in the water, then set sail and slashed weeks off the previous round-the-world solo record. He'll forgo the frills and prefers a more basic platform that he can drive for hours upon hours on end.

Rumors are flying that there are more of these mammoth G-Class projects in the works, and that an entire offshore solo circuit of 100-footers is not beyond the realm of possibility in the not-too-distant future. Time will tell about that, but one thing's already certain: In the marathon-sailing arms race, the French are upping the ante. What happens next will be interesting to see.

— latitude/hm



SPREAD, YVAN ZEDDA/GROUPAMA 3, INSET, ORANGE II

SIGHTINGS

pulling a fast one

One of the biggest thrills we get when we're out on the photo boat is watching somebody pull off a ballsy maneuver perfectly. Examples include port-tacking the entire fleet to win a start, a flawless jibe in big breeze — or the 'changing lanes' maneuver you see on these pages. The event is the June 10 Ditch Run, the fleet is Olson 30s and the pink-spinnny'ed boat is John Scarborough's *Hot Betty*.

In the top photo at left, *Betty* is just behind and to leeward of Jeff Blowers' *Naked Lady* (red stripe) as a trio of O-30s approaches the Brothers. In the second photo down, the *Betty* boys make their

continued on outside column of next sightings page

another story we

Okay, so there's this porn . . . sorry . . . *adult* movie star named Savanna Samson. She was recently named Best Adult Film Actress for her role in *The New Devil and Miss Jones*. Like many stars, she's using her celebrity to promote a line of wine and men's cologne. Are you with us so far?

Anyway, her first outing as a vintner with *Sogno Uno*, released in February, went well. It received positive notices in



couldn't make up

some serious wine publications. However, some prissy people had problems with the label, so for *Sogno Due*, Samson said, "I removed the silhouette of nipples."

Where is this going and why are you reading it in a sailing magazine? When asked to describe her wine, Ms. Samson (whose real name is Natalie Oliveros) said, "It's crisp and fresh. It's made to be drunk on a yacht."

fast one — cont'd

move, sheeting in and reaching across in front of the blue and red kite of Dave Jones' *J-Bird III*. Photo three — compressed dramatically by the telephoto lens (we meant to do that) — shows *Hot Betty* 'threading the needle'. The large photo is the fourth in the sequence, and shows *Betty* popping out the other side. The final pic, at lower left — mission accomplished. *Hot Betty* stole enough of *Naked Lady*'s wind to pull into the fast lane ahead and to weather of her. But of course this is sailboat racing — *J-Bird III* went on to win the division.



LATITUDE/JR

SIGHTINGS

short sightings

SAN FRANCISCO — If you've never visited San Francisco's ship-shaped Maritime Museum at the foot of Hyde Street, do yourself a favor and get down there before it closes July 10 for an extensive three-year refit. Originally built as the Aquatic Park Casino in the late 30s and commandeered by the Army during World War II, the building opened as a maritime museum in 1951.

The preservation project will include roof and window repairs, restoration of the adjacent amphitheater and installation of new maritime exhibits. It's slated to reopen in 2009, give or take. In the meantime, there will be plenty of displays in the surrounding Maritime National Historical Park to keep any history buff happy. Check out the historic ships at Hyde Street Pier, visit the park's Visitor Center in the Argonaut Hotel (a fantastic retrospective of W.A. Coulter's paintings is on display through October), browse the stacks at the J. Porter Shaw Library, or enjoy one of many scheduled events throughout the year. For more info on what's going on, visit the park's website at www.nps.gov/sqfr or the association's site at

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summer

Talk about finding a niche. Five years ago, an enterprising Bay Area sailor came up with an idea: Why not have a day — a specific day each year — where the sole objective was to get as many people sailing as possible? The first day of summer, also known as the summer solstice, seemed like a pretty good date. That meant June 20-21, or the weekend nearest it. Call it Summer Sailstice, get a few sponsors on board, award a few prizes, get some new people out on the water and everybody goes home a winner. What's not to like?

Indeed, Summer Sailstice, now in its fifth year, has stuck a chord. The idea of just going sailing on the Sailstice — this year 'celebrated' on Saturday, June 17 — has spread worldwide, with theme-

Treasure Island Sailing Center hosted a special Summer Sailstice event this year. Here, Lasers and Vanguards launch as Opti's race in the protected waters of Clipper Cove.



sailstice

specific events taking place in Mexico, England, the West Indies — and even Australia, where the solstice is reversed. “We’ll celebrate the shortest day of the year, but the longest night to party!” is the Aussie’s rallying cry.

The 2006 Summer Sailstice featured the largest number of signups, events and prizes. Unfortunately, this issue went out the door before race results, prize winners and stories were compiled. Check out www.summersailstice.com for all that good stuff. If you took part, you might even see your name in the ‘winner’s circle. If not, check out the website anyway — and plan to take part in the next edition of Summer Sailstice, sailing’s Next Big Thing.



LATITUDE/JOHN ARNDT

shorts — cont’d

www.maritime.org.

ONTARIO, CANADA — Fire tore through the famous Abbott Boatyard in Sarnia, Ontario, on the evening of Saturday, June 17. By the time it was out the next morning, the business started by Bill Abbott, Sr., shortly after World War II was no more. Fortunately, no lives were lost in the blaze, which consumed both buildings on the property.

Abbott was known as a builder of quality boats ranging from the Wayfarer and International 420 dinghies, to the Olympic-class Finn, Yngling and Soling, to a quartet of Abbott-designed and built production yachts from 22 to 36 feet (now out of production). There were also a couple of powerboats in their line, and they had recently added the Ultimate 20, Martin 16 and Bongo Dinghy to the lineup. The main focus of the business for the last decade or so had been the production of the smaller line of boats, and Abbott Boats prided itself on “having winners in almost every Olympics since 1972,” according to Bill Abbott, Jr., who took over the business from his father.

The morning after the fire, the younger Abbott estimated that among the losses were as many as 10 new boats that were awaiting shipment. Asked about rebuilding, he said, “I can’t get it back. It’s taken us too long to build up to what made us number one.” The cause of the fire is still under investigation.

GULF OF ADEN — World cruisers headed for the pirate-infested waters of the Gulf of Aden may rest easier in the months to come. In April, the Prime Minister of Somalia (they have one?) agreed to allow the U.S. Navy to patrol Somali territorial waters, and to train and outfit the Somali Coast Guard (they have one?) in the fight against pirate attacks. On top of that, Somalia, Yemen, and Jordan, in coordination with the International Maritime Organization, are planning a regional center to fight piracy. All of this, of course, is mainly aimed at protecting international shipping, but cruisers will undoubtedly enjoy the trickle down effects of heightened security in ‘Pirate Alley’.

NEW ZEALAND — If you ever wanted your own America’s Cup syndicate, you almost had the chance last month. Plus all the lamb-skin seat covers you’ll need for the rest of your life. It all seemed so promising when the country of New Zealand went up for auction on eBay. Opening bid was only 1 cent, but the rally quickly escalated to \$3,000 before site administrators shut it down. Turns out it was a fake — can you imagine? They figured this out because the bidding was in, ahem, Australian dollars. So much for the empire-building dreams of 22 bidders.

GREAT EXUMA, BAHAMAS — If you plan on visiting the Bahamas, you’d better get your shots (or pills, as the case may be). The U.S. Embassy in Nassau has issued a malaria advisory for Great Exuma, and, as of June 16, the CDC has reported 16 confirmed cases on the island. They recommend all Great Exuma-bound travelers get the appropriate anti-malaria drugs before leaving the U.S. For more info on malaria and how to avoid getting it, visit the CDC’s site at www.cdc.gov/malaria.

PANAMA — Earlier in *Sightings*, you may have read the amazing story of *Chaton de Foi*, a NautiCat 33 abandoned last December, which was found off Hawaii and reunited with her happy owners. Just before presstime, we got the news that another ‘drifter’ had been recovered. This one was *Eclipse*, the 34-ft catamaran that was designed, built, and sailed tens of thousands of ocean miles by Brit Richard Woods before being abandoned in heavy weather in the Gulf of Tehuantepec in January. She was sighted at least a couple of times since then — once by a fishing vessel, which reported her position, once by vandals who (like *Chaton*) stripped her of everything of value. The latest information we had was from John Haste of the San Diego-based Perry 52 cat *Little Wing*, who reported that *Eclipse*

continued on outside column of next sightings page

SIGHTINGS

short sightings

had been towed into Panama, possibly by the same fishermen who found her back in April (although we couldn't confirm that). Reached for comment in BC, where he's bought another cruising cat (a 25-ft Merlin, also one of his designs) and is currently building a 20-ft powered catamaran, Woods says he was aware of the salvage, but doesn't know much more about it than we do. He had not been contacted by the salvor, but was also getting his information through a cruising friend down there. At this writing, he did not have any plans to go to Panama to try to reclaim — or just check out — *Eclipse*.

CHESAPEAKE BAY — The body of Philip Merrill, prominent

flock goes

In April, we ran a photo of San Francisco Pelicans racing in the Estuary. But when we went to write a caption, no amount of Googling revealed anything about the fleet, with the exception of a site offering construction plans.

So we basically said that in the caption — “A flock of Pelicans flies across the Estuary. We'd tell you who won, but they're so old school they don't even have



SIGHTINGS

on line

a website."

We're happy to announce that our good-natured teasing urged the fleet to create its own site. Andrew Graham, one of the fleet's younger members called to let us know that he's set up a website with the racing schedule, results, photos, and some juicy links. Find it at www.sfpelicanfleet.com. Now if those dang America's Cup guys would just listen to us . . .

shorts — cont'd

publisher, former diplomat, and avid singlehander, was found June 19, 10 days after his Bristol 41 *Merrilly* was found adrift. A massive search was conducted in the area he was known to frequent, but it was another boater who spotted his body just outside the search area. In a surprising twist, investigators found that Merrill hadn't accidentally fallen overboard and drowned, as had been suspected, but that he committed suicide with a shotgun. In a prepared statement, the family said that Merrill's "spirit had dimmed" after recent heart surgery but they "never imagined that he would consider taking his own life."



June was short on gloom and heavy on 'great' this year. Here's how some folks were taking advantage of it (clockwise from below) — life's a reach, then you jibe; 'Redhawk' flying low; 'Soul Mate' powers to weather; 'Dayne Marie' looking sweet; 'Seaward' crew raise the fisherman; "ketching" the wind on the Central Bay.



ALL PHOTOS LATITUDE/JR

MASTER MARINERS 2006



— AGONY AND ECSTASY

— Tradition is the caulking in the seams that's kept the Master Mariners Benevolent Association afloat ever since the organization was formed in the mid-1800s. Back then, its purpose was to care for retired sailors and the families of those lost at sea. One of the ways they raised money was to stage a yearly race around the Bay between working sailing ships. The 'modern' MMBA was reborn 100 years later as an association of classic boats and owners — and is today one of the largest and most active organizations of its kind in the country. The Master Mariners Regatta was revamped and revived in the 1960s into a competition for these classic yachts. To compete, your boat must have been built before World War II, or built to pre-war designs using pre-war methods.

Sixty-five wooden ships and upwards of 500 iron men, women and kids answered the 'call to quarters' on May 29 for the 2006 edition of the Regatta. And make no mistake — these may be old boats, but most crews are as serious about winning as any America's Cup team. For the rest of us, the handsome boats and multi-sail rigs also make the Master Mariners one of the most colorful spectacles of the year on the Bay.

Unfortunately, tradition 'failed' the Mariners in one key way this year. In all the time we've been covering it — which is every year since 1977 — the Master Mariners Regatta has always had great breeze. There were times when there was so much wind that few other yachts even ventured out. (In 1988, winds gusting to 40 knots caused the

continued on page 136

Paul (at helm) and Tom Plotts of 'Dauntless', sharply focused on the task at hand.

MASTER MARINERS 2006



Above, 'Seaward' heads for home; bowman in the office on 'Gaslight'; 'Leda II' on a smashing reach.



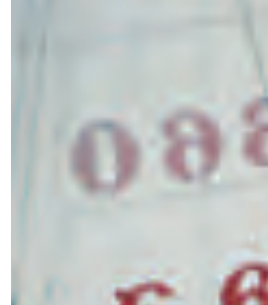
— AGONY AND ECSTASY



Above, bowman on 'Flotsam'. Above right, 'Stroma of Mey' bashes a ferry wake. Right, a wave from 'Volunteer'. Spread, the clubhouse reach.



MASTER MARINERS 2006



Above, 'Elizabeth Muir' and 'Eventide' round #4. Left, 'Odyssey's' "double-breasted" downwind sailplan. Top, the human whisker pole on 'Vixen.' Spread, 'Nautigal' and 'Stroma of Mey' power through the chop neck and neck.



— AGONY AND ECSTASY



Above, 'Corsair' bashes a wet one. Left, 'Brigadoon' on her way to yet another division win. Above center, Rick Hastie at the wheel of 'Gaslight.' Above right, 'Volunteer' rounds Southampton.



MASTER MARINERS 2006

cancellation of almost every other Memorial Day sailing event in California. Not these guys. They loved it.) Some years there was less wind, but we can't recall a year where there wasn't great breeze.

Until this year.

The first hint that this Memorial Day race was going to be different occurred soon after the reverse-handicap starting sequence began off the Cityfront at noon. Typically, the first reach over to Harding Rock is sailed in light breeze, with the wind building through the day until, during the final broad reach across the Slot from Southampton to the finish below Treasure Island, it's really howling.

This year, the Harding reach had good breeze, and it went steadily downhill from there. While there continued to be some wind on some portions of the Bay, its presence was usually brief and unpredictable. Southampton was a parking lot. Indeed, on the whole, it looked more like San Diego than San Francisco Bay. One result was more DNFs than we've ever seen — 16 boats. This in a race where competitors usually only retire if they sink or the bleeding can't be stopped. The frustration was relieved for most at the post-race raft-up and party at the hosting Encinal YC. Fortunately, that event once again lived up to its traditions with live music and great food, and most people went home smiling.

As always, and despite the conditions, there were notable performances. Paul Plotts brought his beautiful schooner *Dauntless* up from Long Beach again, and as always, she gave the local split-riggers a spirited run for the money. *Dauntless* was the last boat to start in the 12-boat Marconi I Division, and the fourth to finish. Holding on to best her were the equally lovely *Santana*, *Bolero* and *Elizabeth Muir*, which finished in that order — all within five minutes of each other!

Another big lady that showed very well was Audrey Burnand's spectacular yawl *Odyssey*. On her way to winning the Ocean Division — at 17 miles, the longest course of the Regatta — she evoked days gone by when she set two spinnakers, one off the main and a 'mini-me' off the mizzen.

The major casualty of the day was the mast on Bob Hanelt's lovely Edson Cutter *Lydia*, which snapped off at the spreaders near Alcatraz. No one was hurt, and Bob says *Lydia* will return to the fray next year.

Hopefully, so will the breeze.

One final positive note: when the wind was blowing, we got some great photos. We'll let them tell the rest of the story.

— latitude/jr

RESULTS

Boat	Year	LOD	Designer/Rig	Skipper	Elapsed Time
BIG SCHOONER (3 boats, 14.5 nm)					
1. <i>Seaward</i>	1988	65'	Woodin/Marean sch.	Alan Olson	2:39:33
2. <i>Gaslight</i>	1997	50'	Schumacher scow sch.	Billy Martinelli	3:44:22
3. <i>Alma</i>	1891	60'	Scow schooner	Al Lutz	4:14:33
GAFF I (5 boats, 14.5 nm)					
1. <i>Brigadoon</i>	1924	50'	L.F. Herreshoff sch.	Terry Klaus	3:24:09
2. <i>Yankee</i>	1906	52'	W.F. Stone schooner	John McNeil	3:37:00
(all others DNF)					
GAFF II (9 boats, 14.5 nm)					
1. <i>Dutch</i>	1933	36'	Winslow gaff yawl	Dick/Frances Dugdale	3:37:09
2. <i>Pearl</i>	1932	28.5'	Devries Lentsch sloop	Nick Haynes	3:30:07
3. <i>Makani Kai</i>	1970	34'	Angelman/Davies ketch	Ken Inouye	3:45:30
4. <i>Briar Rose</i>	1939	30'	Hanna ketch	John Ough	4:06:17
5. <i>Sarah</i>	2005	38'	Clapham yawl	William Garvie	5:03:00
MARCONI I (12 boats, 15.25 nm)					
1. <i>Santana</i>	1935	56'	S&S schooner	Paul Kaplan	2:33:57
2. <i>Bolero</i>	1946	44'	Merle Davis sloop	Tim Murison	2:40:52
3. <i>Elizabeth Muir</i>	1991	48'	Eldridge McInnis sch.	Paul Hayward	3:02:27
4. <i>Dauntless</i>	1930	61'	Alden schooner	Paul Plotts	2:43:52
5. <i>Barbara</i>	1932	52'	Alden schooner	Robert Klemmedson	3:06:13
MARCONI II (14 boats, 15.25 nm)					
1. <i>Sunda</i>	1941	35'	Seaborn sloop	Ian Rogers	3:16:23
2. <i>Nautigal</i>	1938	38'	Myron Spaulding sloop	Jeff Stokes	3:38:54
3. <i>Stroma of Mey</i>	1936	36'	Freeman ketch	Dee Dee Lozier	3:46:03
4. <i>Unda</i>	1949	40'	Aag Utzon ketch	Dean Gurke	3:26:06
5. <i>Saltana</i>	1963	35.5'	Arthur Robb sloop	John Vincent	3:39:02
MARCONI III (5 boats, 15.25 nm)					
1. <i>Flotsam</i>	1963	30.5'	Waldo Brown sloop	Brad Clerk	2:49:46
2. <i>Vixen</i>	1904	31'	Peter Swanson yawl	Steve Kibler	3:51:27
3. <i>Corsair</i>	1960	28'	Slaaby-Larsen sloop	Elise Brewster	4:11:03
BEARS (5 boats, 13 nm)					
1. <i>Trigger</i>	1938	23'	Nunes sloop	Alice Merrill	3:11:21
2. <i>Bongo</i>	1958	23'	Nunes sloop	Jill Lutz	3:12:17
3. <i>Camembert</i>	1953	23'	Nunes sloop	John Fenger	3:15:45
BIRD BOATS (4 boats, 15.25 nm)					
1. <i>Robin</i>	1929	30'	Alden sloop	Pat/Cissy Kirane	3:17:56
2. <i>Curlew</i>	1922	30'	Alden sloop	Jim Josephs	3:19:31
3. <i>Petrel</i>	1928	30'	Alden sloop	Pierre Josephs	3:28:28
L-36 (4 boats, 15.25 nm)					
1. <i>Leda II</i>	1965	36'	Lapworth sloop	David James	2:57:56
2. <i>Papoose</i>	1956	36'	Lapworth sloop	Allan Edwards	3:01:43
3. <i>Eventide</i>	1958	36'	Lapworth sloop	Bob Griffiths	3:07:50
OCEAN (7 boats, 17.1 nm on corrected time)					
1. <i>Odyssey</i>	1938	57'	Kelly Stephens yawl	Audrey Burnand	2:45:45
2. <i>Ouessant</i>	1957	38'	Farallone Clipper	Gene Buck	3:06:11
3. <i>Bounty</i>	1947	52'	S&S yawl	Dan Spradling	3:07:12

Special trophies: **Baruna Cup** (perpetual awarded to the top Ocean Division boat): *Odyssey*, 57-ft Stephens yawl, Audrey Burnand; **Dead Eye** (yacht over 30 feet with best elapsed time): *Santana*, 56-ft S&S schooner, Paul Kaplan; **Billiken Trophy** (gaff-rigged yacht over 30 feet with best elapsed time): *Brigadoon*, 50-ft Herreshoff schooner, Terry Klaus; **Lyle Galloway Memorial** (yacht under 30 feet with best elapsed time): *Corsair*, L-36 sloop, Elise Brewster; **Aloha Trophy** (Marconi II or III Division boat with best elapsed time): *Flotsam*, 30.5' Waldo Brown sloop, Brad Clerk; **Kermit Parker** (Gaff II yacht with best elapsed time): *Pearl*, 28.5' Devries Lentsch sloop, Nick Haynes; **J. Everett Hanson** (Bird Boat perpetual): *Robin*, Pat & Cissy Kirane; **Gerry O'Grady** (Bear Boat perpetual): *Trigger*, Alice Merrill; **Lapworth 36 Perpetual**: *Leda II*, David James; **Farallone Perpetual**: *Ouessant*, Farallone Clipper, Gene Buck; **Longest Distance** (the boat coming the longest distance to compete): *Dauntless*, 61' Alden schooner, Paul Plotts (Long Beach).

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PACIFIC CUP PREVIEW

Two years ago, living on the East Coast but dreaming tradewind dreams, I got the opportunity to sail my first Hawaii race — the 2004 Pacific Cup — and it was everything I'd hoped it would be. I'll never forget sailing out from under the Golden Gate Bridge with the vast, blue Pacific all before me. From there, it just got better and better, and I was left with a scrapbook of terrific memories: Brilliant sunsets and star-filled nights, driving under spinnaker for hours and hours, surfing toward the finish off Kaneohe Bay, the sweet smell of land and that first cold drink ashore. It was easily one of the best offshore trips of my life.

And now, for many more first-time Pacific Cup sailors, as well as those who've done the race multiple times, it's about to happen all over again.

The 14th running of the biennial West Marine Pacific Cup begins off the St. Francis Yacht Club on Monday, July 3, with subsequent starts on Tuesday the 4th, Wednesday the 5th, and Thursday the 6th. After the 2,070-mile run across the Pacific, the first boats should begin arriving at the finish line off Oahu's Kaneohe Bay around July 15. The Awards Ceremony — and, man, do they pass out some goodies — is slated for July 21 on the welcoming grounds of host Kaneohe Yacht Club.

So everything's set to go, with one slightly unsettling fact. This year's entry list of 43 boats, down from 49 in 2004, is

The Santa Cruz 52 'Lightning' is one of a half dozen boats in Division E that hope to wreak havoc in class and overall.

the smallest fleet in nearly twenty years, and considerably off the record 78 entrants that competed in the 2000 event. So, what happened?

Charlie Roskosz, the up-front commodore of the Pacific Cup Yacht Club — which organizes the race in conjunction with Hawaii's Kaneohe YC — is not one to dodge a question. "It's probably our own fault," he says.

The commodore acknowledges that numbers were down in 2004, too, but that the general consensus among race officials was that the diminished fleet was a reaction to a downswing in the economy. "We didn't think we'd have that hard a time getting back to big numbers," says Roskosz. "And after a rush of initial entries for the 2006 race, we thought we'd be fine. But those quickly dried up. We started calling around to generate interest, but it was too late."

Roskosz has a couple of theories about the lower number of entries. "There are so many races now, all competing for the same boats," he says. "And in recent years the Transpac has become more friendly and open, so it's possible that they're depleting the ranks of Southern California sailors."

One thing's for certain: Roskosz and company have identified a trend, and

they are determined that it won't continue in future Pacific Cups. "We'll be getting the word out the minute this race is over," he says. "This is the fun race to Hawaii, and we'll continue to encourage the mom-and-pop racers, as always. But we'll also be going out more aggressively to get the serious racing boats back in, too."

Of course, a 43-boat fleet setting out across an ocean is nothing to shake a whisker pole at, and there should be plenty of great competition and adventure for every sailor in the six Pacific Cup divisions. Three-time race veteran Michael Moradzadeh, who's back for a fourth go aboard his Passport 40, *Cayenne*, even sees some upside to the make-up of the 2006 entry board.

"It should be a lot of fun this year," he says. "A smaller field allows the regatta



LATITUDE / JR



LATITUDE / JR

— RETURN TO THE ROOTS



If it's a big year for Carl Schumacher boats, expect to see fantastic things from the Custom 50 'Morpheus' (above) and the Synergy 1000 'Synge' (below).



to reflect its roots of more family-style entries and a more intimate group."

Well put. So let the sailing begin! This year, as always, we've scoured the entry lists to garner some interesting tidbits about the boats and sailors, and we're also going out on a limb to pick the winners. In the interests of full disclosure, the prognosticator once wrote a lengthy article for *The New York Times* describing in detail how Prada would kick Team New Zealand's tail in the 2000 America's Cup. Yes, we all know how that turned out. So be sure to season the predictions with a liberal sprinkling of salt before ingesting.

Sailors who've earned a salute

— Hats off to twin brothers and Army Majors Braden and Darren LeMasters, veterans of the war in Iraq and crew for Mike Amirault's Synergy 1000, *Synge*. Thanks, guys. Sail fast, be safe, and have

a blast. You've earned it.

Maybe next time? — Citing safety issues, until this year race organizers resisted the call for a multihull class, but for 2006 they opened the doors to catamarans and trimarans 35-feet and longer. The response? Tepid: Just one entry, the 35-foot tri *Humdinger*, which ultimately withdrew about two weeks before the start. Commodore Roskosz says he'd be surprised if the multihull community wasn't given another opportunity to race in 2008. But the big questions remain unanswered. Do they care? Will they come?

The million-mile march — It's quite the statistic, but race organizers have determined that the

Latitude's Quick Picks

DIV. A — Boasting perhaps the most experienced collection of skippers in the fleet, this division looks to be a donnybrook, with at least four boats scrapping it out for first. But after dropping out of the 2005 Transpac, we foresee the Cal 40 *California Girl* rising above the fray and posting their second straight Pacific Cup class win.

DIV. B — There's a pair of Beneteaus that could soar to the top here — the 38s5 *Tutto Bene* and the 42 *Bequia* — but our gut tells us to go with the Express 34 *Locomotion*.

DIV. C — Having scored bullets in their previous two Pacific Cup appearances, we'd find it extremely hard to bet against the Antrim 27 *E.T.* So we won't.

DIV. D — We've got a funny feeling that this is going to be a big year for boats designed by the late, great Carl Schumacher, and we've got soft spots for both Synergy 1000s, *Sapphire* and *Synge*. But our pick is the Schumacher 39, *Recidivist*.

DIV. E — Last time around, in 2004, *Morpheus* was the fleet's bridesmaid, finishing second in class and overall. This time, with experience going for them, we like the well-sailed 50-footer to cut the cake and throw the bouquet.

DOUBLEHANDED — Another difficult class to handicap: Depending on what the wind gods throw at them, either the Moore 24 *Keeli Quinn* or the Swede 55 *The Contessa* could be golden. But we'll split the difference and choose *Celerity*, a Hobie 33.

FIRST TO FINISH — *Cipango* (Andrews 56)

FIRST OVERALL — *Morpheus* (Schumacher 50)

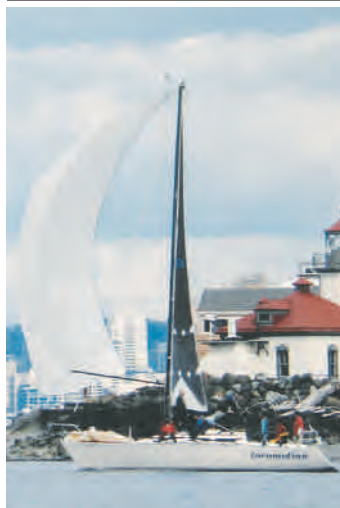
PACIFIC CUP PREVIEW



Jim Quanci's 'Green Buffalo' is one of two competing Cal 40s.



Ann Lewis's S&S 34 'Spirit', built in 1960, is the event's senior citizen.



The Express 34 'Locomotion' is one of six boats from Washington.



Skip Ely's Santa Cruz 52 'Elyxir' can't wait for the tradewinds.

collective millionth mile of Pacific Cup racing will be sailed on July 8 or 9, five or six days after the first starts on July 3. To commemorate the milestone, the boat that scores that day's "best performance" — as determined by a handicap formula that will calculate the fleet's times on a daily basis — will be honored with what

has to be one of the most unique trophies in offshore sailing.

Neighbors from the north — From north of the border comes a pair of Oregon entrants (*Keeli Quinn* and *Orizaba*); a six-pack from the Evergreen State (*Giant Slayer*, *Jam*, *Kyrnos*, *Locomotion*, *Riva* and *Synge*); and a lone campaigner

each from British Columbia (*Celerity*) and Alaska (*Free Range Chicken*).

Worst mathematicians — With longtime collaborator Bruce Burgess riding shotgun, Dan Doyle took second in the doublehanded class in 2002 aboard his Sonoma 30, *2 Guys on the Edge*. Burgess is back with a new *2 Guys*, a 1D35, but

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— RETURN TO THE ROOTS

this time he also has his two sons, Sean and Justin, on board. So doesn't that make it *4 Guys on the Edge*? Or *2 Edgy Guys and Some Fresh Railmeat*? We're confused.

Most luxurious — The Beneteau 57, *Vanessa*, with its center-cockpit deck layout and vast interior volume, looks to be the cushiest ride to Oahu this time around. Although, if you equate speed with luxury, the 56-foot *Kyrnos* might be a good way to go.

Youngest competitor — At 13, Ste-

phen Quanci on *Green Buffalo* is likely the youngest sailor in this year's fleet, beating his brother, Andrew, among others, by a solid two years.

Oh 'J' can you see? — There are five J/Boats in the fleet, ranging from Loren Mollner's doublehanded J/30, *Slim*, to John McPhall's J/160, *Jam*, along with the J/35 *Stray Cat Blues* (Bill Parks), the J/46 *Riva* (Scott Campbell), and the J/130, *Orizaba* (John Hanna).

Heading for home — A trio of boats will be sailing for their home ports in



Skipper Dean Treadway seeks his third class win aboard the Farr 36 'Sweet Okole'.

Hawaii, the Doyle family's *2 Guys on the Edge*, from Honolulu; Bill Myers's *Cirrus*, from Kaneohe; and Bill Deuchar's *Vanessa*, also from Honolulu.

Most laid-back sailor — *Latitude's* former racing editor, Rob Moore, won't know what to do with himself now that he doesn't have to work the post-race docks

PAST WINNERS

YEAR	BOAT NAME	TYPE	SKIPPER	# OF BOATS
2004	<i>Winnetou</i>	Santa Cruz 52	Martin Brauns	49
2002	<i>Wildflower</i>	Wylie 27	Skip Allan & Tad Palmer*	68
2000	<i>Octavia</i>	SC50	Shep Kett	78
1998	<i>Water-Pik</i>	Newport 30	Bob Nance	68
1996	<i>Illusion</i>	Cal 40	Stan Honey & Sally Lindsay*	66
1994	<i>Moonshine</i>	Dogpatch 26	Bill & Melinda Erkelens*	52
1992	<i>Team Bonai</i>	Moore 24	Frank Ansak & Jim Quanci*	47
1990	<i>Oaxaca</i>	Santa Cruz 50	Jim Ryley	51
1988	<i>Saraband</i>	Westail 32	David King	28
1986	<i>Sweet Okole</i>	Farr 36	Bobbi Tosse	26
1984	<i>Magic Carpet</i>	Smith 42	Steve Rander	15
1982	<i>Temptress</i>	Swede 55	Jim Walton	22
1980	<i>Merlin</i>	Lee 67	Norton Smith	43

* = doublehanded



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PACIFIC CUP PREVIEW

with camera and notebook in hand, and a looming deadline to meet. If you see Rob, smile and share an anecdote anyway, for old time's sake.

Aye-aye...ma'am—Ellen MacArthur,

Shouldn't it be '2 Edgy Guys and Some Fresh Railmeat?'

Isabelle Autissier, Sally Lindsay Honey and many, many others have taught us that women can sail just as fast and well as any man. Add to that list this strong contingent of female Pacific Cup skippers or co-skippers: Ann Lewis (*Spirit*), Alice Martin (*Hooligan*), Mary Lovely (*Green Buffalo*), Betty Lessley (*California Girl*), Liz Baylis (*E.T.*), and Sharon Anderson (*Free Range Chicken*). You go, girls!

Best new sponsor — In keeping with the Pacific Cup YC's desire to line up an environmental partner, the club has teamed up with the international

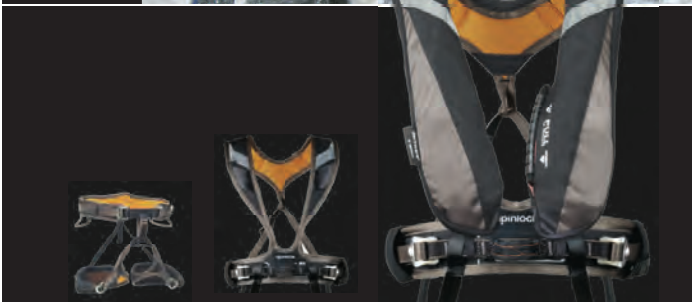
2006 West Marine Pacific Cup Entries*

YACHT	TYPE	OWNER	HOMEPORT	PCR
DOUBLEHANDED (Starts Monday, July 3 at 11:00)				
<i>Spirit</i>	Custom S&S	Ann Lewis	Fresno	648
<i>Slim</i>	J/30	Loren Mollner	Vallejo	646
<i>Plus Sixteen</i>	Olson 911S	Paul Disario	Gold River, CA	637
<i>Keeli Quinn</i>	Moore 24	Jeff Duvall	Portland, OR	633
<i>Giant Slayer</i>	Santa Cruz 27	David Garman	Federal Way, WA	624
<i>Celerity</i>	Hobie 33	Peter Cosman	Kelowna, BC	563
<i>The Contessa</i>	Swede 55	Shawn Throwe	Alameda	544
DIVISION A (Starts Monday, July 3 at 11:15)				
<i>Cassiopeia</i>	Islander 36	Kit Wiegman	Alameda	633
<i>Sonata</i>	Morgan 38	Neal Berger	Fair Oaks, CA	629
<i>Hooligan</i>	Westail 11.8	Alice Martin	Sausalito	618
<i>Cayenne</i>	Passport 40	Michael Moradzadeh	Belvedere	615
<i>Green Buffalo</i>	Cal 40	Jim Quanci & Mary Lovely	San Francisco	610
<i>California Girl</i>	Cal 40	Tim & Betty Lessley	Novato	608
<i>Cirrus</i>	Standfast 40	William Myers	Honolulu, HI	607
DIVISION B (Starts Monday, July 3 at 11:30)				
<i>Tutto Bene</i>	Beneteau 38s5	Jack Vetter	Sacramento	606
<i>Valis</i>	Pacific Seacraft 44	Paul Elliott	Occidental, CA	604
<i>Locomotion</i>	Express 34	Edward Morgan	Redmond, WA	600
<i>Compromise</i>	Elite 37	David & Sandy Englehart	San Jose	598
<i>Bounty</i>	S&S 52	Daniel Spradling	Hillsborough, CA	595
<i>Irish Lady</i>	Catalina 42	Denis Mahoney	Danville, CA	589
<i>Bequia</i>	Beneteau 42	Dennis Ronk	Elk Grove, CA	587

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— RETURN TO THE ROOTS

YACHT	TYPE	OWNER	HOMEPORT	PCR
DIVISION C (Starts Tuesday, July 4 at 12:10)				
<i>Stray Cat Blues</i>	J/35	Bill Parks	Fremont	577
<i>Relentless</i>	Sydney 32	Arnold Zippel	San Francisco	577
<i>Sweet Okole</i>	Custom Farr 36	Dean Treadway	Oakland	577
<i>Auspice</i>	Schumacher 40	James Coggan	Tiburon	575
<i>E.T.</i>	Antrim 27	Todd Hedin & Liz Baylis	San Rafael	565
<i>Basic Instinct</i>	Elliott 10.50	Jan Borjeson	Tiburon	564
<i>Siderno</i>	Beneteau 473	Fred Vitale	Burlingame	548
DIVISION D (Starts Wednesday, July 5 at 13:10)				
<i>Recidivist</i>	Schumacher 39	Ken Olcott	Palo Alto	534
<i>Sapphire</i>	Synergy 1000	David Rasmussen	Novato, CA	531
<i>Riva</i>	J/46	Scott Campbell	Vancouver, WA	528
<i>Synge</i>	Synergy 1000	Michael Amirault	Kirkland, WA	528
<i>Vanessa</i>	Beneteau 57	Bill Deuchar & Stephen Dunn	Whitefish, MT	516
<i>Orizaba</i>	J/130	John Hanna	Lake Oswego, OR	514
<i>Mureadritta's XL</i>	ILC 40	Antony Barran	Northridge, CA	N/A
<i>Edge</i>	1D35	Dan Doyle	Kailua, HI	509
DIVISION E (Starts Thursday, July 6 at 14:15)				
<i>Jam</i>	J/160	John McPhall	Fox Island, WA	488
<i>Morpheus</i>	Schumacher 50	James Gregory	Danville, CA	484
<i>Lightning</i>	Santa Cruz 52	Thomas Akin	Tiburon	472
<i>Kyrmos</i>	Barnett 56	Frederic Laffitte	Woodway, WA	477
<i>Elyxir</i>	Santa Cruz 52	Skip Ely	La Selva Beach	472
<i>Cipango</i>	Andrews 56	Rob & Bob Barton	Santa Rosa	462
<i>Free Range Chicken</i>	Perry 59	Bruce & Sharon Anderson	Las Vegas	

*Entries as of June 23, 2006

conservation organization Oceana (www.oceana.org), which will award the Oceana Trophy to the crew that "leaves the greenest wake," as determined by a set of criteria included in each boat's race packet.

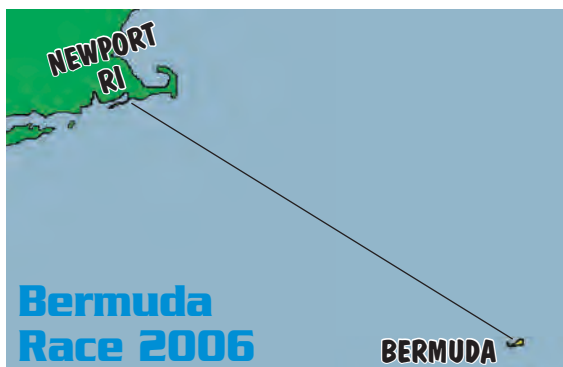
HoJo, as in "horizon job" — *Latitude 38* has always been a fan of the Pacific Cup, and starting this year we reckoned it was time to back up that sentiment with some hardware. Therefore, the brand-new *Latitude 38* Performance Trophy will be awarded to the boat with the most convincing win relative to its

The race record is safe and sound for at least two more years.

own division, which is a slightly convoluted way of saying: If you're out in front, take no prisoners.

Safest record — With a smaller fleet overall and not a single true behemoth on

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PACIFIC CUP PREVIEW

the starting line, *Mari-Cha IV*'s race and course record of 5 days, 5 hours and 38 minutes — set in the 2004 Pacific Cup — remains untouchable for two more years.

All in the family — Writer Ray Sweeney did a fantastic job chronicling all the family connections in the 2006 Pacific Cup official race program, so we won't rehash it entirely here. But Sweeney's observation that about 40 percent of this year's fleet is sailing with family members is certainly remarkable. Among the husband-and-wife duos are Liz Baylis and Todd Hedin (*E.T.*), David and Sandy Englehart (*Compromise*), and Spencer and Rena Fulweiler and Lou and Kim Ickler (*Cayenne*). Crews comprised of multiple family members include the Lessleys (*California Girl*), the Rasmussens (*Sapphire*), the Andersons (*Free Range Chicken*), the Mahoneys (*Irish Lady*), the Vettors (*Tutto Bene*), and the Zippels (*Relentless*). Loren Mollner and son Mark (*Slim*) are one of the many father-and-son combos, while Dean Treadway and daughter Elizabeth



The husband-and-wife team of Todd Hedin and Liz Baylis are one of many couples competing in this year's Pacific Cup, and their Antrim 27 'E.T.' knows its way to the winner's circle, having visited twice before.

score one for fathers and daughters. As Sweeney points out, the Pacific Cup isn't just the "fun race" to Hawaii, it's also the "family race" to the islands.

So there you have it: A new chapter in the history of the West Marine Pacific Cup is about to be written. To follow the boats as they make their way westward, check out the race website for daily position reports (www.pacificcup.org). About fifteen boats will also be carrying mobile-tracking transponders via contributing sponsor iBoattrack (www.iboattrack.com), which hosts an interactive mapping website that's been used for numerous offshore events, including the recently concluded Newport-Bermuda Race. Check it out, it's very cool.

Latitude 38, of course, will be dockside in Hawaii to gather the stories for a feature wrap-up in the August issue. Our correspondent will be very easy to recognize. He'll be the one with the wistful look in his eye that says, "I wish I'd been out there with you . . ."

— **latitude** / hm

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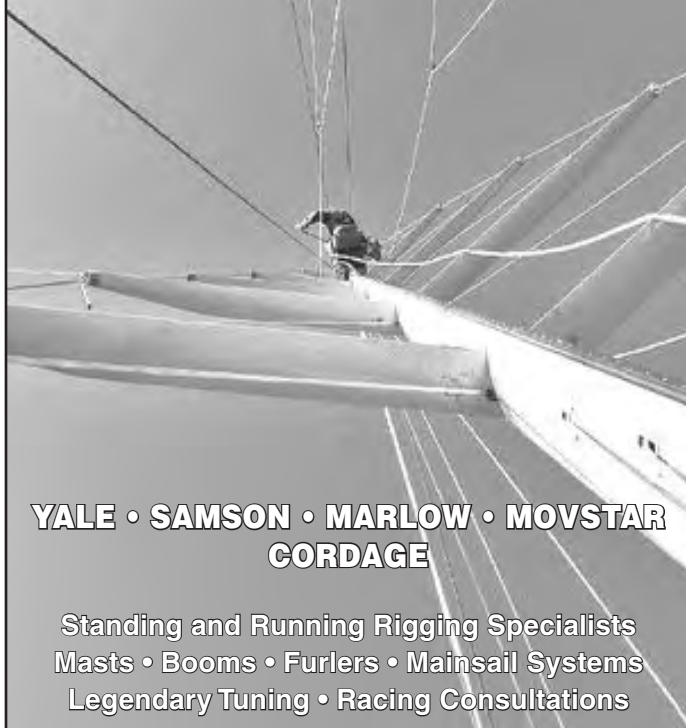
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NAPA RIVER RAMBLIN'

Ever feel like the world is spinning a bit too fast? Like you're gonna blow a gasket if you don't find a way to slow down? You're not alone. Despite the obvious upside to Bay Area living, the frenetic pace of life here can take a substantial toll on your psyche, sometimes leaving you in desperate need of some low-stress R&R.

If this sounds like you, you're in luck because we've got the perfect tonic to cure what ails you: a peaceful trip up the lazy Napa River into the heart of wine country.

You won't find the Napa listed among the world's greatest waterways, but, as you'll learn in these pages, its charms are many. From its official source at St. Helena, this ancient river flows 50 miles down the glacier-carved Napa Valley before spilling into San Pablo Bay at the Carquinez Strait, where it intersects with the great Sacramento River. Only the lower 15 miles, between downtown Napa and the Bay, are navigable by keelboat. Part of a vast estuary system, this stretch of river meanders somnolently past wetlands, tidal marshes and vineyards where the sun bakes all summer, and native waterfowl vastly outnumber boaters and riverside residents.

Named by the local Wappo Indians long before the first Europeans arrived here in the early 1800s, the Napa River once served as a commercial artery for commercial watercraft which carried timber and farm goods to market.

These days, however, there is no com-

the Central Bay to the rivermouth, you might want to break up your trip north with a layover at Vallejo. Lying just two miles north of the mouth, both the Vallejo Marina and the Vallejo YC can often accommodate visiting boaters for overnighting. Several good restaurants are within walking distance and the city's

mile-long water-front promenade is a pleasant place for a sunny afternoon stroll. Across the channel, the brick and steel warehouses of the now-decommissioned Mare Island Naval Shipyard, stand as a silent testimonial to hard work and good old American ingenuity. Established in 1854 under

the command of Commodore David G. 'damn-the-torpedos' Farragut, 512 ships were built here during its 140-year run, from paddle-wheeled gunboats to nuclear subs. During WWII, the yard once built an entire destroyer in 17 days — a record which still stands.

If you have kids in your entourage, a sure-fire way to appease them is a trip to nearby Six Flags Marine World. An innovative cross between an amusement park and an interactive zoo, both the young and young-at-heart can test their mettle on gut-wrenching rides such as the "extreme" roller coaster called Medusa. (Not recommended right after lunch.) If that's not your thing, you can get up close and personal with all sorts of African game animals and exotic birds, then catch the aquatic acrobatics of Shouka the killer

though you are a million miles from the often-foggy Central Bay and the stifling congestion of Bay Area freeways. Heated by the land, the summer breezes are like a warm caress compared to the icy winds beneath the Golden Gate. Although the river snakes back and forth all the way to Napa, we'd encourage you to see how much of it you can sail (or at least motorsail). Making a game out of it adds to the fun.

That said, we should inject a word of caution here. Although sections of the river are close to a mile wide, don't be



Birdlife abounds in the Napa River estuary. Right: A solitary sailboat glides down the lower Napa, past long-abandoned wharfs.

*Even on a summer weekend,
you could travel for miles without
passing another boater in transit.*

mercial traffic north of Vallejo — other than an occasional sand barge — and even on a summer weekend, you could travel for miles without passing another boater in transit. In our book, of course, this adds immeasurably to the Napa's appeal.

Since it's nearly 20 miles from

whale at the marine mammal show.

In contrast to all that excitement, as soon as you pass beneath the Mare Island lift bridge at the north end of town (see info sidebar), you will enter a timeless world of reed-fringed marshes and waterfowl rookeries which developers, thankfully, have not yet discovered. With the hot sun inspiring you to strip down to bare essentials, you'll feel as

ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED



— A WINE COUNTRY GETAWAY

fooled into thinking that you can wander anywhere you like, as there are shoals on both sides of the well-marked channel. Likewise, locals caution keelboaters not to approach too close to the marks themselves, as they often sit at the edge of a berm. Naturally, you'll also want to time your passages upriver and down with the tides, if possible. During summer, you can ride the flood all the way to downtown Napa if you time it right.

On your route inland you might pass a fisherman or two, hoping to land a striped bass or sturgeon — or, if you're

really unlucky, perhaps a couple of jet skiers — but most of the river is still dominated by silence and solitude.

Roughly 8 miles from the river mouth, you'll see marker #13, beyond which a couple dozen modest homes are perched along the water's edge. Most have watersports toys and boats on their docks, some of which are in serious 'project' mode.

About a mile further inland, you'll pass under the (always elevated) Brazzo

Train Bridge, followed shortly afterwards by the entrance to Napa Valley Marina, which lies isolated on the west side of the river, literally surrounded by vineyards. A truly friendly place with a 'country' feel, the staff here always does their best to shoehorn in as many visiting boats as possible, but calling ahead is advised.

Those who like the idea of sipping and biking (or hiking) should take note that there are five wineries with tasting rooms within four miles of the Marina. For example, the highly-acclaimed Etude vineyard (founded by Bay Area sailor Tony Soter) is just a short walk up the road.



NAPA RIVER RAMBLIN'

The Marina lies eight miles from downtown Napa, so it's impractical to walk or bike, but local taxis will be glad to collect you, and we're told Enterprise Rent-A-Car will deliver rentals.

Due to a major renovation of the old downtown dock at 3rd Street, the only other berthing option near Napa these days is the Napa Valley YC, located less than a mile from downtown. This friendly, unpretentious club hosts many 'cruise-ins' from other Bay Area clubs,

and also welcomes individual boaters as space allows, often for free, based on reciprocal agreements. (On a case-by-case basis they sometimes also accept non-club members.) Hearty club dinners are served Friday nights only, and visitors are welcome.

As you might imagine, the city of Napa has much to offer visitors, although

it might not seem so on the approach from down river, as the historic downtown waterfront has only been partially renovated. You can dinghy into town from the YC, although you'll have to be creative in finding a place to tie up. Alternately, it's a pleasant walk or bike ride to reach the city center.

Founded in 1847, before the Bear Flag Republic was ever conceived, many fine vintage homes still grace the downtown



— A WINE COUNTRY GETAWAY

neighborhoods and are easily observed by the free trolleys which lace throughout the area until evening.

Of course, the main attractions for most visitors these days are wine tasting and fine cuisine. Two popular ways to visit Napa Valley vineyards are by hiring a remarkably reasonably priced limo to chauffeur you, or by hopping aboard the famous Wine Train for a three-hour circuit through the vineyards, with tasting

stops along the way.

Actually, though, you can sample the best of Napa Valley viticulture without ever leaving town, as there are a dozen quality tasting rooms within a short walk (stumble?) of the river.

Pick up any gourmet magazine and you're likely to read the names of acclaimed Napa eateries such as Cole's Chop House, its sister restaurant, Celadon, or perhaps NV. True connoisseurs

of wine and fine cuisine will not want to miss COPIA, dubbed "The American Center for Wine, Food and Arts." Offering everything from culinary instruction to organic gardening demos, its beautiful grounds, just east of the river, are a feast for both the palate and intellect.

Another pride of the community is the Napa Opera House, built in 1897, which sat for decades in a state of disrepair until a grassroots community movement raised funds to renovate it. Don't let the

Top, left to right: The approach to Moore's Landing; ghosting past the Mare Island docks; the renovated Napa Mill in the heart of downtown. Middle, L to R: The 1888 Winship Building; free trolleys run until evening; the friendly Napa Valley YC; the V. Sattui Winery; the Wine Train. Bottom, L to R: Napa history in mosaic art; kayaking past riverside homes; the riverside COPIA complex; last resting place of an antique river craft.



NAPA RIVER RAMBLIN'

name fool you, the entertainment here runs the full gamut from stand-up comedy to classical quartets and everything in between.

A number of other restaurants and nightspots also offer live music, such as the fun and funky Downtown Joe's and the Italian-themed Uva Trattoria.

Perhaps the best way to capture the flavor of the Napa scene, though, while rubbing shoulders with local folks, is to attend the weekly Chef's Market. Like an updated version of an old-fashioned farmer's market, every Friday evening from 4 p.m. until dark, six blocks of First Street are blocked off to accommodate open-air food tastings, wine tastings, cooking demos by featured chefs, live music by local artists and local arts and crafts. If you make the trek upriver on a Friday, it's an ideal way to kick off a wine country weekend.

Needless to say, there are plenty of reasons to venture up the Napa River this summer. But perhaps the best rationale is simply to chill out, Huck Finn style, and watch the river flow as it washes your cares away. — **Latitude** / aet



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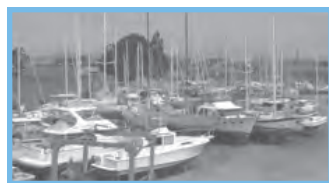
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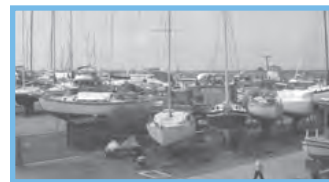
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A large sailboat with a prominent yellow and orange striped sail is the central focus of the image. The sail is billowing in the wind. Below the sail, a person is visible on the deck of the boat, which is a blue-hulled sailboat. The background shows a body of water, likely San Francisco Bay, with a hazy cityscape visible in the distance. The overall scene is bright and sunny, suggesting a clear day.

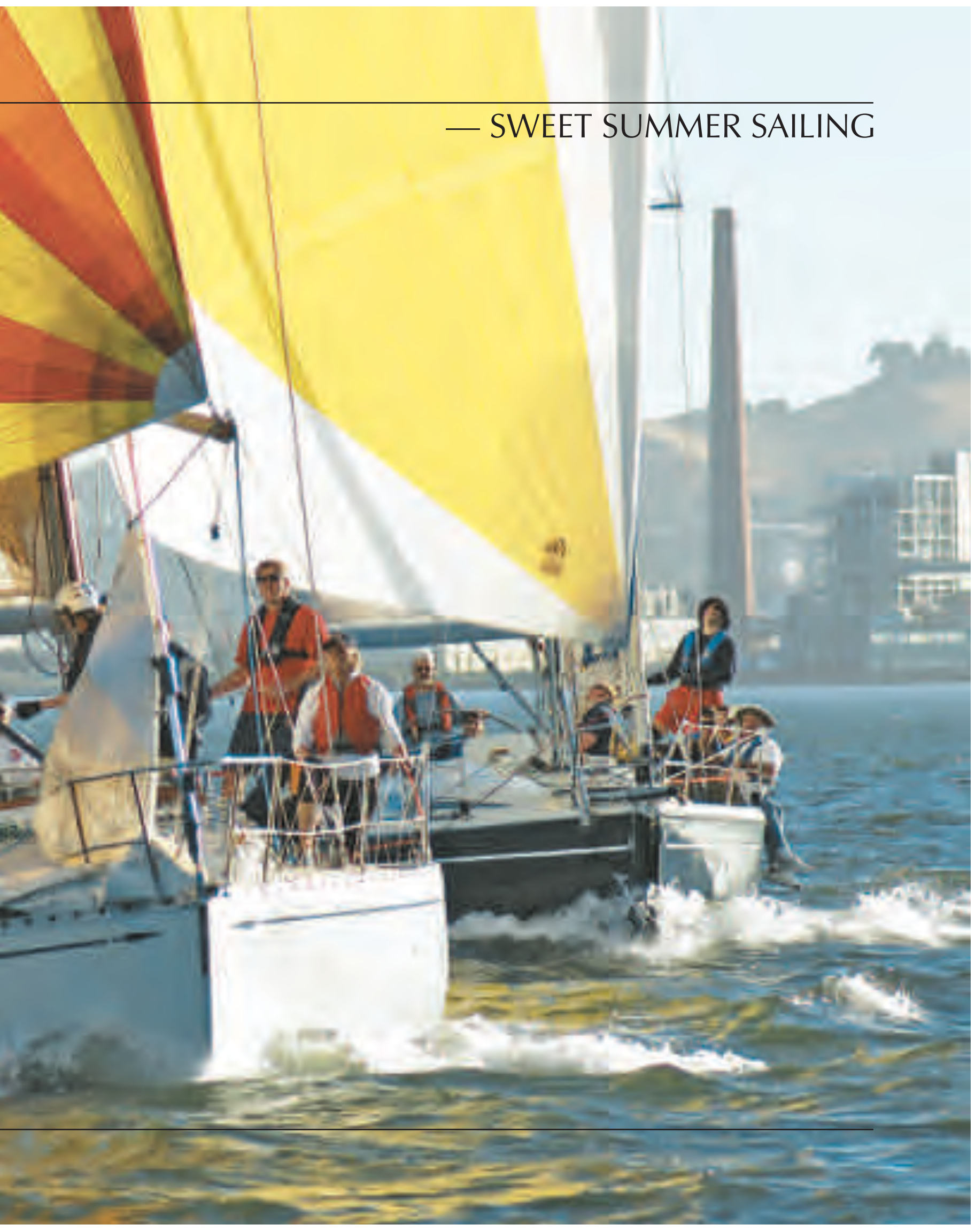
SOUTH BEACH BEER CANS

What's wrong with this picture? It was taken on a summer evening in San Francisco Bay, but there's no fog in sight and not a single crewperson aboard Paul Osborn's Beneteau First 42 *Savoir Faire*, left, or Don Seller's Dehler 39 *Josie* is wearing foulies. Go figure.

The fact is, weather all over the Bay Area was stunningly beautiful last month, with clear, sunny skies, light breezes and temperatures in the 80s and 90s. As a result, sailors all over the Bay Area took advantage of it, knowing full well that, inevitably, many fog-bound days lay ahead.

On Friday evening, June 16, roughly 200 sailors aboard 40 boats turned out for South Beach YC's Beer Can series and were rewarded, as you can see, with near-perfect sailing conditions: 8 to 15 knots of

— SWEET SUMMER SAILING



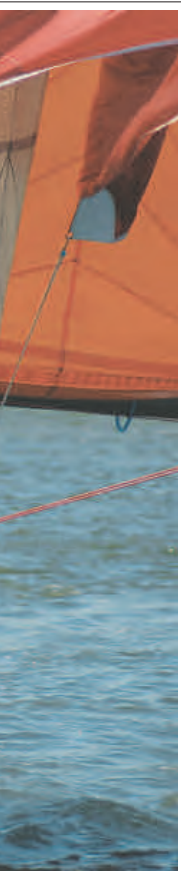
SOUTH BEACH BEER CANS



ALL PHOTOS LATITUDE / ANDY



— SWEET SUMMER SAILING



The pictures tell the story — flat water sailing on a sunny summer evening. What else could you ask for?



SOUTH BEACH BEER CANS



LATITUDE / ANDY

Talk about a wind break! South Beach courses often have challenging 'wind breaks', including massive ships and the AT&T ballpark.

breeze, flat water and brilliant sunshine. Meanwhile, of course, literally millions of their contemporaries were cursing and fuming as they crawled along the

freeways, battling the notorious Friday night commute. No doubt many of them would rather have been chasing buoys while swilling a cold brewski. . . if they'd only known.

For the uninitiated, let us clarify that the South Beach YC summer series is open to all comers, not just their own club members — as is the case with all local beer can races. If you don't have your own boat, try showing up early — with your sailing gloves, a six-pack and a cheerful attitude — and we'll bet you can find a ride.

The club's biggest event of the year, of course, is the 18th Annual Jazz Cup (co-hosted with the Benicia YC), which is slated for September 2 this year. By then, the club's 502 members hope their brand new clubhouse will be complete.

So, does anybody really care who wins beer can races? Losers will tell you they couldn't care less, of course, but we know better. On this splendid evening in mid-June, the four division winners were: Paul Dines and Tom Kennelly's J/105 *Wonder*, Bill Hackel's Islander 36 *Highlighter*, Allen Cooper's Ericson 35-5 *Krissy*, and Simon James' Ranger 26 *Star Ranger*. (See www.southbeachyc.org for complete results.

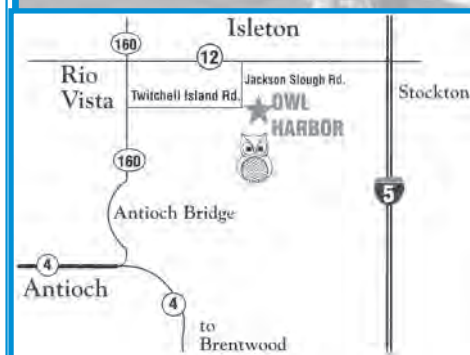
Win or lose, as far as we could tell, a good time was had by all.

— **latitude/aet**



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THE BLOG OF THE SEA OF CORTEZ

In Part One of *The Blog Of The Sea of Cortez*, we reported that while La Paz has grown to a city of 170,000 people in the last 25 years, it hasn't really changed all that much. The same can't be said about the 140 miles of fine cruising grounds between La Paz and Puerto Escondido. This area hasn't changed at all. If you were to raise John Steinbeck from the dead for another trip aboard the *Western Flyer*, you'd never be able to convince ***The magnificent cardon cactus of Baja grow tall along the coast between La Paz and Puerto Escondido.***



him that 66 years has passed.

Calms aren't unusual in the Sea, which is why we had to motor *Profligate* the 12 miles or so from Marina Costa Baja, on the outskirts of La Paz, to Espiritu Santo, the six-mile by one-mile island to the northeast. The deep blue sea was so smooth it looked as though it had been ironed. Espirtu Santo has 11 coves along its western shore, all of which provide decent to excellent protection from northwesterly winds. The anchorages are stunning, as the water is — depending on the depth over the mostly white sand bottom — a variety of blues and greens. The pinkish rocky hills provide a vivid contrast in color.

The problem with the anchorages at Espiritu Santo is that they are all exposed to the *coromuel* winds that periodically blow offshore from La Paz — and directly into the coves. It wouldn't be so bad if these winds blew during the afternoon, but they start about sundown and blow until shortly after sunrise. Indeed, many a cruiser has been lulled into complacency by an absolutely still afternoon — and had to spend a sleepless night on a lee shore being bounced around by 18 knots of wind and associated slop.

While not completely sheltered from *coromuels*, the most protected anchorage in the area is Caleta Partida — the crater of a long extinct volcano — that separates Espirtu Santo from Isla Partida, a slightly smaller island to the north. When we arrived at Caleta Partida in late April, there were 16 other boats on the hook for the night. Most of them were sailboats from the U.S. — although we did see one boat from the Netherlands, Pieter Heerema's Swan 56 *Escapade*, a veteran of last year's Ha-Ha.

We've been sailing into Caleta Partida since the late '70s, and were pleased to see that it's changed so little. The very humble fishermen's camps on the port side as you enter were still there, and very neatly kept. The only real change we noticed is that there were a few more fishermen's huts, a bathroom, and a small bit of shade for tourists on the isthmuses that separate Espirtu Santo from Partida.

A few years ago, all the islands in the Sea of Cortez became part of a federally-controlled Gulf of California Islands Flora and Fauna Protection Area. While there is no fee for anchoring off the islands, there is a \$4/day/person fee for going ashore. It's a bit of an awk-

ward system, because you're supposed to buy the \$4 bracelets beforehand in La Paz — but who knows in advance how many days they are going to want to go ashore, and which days they will be? The other option is to pay \$24, which entitles you to unlimited admission to all the federally protected areas. This sounded good to us, but there was no representative on the island to take our money. The fee collection system is a work in progress.

Since the islands have been designated protected areas, some rules have been established:

1) No feral animals or pets can be brought ashore.

2) Visitors are required to use designated trails and campsites.

3) Visitors must use latrines or Porta-Potties. If necessary, fecal waste can be buried 12 inches beneath the ground close to the water.

4) Campfires are prohibited.

5) All trash — including toilet paper — must be taken off the islands, and visitors are encouraged to remove whatever other trash they might find.

6) The use of jet-skis and water-skiing are prohibited around the islands.

We're not fond of rules, but we think these are reasonable, particularly since they — unlike those of President Bush's proposed new largest marine sanctuary in the world — don't require you to buy a permit just to snap a photograph.

One of the cool things about the islands — and there are nine significant ones in just the distance between La Paz and Puerto Escondido



This rock off Agua Verde looks like the inspiration for Benny Bufano's bear.



— PART TWO

— is that the sand bottoms usually shoal up very gradually. In fact, if you take your dinghy ashore at high tide and stay until it's low tide, you may have to drag your dink across as much as 100 yards of dry sand to get back to deep enough water for it to float again. But this also makes them ideal places to learn how to sailboard or kite sail. And if you're careful, you can anchor your boat in shallow enough water so that you can stand on the sand bottom while cleaning the bottom of your boat!

We spent Thanksgiving of '81 laying around in these shallows relaxing with our then wife Kathy McCarthy, with our Freya 39 *Contrary to Ordinary* anchored in the distance. Although late in the year, the air was very warm, and the water in the shallows was in the high 80s. Perhaps stimulated by the silence, we had a brainstorm. The next spring, at the end of the winter cruising season, we'd host a new event to be called Sea of Cortez Sailing Week. It would be held at Caleta Partida and modeled after Antigua Sailing Week, the end-of-season get together for sailors in the Caribbean.

Sailing Week was an event whose time had come, as we hardly had to do anything to get it going other than announce in *Latitude* that we would show up with our boat, a volleyball and a BBQ, and that everyone was invited. By the time the first Sailing Week rolled around, the cruisers in La Paz had gotten the Mexican Navy to sponsor a semi-formal opening ceremony and provide a ship to be the race committee boat. In addition, local merchants had been talked out of scores of bottles of tequila and other goodies to be awarded as prizes in various competitions. The crews of 64 boats participated in the first Sailing Week, and it was one of those special first-time events that most folks probably won't ever forget.

The Sea of Cortez Sailing Week exploded the second year, with over 200 boats showing up for at least part of the ***Spread; The Formosa 51 'Chez Nous', part of a 16-boat CCA flotilla, glides along the Baja coast.*** ***Insets; Fresh yellowtail and pink cliffs.***



The boom-standing kids — and parents — of the Newport Beach-based SC50 'Rocket' found the Evaristo anchorage to their liking.

week. With so many people and such a festive atmosphere, it was impossible not to make lots of friends. Of course, just because you become friends with somebody you meet on an uninhabited island doesn't mean you have to marry them — although we later did.

Those were less politically correct times, of course, so the wet T-shirt contests, men's wet-bun contests, and other nonsense drew scores of contestants and were hugely popular. Oddly enough, these events were more about group bonding than sex — although not everyone was so sure. LaDonna Bubak, the 'new guy' on the *Latitude* editorial staff, was a 16-year-old cruising with her parents aboard a Cascade 36 at the time, and wasn't permitted to be ashore



THE BLOG OF THE SEA OF CORTEZ



The panga fishermen's shack at Agua Verde, one of the most secure and popular anchorages between La Paz and Puerto Escondido.

during these risqué activities. "I was so mad," she remembers. Our daughter Lauren, then six, got pretty angry, too. Her beef was that we wouldn't let her join in on the giant water-balloon assault we were mounting against *Joshua*, the legendary yacht that Bernard Moitessier singlehanded 1.5 times around the world in the first-ever around-the-world race.

There was some fun racing at Sailing Week, too. While the fickle afternoon winds meant the racing fleets rarely exceeded 30 boats, one year Lowell North showed up aboard Brad Herman's *Baltic 55 Secret Love*, and another year Dick Deaver made an appearance with the *Farr 55 Outa Here*, a boat he would eventually cruise 9/10ths of the way around the world.

Unfortunately, the Sea of Cortez Sailing Week became a victim of its own popularity, and when a few individuals began to smell pesos, we began to lose interest. Eventually, the event was taken over by the Cruising Club of La Paz, which ran it with varying degrees of enthusiasm and success, depending on who was in charge. But it was nothing like the first five years. The event expired for good a few years ago. From time to time we've thought about reviving it, but then we realize that much of the stuff that made Sailing Week so much fun — the big crowds, the BBQ-ing of pigs in pits, the debauchery — aren't

At the time, a Venetian-like development, complete with canals and little bridges, seemed like a good idea for Puerto Escondido.



appropriate for a protected area.

For folks used to chartering in the Caribbean, the Med,

the Northwest, and just about anywhere else, this part of the Sea of Cortez can come as something of a shock because it's so uncivilized. In the 138 miles between La Paz and Puerto Escondido, there are no restaurants, bars, stores, paved roads, telephones, street lights — no nuthin! Such lack of man-made things gives some folks the creeps. Others thrive on it. Back in the early '90s, some alternative lifestyle cruisers specialized in 'electromagnetic wave free' charters. Seriously. The concept was that since there were no sources of electromagnetic waves within 50 miles or more, it would allow the guests to liberate their organs of the debilitating effects of the waves, and prevent their biorhythms from being messed with. Something like that.

We don't know if there are many of those kinds of charters in this part of the Sea anymore, but we do know there are a lot more mini — as in 100-ft — cruise ships, sailing charter boats, *panga* fishing expeditions, kayak groups, and that kind of thing. Still, unless you happen to be anchored next to some inconsiderate cruiser with a gas generator, it's very quiet in the Sea of Cortez. And because there is no ambient light, on moonless nights the stars sparkle like diamonds. As another added attraction, this part of the Sea of Cortez is known for spectacular sunrises and sunsets, with purple being a common color.

As unchanged as the Sea might be above the surface, it's a different story underwater. The many huge rays that once did such magnificent flips have largely disappeared — in part, we presume, because you can buy ray wing filets in the supermarkets of La Paz. The once huge schools of hammerhead sharks have reportedly been slaughtered almost out of existence. So many other species of sea life have been overfished that Mary Shroyer of Marina de La Paz tells us that the locals now eat fish they never would have considered eating 20 years ago.

But there's a bit of good news about what Jacques Cousteau

once called "the aquarium of the world". Whale sharks, we're told, have become a relatively common sight. And while the Sea doesn't have the profusion of fish it once did, it's certainly not completely fished out. The skipper of the mini me-gayacht *Ozark Lady* tells us he saw an enormous amount of sea life — including lots of big rays — when he was down there just a few months ago. In addition, cruisers tell us it's still possible to all but live off the sea. And it's not slim pickings either, as these folks tell us they decide what they want for dinner before they go after it.

The combination of plentiful seafood and nowhere to spend money — except a couple of small *tiendas* — makes the waters between La Paz and Puerto Escondido one of the least expensive places in the world to cruise. Couples have told us they've gotten by on as little as \$150 a month — and had the time of their lives doing it! If you're looking for jump-ups, restaurants, wild bars — anything other than unadulterated nature — this is the wrong place for you. But if you're looking for the ultra clean and simple life, this part of the Sea is as good as it's ever been. We found this to be true all the way between La Paz and Loreto, and at all the popular anchorages such as Isla San Francisco, San Evaristo, and Agua Verde.

While cruising around Puerto Escondido — the first civilization north of La Paz — aboard Max Zenobi's *Bounty II Maverick* in the late '70s, we bumped into Patricia Miller, who later became Patricia Rains, and with her husband John, has written *The Mexican Boating Guide*. At the spur of the moment, Fonatur, the Mexican government tourist development agency, invited Miller, some other folks, and us, to a presentation outlining their plans to develop the area into a tourist destination.

Their plan seemed



— PART TWO



From this humble mission in Loreto, Junipero Serra went north to establish 21 missions in Baja and what would later become California.

promising, as Puerto Escondido has a lot going for it. It's almost completely enclosed anchorage is one of the best in Mexico, there are anchorages on offshore islands as little as three miles away, it's backed by the majestic Sierra Gigantica mountains whose nearby peaks rise to 5,000 feet — and the town of Loreto, which even back then had jet service to the States, is only 20 miles away. What possibly could prevent it from becoming a big tourist center?

Fast forward 25 years and \$30 mil-

lion in mostly French money, and you have what Escondido denizen Elvin of *Western Sea* and Connie Sunlover call "modern day ruins". For after all the time and money, there is little to show for it but some silted-in canals and partially completed but now abandoned condos. We think there are three reasons that Puerto Escondido failed as a major destination, and will never be what Fonatur had hoped: 1) It's too hot in the summer; 2) It's too cold — and way too cold for swimming — in the winter (for example, even on May 1, it was only 71 degrees in the confined waters of Puerto Escondido); and 3) There is a limit to how much desert the general public can take at one time.

This is not to say that Fonatur has given up. In fact, Puerto Escondido has become one of the 11 sites in their so-called 'Nautical Stairway' — which has turned out not to be a stairway at all, but rather a series of additions of marine facilities in places that already had them! As part of this program, Singlar, a branch

Foreshortening makes these mountains appear smaller than they are, but the highest peaks are nearly a mile above Sea of Cortez level.



Wayne, who is nuts about fruits and veggies, had to go north of Puerto Escondido to find the dinner ingredients he was looking for.

of Fonatur, kicked all the anchored boats out of Puerto Escondido, and put in 170 mooring buoys. There is still a little room left to anchor in Puerto Escondido, but this costs as much as it does to take a mooring — which is about \$140/month for a 40-footer. The other alternatives are paying about \$25/month in API (port) fees for anchoring in the Elipse or at the nearby Waiting Room. The difference in fees meant that about 70 parsimonious boatowners moved their boats from Puerto Escondido to the Waiting Room, and that more than 90% of the moorings in Puerto Escondido remain vacant.

But the mooring buoys are just the start of Singlar's major marine project. While we were there, Fonatur/Singlar



THE BLOG OF THE SEA OF CORTEZ

was going gung-ho with the construction of a big administration building and cruiser facilities, a boatyard, and a mechanic's shed — all of which are apparently near duplicates of the facilities being built at most of their other 10

sites. In addition, there were enough jacks onsite to put an entire Ha-Ha fleet in dry storage. A few weeks after we left, we were told that a Travel-Lift had arrived. There is every indication that the entire facility infrastructure will be completed by the time President Fox leaves office at the end of December — which is a good thing, because at that time the funds may quickly dry up. But the big question remains, with Mexico having built cruiser facilities, will the cruisers come? And will the government — or a subcontractor — be able to run the operation as efficiently and profitably as private enterprise?

The way Elvin sees it, the success of the project is going to be determined by whether Singlar will listen to cruisers,



There's much to do in the Sea of Cortez. For instance, while at Caleta Partida, Doña killed two birds with one stone by practicing both her referee signals and walking on water.

and whether they are going to try to overcharge for their services and facilities. "In the past, they haven't wanted to listen. For example, we told them not to put the much-needed fuel dock upwind of solid docks, but they did it anyway."

Then, too, some of Fonatur's other plans sound unusual — to say the least. According to Elvin, Fonatur has already converted a 200-ft barge to a fuel barge, and will soon have it anchored in the channel between the Baja mainland and the offshore islands. At the very best,

this is a massively expensive solution to a problem that few people think even exists.

The previously-mentioned Loreto is, like La Paz, the other bookend to this stretch of coast.

And like La Paz, it's grown since the late '70, but nowhere near as much. The historic town — it's from here that all the missions of Baja and California were founded — now has decent fresh fruits and veggies and a couple of restaurants, but it's no boomtown. In fact, it still hasn't caught up with all the infrastructure that was put in 25 years ago. To the north of Loreto, the coast is again uncivilized for about another 150 miles to Santa Rosalia, which is even smaller than Loreto, and then hundreds of miles more to San Felipe.

The bottom line is this — if you want to cruise in unadulterated nature, the eastern shore of the Baja peninsula has it all. The way it's always been. Enjoy.

— latitude 38



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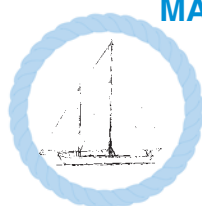


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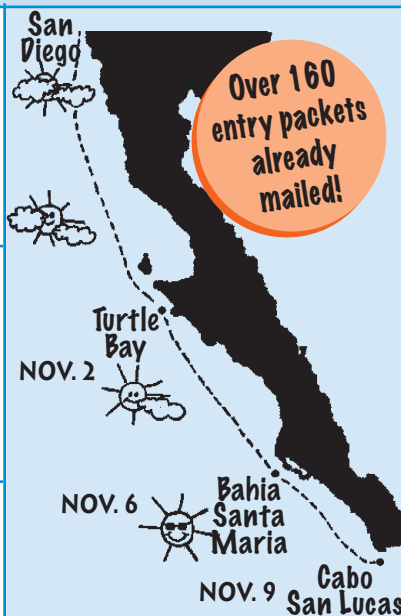


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Sep 10 — Entry deadline.

Oct 4 — Mexico Only Crew List
 and Baja Ha-Ha Party, Encinal
 YC; 6 - 9 p.m.

Oct 29 — Skipper's meeting,
 11 a.m., at Cabrillo Isle Marina,
 San Diego.

Oct 29 — Ha-Ha Halloween
 Costume Party and BBQ, 1 p.m.
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Oct 30 — Start of Leg 1

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DITCH RUN 2006

Having arrived in Northern California in early June after a frantic cross-country drive from the Atlantic Ocean to the Pacific, I was eager to get on the Bay and race sailboats. Everywhere I went, I heard the same refrain: "Have you done the Delta Ditch Run? No?!? Man, you gotta do the Ditch!" Who was I to disagree?

Through the wonders of *'Electronic Latitude'*, the magazine's thrice-weekly electronic newsletter, a call went out that there was a rookie in town and he wanted a ride for the Run. The response was immediate and positive, with several great offers coming my way. But it was too hard to pass up the very first one: Steve Rienhart, a former commodore of the Encinal YC, was racing his Antrim 27, *Cascade*, and he had an open spot on his five-man crew. I'd never raced aboard an Antrim but I knew the boat was light, fast and sporty, courtesy



and that, if history held true, there'd be dozens of opportunities to jibe those chutes.

Road weary, I certainly needed the exercise. But excessive jibing would be the least of my worries.

I arrived at *Cascade's* slip in Alameda early on Saturday and met Steve and his crew, the class's defending national champs. Not surprisingly, they were an experienced bunch, with Steve driving, Chuck Robbins trimming, Mark Davis handling the foredeck, and Jeff "The Senator" Rich-

ter on mainsheet. The Senator, it turns out, is not really a Senator, but his pals think he looks like one. Still, I reckoned he deserved some respect.

"Nice to meet you, Senator," I said.

He looked me in the eye and shook my hand hard. "An intern a day. That's all I ask," he replied. This dude, I thought, should probably run for something. He knew where he stood.

Steve's a former rigger and *Cascade* was in immaculate

As the fleet sailed into San Pablo Bay, all hell broke loose. You could see trouble coming before it was there.

condition. "We never break anything," said Mark, a fate-tempting statement if

of its big asymmetric spinnakers. And by that time, I'd also learned that the 16th annual Ditch Run, which started off in Richmond on June 10, was a 67-mile downwind romp through the Delta to the finish line off the Stockton Sailing Club,

Waterships down — the Wabbit guys took four of the top ten spots overall, with Erik Menzel (above) taking class honors and correcting out to first overall.



ever I heard one. But Steve's praise for the qualities of 27-ft race boats struck a chord. "Kame Richards once told me the best thing a racing sailor could do was buy the fastest 27-footer he can afford," said Steve. "You don't need too many crew, the racing is great, and it's not too big to really maintain well and campaign."

Chuck took all this in and added a footnote. "And the Antrim," he said, "is properly overpowered." Steve's assessment was debatable, but Chuck's would happily prove to be spot-on.

It was chilly and overcast at the start, which was the bad news, but the tide was flooding hard, and over the next several hours we'd enjoy as much as 3 knots of escalating speed over the bottom, which was obviously the good. "We're just gonna ride the bubble to

— A ROOKIE'S TALE



Howl (foreground) leads an eclectic group in the early going. Inset, the Corsair 750 'Tritrip' shredded this kite moments after this photo was taken.

Stockton," said Steve.

Plus, it was windy — a steady 15-knots or so out of the southwest — and about to get a lot windier. The starting area, south of the Richmond Bridge, was predictably chaotic, with 120 boats of all sizes and descriptions — large and small monohulls and multihulls, and even a dedicated class of cruisers — jostling for clear air and tactical advantage. Steve nailed a nice, conservative, middle-of-the-line start, and moments later we'd hoisted a chute and were chugging along, with an assist from the current, at a rather effortless 10 knots.

Life was good. We had visuals on most of our 10-boat class (which included four other Antrim 27s), the notable exception being the Melges 32 *Yabsolutely*, which

was "yabsolutely" launched (Jim and Rick Yabsley's boat would ultimately be the first monohull to finish, in an elapsed time of 6:33:43, about an hour off the course record).

Once under and beyond the bridge, we looked back to see the stirring and colorful vision of literally dozens of billowing spinnakers making their way up the course. And just about then, as the bulk of the fleet sailed into the open waters of San Pablo Bay, all hell broke loose.

You could see it coming before it was actually there, the big puffs of wind darkening the water, gusting to 30 knots



and more. We quickly dropped the spinnaker and unrolled the jib, and *Cascade* took the bit like *Seabiscuit* down the back stretch and galloped onward, knocking off speeds of up to 13 knots. It was a wet ride all right—at times it was hard to tell if we were on the water or under it—but it was definitely a quick one.

All around us, boats were under varying degrees of control, including total lack thereof. There were several magnificent round-ups and a couple of serious round-downs. Well off to leeward, the black, stealth-like *Tuki*, Roger

Barnett's *Prosail* 40 cat, screamed past as if she were jet-propelled. Just up to weather, Keith Brown's yellow Peterson 46 *Aleta* had a wild time tam-

The crew of 'Cascade' (clockwise from top left) — Chuck, Steve, Mark, and The Senator — check out their busted sprit pole and ponder what might've been.



DITCH RUN 2006

ing and dousing their big, blue kite. And off in the distance, it was clear something was definitely amiss aboard



Class president Scott Sorenson awarded the Moore 24 trophy to . . . himself.

Hank Easom's beautiful 8-Meter *Yucca*. Only later did we learn that the boat's bronze gooseneck fitting failed and, in the words of one crewmember, "the boom jumped ship." *Yucca* eventually retired, which may have been the only thing that prevented Easom's crew from registering their fourth class victory in a row.

When it comes to the Ditch Run, there are a couple of simple phrases that fit nicely under the heading "Conventional Wisdom." Number One: Mud is slow. This one is self-evident. As the San Pablo gives way to the serpentine series of rivers and waterways leading to Stockton, the water gets very skinny around the edges. If you glimpse a seagull standing in the flats outside a channel, for instance, it's smart to steer in the opposite direction. We later heard reports of several boats that went aground but only saw one—Peter Krueger's Sydney 38, *Howl*, which was stuck hard and also scored a DNF.

Number Two in the C.W. department went like this: You jibe to Stockton, you tack to San Francisco. In theory, this one is only a little less obvious. The Ditch Run is known as a downwind romp, and I'd been advised to count the number of jibes we'd performed, assured that the figure would be astronomical. Let the record show that in the 2006 Ditch Run, *Cascade* executed a meager 19 jibes. But this year, for the entire fleet, the more pertinent number was one we

weren't tracking, namely the number of spinnaker sets, douses, and re-sets. It had to be right up there. For while we didn't exactly tack to Stockton, we sure spent an inordinate amount of time close-reaching under main and jib.

After leaving the carnage of San Pablo Bay in our wake, we set and doused a couple of times through the Carquinez Straits, and were able to carry the kite under the Benicia Bridge. It was up through most of Suisun Bay, though we dropped temporarily at the blustery headland off Pittsburg. Back up it went through New York Slough and on past Antioch. *Aleta*, having recovered nicely after their earlier kite woes, caught and led us under the Antioch Bridge.

Still, it was all going just fine. And then it wasn't.



To cut directly to the chase, what started out as a sheave problem with our carbon fiber pole, which extends and retracts from a tube-shaped fitting on

Veteran campaigners 'Infinity' and 'InfraRed' rolling up the river. Inset, 'Still Crazy' after the fall. Thumbs up let us know all were okay.



— A ROOKIE'S TALE



the bow, became a much bigger issue. Ultimately, the tip failed completely. As far as the race was concerned, for all practical purposes, that was that.

We tried, without success, to set a kite directly off the bow near Prisoners Point, but without the pole the sail was

Billowing spinnakers under the Richmond Bridge soon gave way to shortened sail plans in San Pablo Bay.

effectively blanketed by the main and we couldn't hold it. Of course, that was around the time the wind finally freed and lightened for the final run down the long, narrow Deepwater Channel to Stockton. Under main and jib, we watched helplessly as one boat after another slipped by us with a full, drawing chute in the race's final miles.

"In the words of Beavis, 'This sucks, Butthead,'" said Mark.

"I wish I'd brought the Bundy," added Steve, invoking the nickname of the rum-flavored Australian lighter-fluid called Bundaberg.

But we had it better than some of our mates. It was in the final stretch that *Still Crazy*, Robert Plant's turbo-charged Hobie 33, dropped its rig. Prior to that, Peter Aschwanden's Melges 24 *Aqua Nut* suffered a fair bit of damage, but managed to avoid a true catastrophe, at mark

No. 19 in the San Joaquin River, some two-and-a-half miles northeast of the Antioch Bridge.

Aqua Nut's tale is a cautionary one, and underscores how precise sail-handling must be when racing in a river, as opposed to open waters. In a nutshell—no pun intended—the first domino was tipped when Peter heated up *Aqua Nut* under spin-

naker to drive over a cruising boat, which he accomplished easily. But that's when a puff hit, the boat rounded up, and the spinnaker sheet became fouled on the leech of the main. Drifting onto a lee shore, Peter tried to tack away, which is when trimmer Brian Edwards went over the side. Before all was said and done, Brian swam safely ashore; *Aqua Nut's* keel, rudder, and underbody were gouged after drifting onto the bricks; and a race committee RIB swooped in to sort it all out.

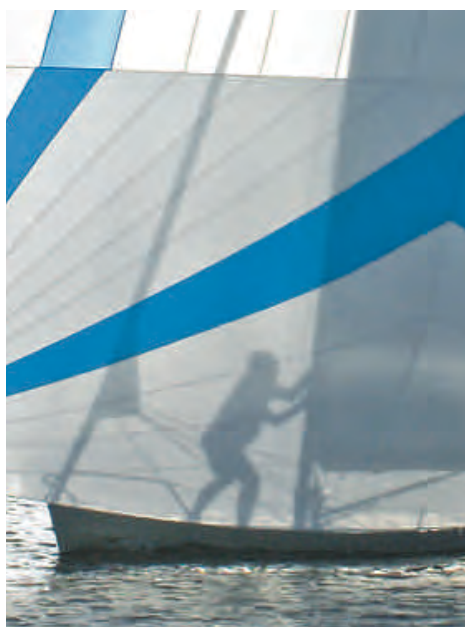
Peter vows to be back next year—"My pride suffered a bit, but stuff happens when you sail"—and suggested that the race committee might consider permanently stationing a patrol boat nearby. "It's one of those places where a lot can happen quickly," he said.

Aboard *Cascade*, not much was happening fast on the last stretch to the Stockton Sailing Club. The sun was shining brightly, and the layers of foul-weather gear had been stashed hours earlier. Suddenly, the water was swarm-



Kite runners — battling big blue on 'Aleta.'

DITCH RUN 2006



The shadow knows — finishing (and dousing) at Sunset in Stockton.

ing with wakeboard boats and jet skis. And then, as we crossed the finish line, came the hail from the race committee stationed on the club's porch. "Welcome to Stockton, Cascade!"

Our result wasn't exactly glorious—7th in the Light-I class, 76th overall—but we had to admit, class winner *Spinout*, John Rickard's Cheetah 30, had sailed a great race. The same could be said of Erik Menzel's Wylie Wabbit *Devil May Hare* which won its class and corrected out to first overall.

It's hard to imagine a better, friendlier place to finish a yacht race than the SSC. Beer flowed, there were two terrific bands, and the barbecues were fired up. Several racers had staked out a spot on the lawn to pitch a tent and camp overnight. It was all a lot of fun.

Over the course of the evening, as word got out that I'd be on the racing beat for *Latitude*, more than a couple of people said, "So you're the new Rob Moore, huh?" Just for the record, I've known Rob for many years, I've been a huge fan the entire time, and I have the highest respect possible for his talents as a sailor, writer, and journalist. If I can do half the job Rob's done chronicling the unreal Northern California racing scene over the last 18 years, I'll be very, very glad.

Steve and the rest of the crew crashed out on the boat—we planned to de-rig and trailer it back to Alameda the next

day—but after hearing the cacophony of snores I opted for the back of his Dodge Durango. Attempting to snap-to the next morning, all I could hear was the plaintive wail of a whiney woman, and for a long moment I thought I was dreaming about yet another failed relationship. As it turned out, some guy



The father-son team of Matt and Casey Loeffler took home the hardware in the PHRF Cruising class.

where a framed credo entitled *The Corinthian Spirit* read as follows:

To remain courteous in the most desperate maneuvers,

To have style but not so much as to be arrogant,

To show goodwill as it is infectious,

And never to forget that the regatta is for fun and must remain so.

RESULTS

LIGHT I — 1) **Spinout**, Cheetah 30, John Rickard; 2) **Always Friday**, Antrim 27, John Leibenberg; 3) **Mr. Vengeance**, Peterson 28, Sinclair Bishop; 4) **Max**, Antrim 27, Bryan Wade; 5) **Sand Dollar**, Mumm 30, Erich Bauer. (12 boats)

LIGHT II — 1) **J-Bird III**, Olson 30, Dave Jones; 2) **Family Hour**, Olson 30, Bilafer family; 3) **Dragonsong**, Olson 30, Sam McFadden; 4) **Hot Betty**, Olson 30, John Scarborough; 5) **Naked Lady**, Olson 30, Jeff Blowers. (8 boats)

LIGHT III — 1) **T-Rex**, B-25, Stephen Washburn; 2) **Delta Wave**, Tempest, Rick Nelson; 3) **Ricochet**, Ultimate 20, Geoff Gardner; 4) **Hana-iei**, Santa Cruz 27, Beat Naef; 5) **Moonshine**, DP 26, R.B. Ward. (8 boats)

HEAVY I — 1) **Samiko**, Serendipity 43, Dexter Bailey; 2) **Jarlen**, J/35, Robert Bloom; 3) **InfraRed**, Davidson 44 mod., Ray & Bonnie Lopez; 4) **Tivoli**, Beneteau 42.7, Judy Bentsen; 5) **Phantom Mist**, Beneteau 40.7, Gary Massari. (13 boats)

HEAVY II — 1) **Uno**, Wyliecat 30 mod., Steve Wanner; 2) **Locomotion**, Express 34, Ted Morgan; 3) **Lotta Tude**, Wyliecat 30, Jonathan Bloom; 4) **Marrakesh**, Express 34, Craig Perez; 5) **Stink Eye**, Laser 28, Jonathan Gutoff. (10 boats)

HEAVY III 1) **Current Asset**, Islander 30 Mk II, John Bowen; 2) **Happy Hookah**, Cal 27, Greg & Andy Goodman; 3) **Fast Freight**, Newport 30, Bob Harford; 4) **Strike Slip**, Merit 25, Brad Cameron; 5) **Pearl**, Olson 25, Thomas Blagg. (12 boats)

EXPRESS 27 — 1) **Motocycle Irene**, Will Paxton; 2) **Wile E. Coyote**, Dan Pruzan; 3) **Moxie**, Jason Crowson; 4) **Desperado**, Mike Bruzzone; 5) **El Raton**, Ray Lotto. (11 boats)

MELGES 24 — 1) **Ego**, Don Jesberg; 2) **Go Dogs Go!**, Tim Hawkins; 3) **Smokin'**, Tom Rankin; 4) **Tinseltown Rebellion**, Cam Lewis; 5) **O-Positive**, Orion Pritchard. (8 boats)

WYLIE WABBIT 1) **Devil May Hare**, Erik Menzel; 2) **Buster**, Andrew Hamilton; 3) **Kwazy**, Colin Moore; 4) **Bear Wabbit**, Aaron Storm; 5) **Usagi**, Marceline Therrien. (6 boats)

MOORE 24 — 1) **Miniature Buddha Covered In Hair**, Scott Sorensen; 2) **Eclipse**, Brad Butler; 3) **Paramour**, Rowan Fennell; 4) **Nameless**, David Albright; 5) **Wet Spot**, Mike O'Callahan. (26 boats)

MULTIHULL — 1) **Trio**, Corsair F-27, Chuck Longanecker; 2) **Tritrip**, Corsair 750, Alan O'Driscoll; 3) **Bad Boy**, Corsair F28CC, Gary Helms & Mike Ropers; 4) **Waterwings**, Corsair F-31 RS, Jim Lawson; 5) **Adrenaline**, D-Class Cat, Bill Erkelens. (7 boats)

CRUISING — 1) **EC Rider**, Catalina 25 NS, Matt Loeffler; 2) **Irrational Behavior**, Merit 22, Richard Paul; 3) **DataBase**, Westsail 32, Paul Nielson; 4) **Ellie**, Newport 28, Doug McDougall; 5) **Beulah**, Cal 29, Mike Conrad. (8 boats)

OVERALL — 1) **Devil May Hare**; 2) **Buster**; 3) **Ego**; 4) **Kwazy**; 5) **Miniature Buddha Covered In Hair**; 6) **Bear Wabbit**; 7) **Go Dogs Go!**; 8) **Smokin'**; 9) **Tinseltown Rebellion**; 10) **Eclipse**. (112 monohulls)

taking down his mast had the Cowboy Junkies blaring from his car stereo, which made me feel a lot better. I stopped crying and went to brush my teeth.

While attempting to re-hydrate, on my second Coke I looked up over the bar,

They're a classy bunch up in Stockton, no doubt about it. With that, it was time to pack up the boat and head home.

— *latitude/hm*



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We have a strategy for Angel Island: Arrive late. It's the only way to be sure of finding dock space for a daytime visit. Boats have already started to leave by 4 p.m. and we know we can find an empty slip. It's also a great strategy for a barbecue at the main picnic area — by late afternoon someone's certain to abandon their grill just when the fire is perfect.

And the best part is that all the ferry tourists are gone by 5:20 when the last boat leaves for Tiburon. We can stay on the island until sunset, and in the summer that leaves plenty of time for a walk around the five-mile perimeter trail. Except for a few other yachties and some deer, we have the island trails to ourselves.

But all was not peaceful the last time we took this after-hours hike. We usually see the park rangers' pickups patrolling the island for stray park visitors who missed the last boat. But this time three trucks sped past us — the last with lights flashing — without even returning our waves. Something was up.

A few minutes later we caught up to the pickups. They were parked at the top of a long path leading down to one of the smaller beaches. Doors were left open and the lights were still flashing.

"Must be a medical emergency!" said Dr. Bocks, a guest who keeps his boat near mine. "We better see if we're needed!"

"What do you mean, 'we'?" I replied, as I followed the good doctor down the narrow path.

When we were close enough to see the beach through the trees, the view that unfolded didn't include anything suggesting an injury, much to my relief, although Doc Bocks seemed to be a little disappointed. There were kayaks pulled up on the beach, and a heated discussion in progress between the khaki-clad rangers and people wearing wetsuits and spray skirts.

"What do you mean we can't land here?" argued one of the kayakers. "The California Constitution guarantees access!"

"I'm sorry, but State Parks has authority in the park," insisted the ranger.

The paddler whipped out a small laminated card which was evidently a

copy of the State Constitution. "Article 10 section 4 states," he read loudly: "No person shall be permitted to exclude the right of way to such water or obstruct the free navigation of such water . . ."

The ranger was prepared for this. "Title 14, Natural Resources, Division 3, Chapter 6," he sighed: "Provisions Limited to Specific Units, Angel Island State Park: No person shall land a ship or boat on said park other than at a dock or place designated by the district superintendent."

But the kayaker was not finished with the Constitution. ". . . and the legislature shall enact such laws as will give the most liberal construction to this provision, so that access to the navigable waters of this state shall always be attainable for the people thereof." He was pointing to each word as he read, holding the card in the ranger's face.

"This is a State Park, not a navigable waterway," said the ranger. "Use the navigable waters all you want, but if you don't have prior written permission to land here, then you have to go to Ayala Cove or leave the island."

"All right then, see *Baker v. Mack*. The court defined a recreational boating test for navigability: 'Members of the public have the right to navigate *at any point below high water mark* on waters of this State which are capable of being navigated by oar or motor-propelled small craft.' So whatever those unconstitutional park rules say, legal precedent says you can't throw our boats off the beach except at high tide."

"The tide's coming in," noted the park ranger as he pointed to the waves lapping at the gravelly beach. "And we have every authority to control points of access to this park."

"Oh come on," said another paddler. "We've been landing here for the last 30 years. This is not the sort of access management that the state has been mandated to provide."

"Right!" shouted the first paddler. "See section 303(2)(d) of the Coastal Zone Management act of 1972. It calls for states to develop coastal management programs that *provide priority consideration to coastal dependent uses*. That means boats."

"Well yes, of course," said the ranger.

"You can't deny beach access just because it would be inconvenient to collect fees."



SPREAD: MAX EBB / INSET: U.S. GEOLOGICAL SURVEY

"And I think the park is in compliance with the spirit of . . ."

"And Section 66605 of the McAteer-Petris Act," the angry kayaker interrupted, "implements The Coastal Zone Act in California, and *gives water oriented recreation priority consideration*. This is *not* a special environmental zone, this is *not* a special anchorage, and there is no safety rationale for restricting this beach."

"Look," said another paddler, trying to ease the tension. "We are happy to pay the park entry fee, just like everyone who comes by ferry. But you can't deny beach access just because it would be inconvenient to collect fees here."

Meanwhile, more kayaks were arriving, and as each new boat was pulled

— PAYING YOUR DUES



Spread, kayaks may be paddling into problems if they land anywhere other than Ayala Cove without paying the park fee. Inset, Angel Island has many beaches accessible only by small boat. Ayala Cove is at top left.

up the beach, the rangers seemed to get more distressed.

I recognized some of the paddlers from a sea kayak class that had been meeting in our yacht club dining room last winter. There was May Day and Lilly Pond in a double. And Roxanne Scholes, one of the instructors. Stan Chun, who started in boat repair but now runs a kayak rental and sales operation, had already pulled his unmistakable cold-molded, bright-finished, hand-built masterpiece of a sea kayak up on the beach.

I was surprised to see Lee Helm in this group, paddling up in a very slippery-looking single-person outrigger canoe

— it's not often that she propels herself by muscle instead of wind. We walked down to meet Lee, staying clear of the pitched verbal battle between rangers and paddlers.

"Don't bother pulling it too far up the beach," I warned Lee. "Looks like you're all going to have to check in at Ayala Cove to pay your park entry fees before you can come back here."

"What is this, Mexico?" she replied. "Are we supposed to like, bribe a harbor master or something?"

"Actually, Mexico's clearing-in process is much more efficiently run than ours these days," noted Lilly.

"Doesn't surprise me," added May, gesturing to the scene of the argument with the rangers.

Meanwhile, one of the rangers had been conferring quietly with Stan, away

from the main group. Some papers were exchanged, and they walked over to where the argument was raging.

"Where in the State of California do they charge people for walking or biking into a state park?" insisted the kayaker with the laminated cards. "Nowhere, that's where! But Angel Island has to collect a fee even if you get here under your own steam. And now we're not even allowed to land on the beach! Maybe I should show up in a five-million-dollar yacht with thousand-horsepower diesels with no emissions controls and a generator running all the time. Then I'd be welcome on this island, and you would even provide a dock for me to tie up to. I guess us sea kayakers just don't pollute enough."

"If I may interrupt here," said the ranger who had been negotiating with

MAX EBB

Stan and Roxanne, "the park entry fees for the entire group have just been paid."

The rangers all huddled for a few minutes, then announced that we could stay until sunset, but not a second later. They also assured everyone they would ask for clearer policy directions from their supervisors before throwing any more kayaks off the beach.

Everyone apologized for the squabble, and even the Constitution-spouting kayaker eventually shook hands with the most argumentative ranger. Peace was returned to the island.

The rangers, most likely kayakers themselves, walked over to the boats for a closer look, made some friendly remarks about the various designs, and then turned to go back up the trail to their trucks.

"It really is, like, unfair," said Lee

as she lifted her outrigger safely above high water mark for the evening. "Every other state park I can think of lets you in free if you arrive by human power. They only charge for parking."

"But that obviously won't work here," Dr. Bocks pointed out. "No cars, no parking fees. The only revenue model is to charge by the person, and they collect that as part of the ferry ticket."

"True, and even people who bike or walk to the

ferry have to pay the full ticket price," I said. "So you can see why they think it's more equitable to charge admission to everyone who sets foot on the island."

"Except that a small charge doesn't make any sense when there's like, such a high transaction cost," said Lee. "It can't possibly be worth it in staff time to chase around the island collecting \$3 from each kayaker, windsurfer and

dinghy sailor."

"That's why they want you all to go to Ayala Cove first," I said.

"But the value of the island as a destination if we can't land at our favorite beaches," Lee countered, "is like, diminished almost to zero. A lose-lose for everyone, for sure."

"So where does this transaction cost come in?" I asked.

"Parking meters are the classic example of a high transaction cost," explained the doctor. "A couple of quarters doesn't mean anything if you can afford to fill up a gas tank. But you have to find change, you have to worry about the meter running out of time, you have to figure out when the meter is enforced, and it all ends up being a huge pain in the gluteus maximus that's way out of proportion to the actual revenue collected. Someday parking meters will let you just swipe a credit card when you arrive and swipe it again when you leave. Then they will make sense."

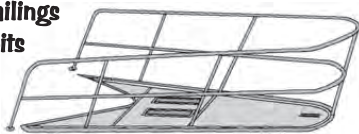
"And that would also make it easy to

"They're treating us like we're on jet skis."

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— PAYING YOUR DUES

like, adjust the rate to the market, based on time of day and availability," added Lee.

"Don't get me started on market rates for parking," said the doctor. "Suffice it to say that struggling downtown districts are ignoring a gold mine."

Lee secured her outrigger to a small tree, pointing out that, at 27 feet long and 26 pounds all-up, you have to worry almost as much about it blowing away as drifting away. We sat down on some convenient rocks to watch the rest of the kayak fleet arrive. Roxanne and Stan were collecting the \$3 from each new arrival as they pulled in.

"See, I told you we should have gone to that other beach," complained one of the paddlers after Roxanne explained what had happened. "The one farther east along the south side of the island that you can't get to at all by land. We would have been completely safe there."

"Come on, people. Wake up!" said

Stan. "The park admission fee is nothing compared to the value of this island as a kayak destination. All we do is make ourselves look bad if we fight it. I say let's figure out how to make sure that State Parks can get their \$3 per person. If we make it hard for them to collect, all we do is lose our right to land on these beaches. The real prize is access to every beach without having to make a reservation in advance."

"Still, it just seems so wrong," said May. "I've never met a kayaker who isn't also an environmentalist, a birder, and an advocate for clean water and air."

"State Parks is treating us like we're on jet skis," noted Lilly. "I think we're part of the solution, not one of the problems."

"The park admission fee is nothing compared to the value of this island as a kayak destination."

We left the paddlers to work out their strategy while we continued our walk around the island. The last ranger was climbing the path back up to the perimeter road with us, and we were almost out of sight of the beach when we took one look back at the small gaggle of kayaks.

The dragon boats were just a few seconds too soon. Coming around the bend and turning towards the beach were two machines that looked for all

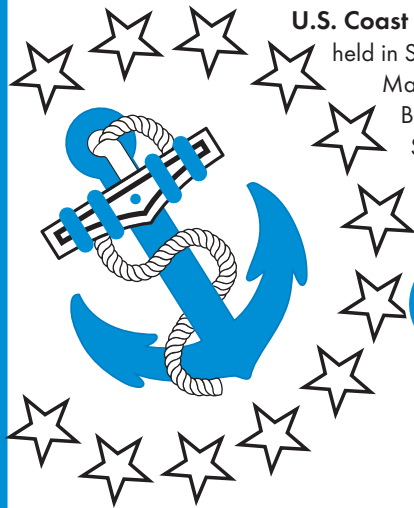
the world like 60-ft war canoes. They had magnificent dragon heads and spiny tails that would not be out of place in the Chinese New Year's Parade. And each was propelled by some 20 paddlers who might have been on a field trip from a martial arts dojo.

"I think we better keep walking," I suggested to my guests.

The park ranger agreed.

— max ebb

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THE RACING

*With wrap-ups this month from the first annual **San Francisco Speed Sailing** trials, the record-setting **Coastal Cup**, the equally notable **Spinnaker Cup**, and the **Drake's Bay Race**. Plus, **Race Notes** previews a September event for a great cause, a challenging Newport-Bermuda Race and other dispatches from far and wide.*

San Francisco Speed Sailing

Just before the start of the first annual San Francisco Speed Sailing trials on June 16 and 17, a race committee boat sidled alongside the Prosail 40 catamaran *Tuki* and an official asked the startled crew a very unexpected question: "What course would you like?"

"Now that," said *Tuki* helmsman Peter Stoneberg, "is definitely the first time I ever heard that from a race committee."

That also sums up the spirit of cooperation and interaction that defined the event's inaugural running. While this year's event was in many ways a trial horse for future editions — a chance to work the kinks out and test the concept under live conditions — there's no question that the potential's there for a unique, thrilling addition to the sailing calendar for both spectators and sailors alike.

Hosted by the Golden Gate YC, with the race course laid out east of Crissy Field and in clear view from the club's deck and the adjacent spit, the concept was simple, as outlined in the call for entries: "Go as fast as you can with

Some 20 competitors on a vast array of "sail-powered watercraft" — catamarans, skiffs, kiteboards, windsurfers, tri-foilers — answered the call and were treated to a couple of very interesting days of sailing.

The fixed course was established west of Alcatraz by four large, inflatable buoys, with timing boats stationed at the start and finish lines. A green flag was hoisted when the course was open, a red flag signaled a boat underway or a closed course. So when the race committee asked what course *Tuki* wanted, what they were really trying to gauge was the ideal wind angle for flat-out speed.

On Day 1 it took a bit of trial and error to square the box for optimum reaching, but once it was properly aligned it was great fun to hit the starting line at speed and fly down the course with spray flying. On that first day, at least aboard *Tuki*, it was also extremely challenging in the up-and-down, 16-18 knot breezes to hook onto a puff that actually carried the length of the course.

Day 2 was windier, with solid breeze in the 20s filling in after lunch, and it was reflected in the much quicker times reg-



your sail-powered watercraft, straight line sailing through a 500-meter box course — about a third of a mile — racing against the clock and the elements."

istered down the track. When the spray had cleared, boardsailors Mike Percy and Bill Weir were clearly the fastest overall, registering identical times of 37.27

mph. Nils Stolzechner had the fastest time with a kite: 32.88 mph. Tri-foiler Greg Kettermann earned top multihull honors after recording a run at 31.06



'Tuki' (left), and crew (above) — Jody Taliaferro, Keith Notary, Jay Crum and Peter Stoneberg — knocked off a fleet-high 16 runs during the San Francisco Speed Sailing trials.

mph. Shark Kahn's skiff *Pegasus* was the quickest monohull, scoring a run of 20.33 mph.

If there was a hiccup on Day 2, it was the challenge of getting the marks set and stable with a big flood coursing up the Bay. For future Speed Sailing trials, organizers are playing with the idea of setting point-to-point courses and even certifying events. It's a work in progress.

One of the coolest things about the Speed Sailing event was that it brought together a disparate, eclectic group of sailors who generally sail within the boundaries of their own discipline, be it kites, boards, foilers and so on. It was a lot of fun comparing speeds and sharing notes with "those other guys." It sure looks like this event is on to something, and we can't wait to see how it evolves.

Coastal Cup

When the 13-man crew of Doug Baker's IRC sled *Magnitude 80* set out on the Encinal YC's 15th annual Coastal Cup

on June 8, they did so with one thought in mind: knocking off the race record set by Philippe Kahn's *Pegasus 77* in the 2003 dash south. "There weren't any other big boats to line up against," said *Magnitude* helmsman Jay Crum in assessing the 19-boat fleet. "So the record was the thing."

Was it ever.

Riding a steady 25-29 knot northerly breeze for the first 14 hours of the 277-mile course from the St. Francis YC to Santa Barbara — during which they put Pt. Conception behind them and recorded a top speed of 28.9 knots — *Magnitude* overcame drifting conditions in the final miles to establish a new record of 20 hours, 54 minutes, 30 seconds. The fresh mark bettered Kahn's previous best of 26 hours, 24 minutes, 39 seconds (though, in fairness, the 2003 record was established on a course that finished in Catalina, a good 60-plus miles longer).

There was, however, no quibbling from the *Magnitude* team about their wild run down the coast. "It was a light start and outside the Gate it still hadn't filled," said Crum. "But once it did we took off." For several hours, *Magnitude* averaged a steady 20 knots, all while flying a heavy-duty Code Four spinnaker. "The conditions were very nice, though the wave pattern was difficult," added Crum. "The boat was impeccable. Its canting keel is just amazing."

Magnitude did suffer some damage after Conception when it was finally time to douse the chute. The bow buried beneath a wave and the boat's articulating pole swung aft and wiped out the bow pulpit. To add insult to injury, that's around the time the breeze faltered and they drifted across the finish line in 2 knots of air. But they'd put enough in the bank to seal the deal on their historic run.

The *Magnitude* crew included skipper Baker and navigator Ernie Richau, as well as crewmen Steve Dodd, Jim Slaughter, Rob Snyders, Chris Carson, Mike Van Dyke, Mike Elias, Sam Heck, Fred O'Connor, Mike Penticost, Jay Crum and Alan Lindsey. Well done, guys.

Of course, *Magnitude's* story wasn't the only one worth telling. With Bob Fricke and Phil Krasner as crew, Mark Halman's Hobie 33 *Sleeping Dragon* corrected to first in the PHRF fleet. Here's Halman's account of the action, picking up shortly after the start:

"We checked out Baker Beach for any action before heading for Mile Rock,

LATITUDE/HERB

THE RACING

where the wind was light. And it soon became apparent that the 'Monterey Hole' had reached north all the way to Seal Rocks: light and southwesterly inside and strong and northwesterly outside. It seemed crazy to have to head as high as 220° to get south, but the boats that went down Ocean Beach really suffered.

"We were 6 miles outside of Montara before we were able to set the shy kite in 18 knots steering 150°. An hour later we put up the 3/4 oz. By 1700 we were 10 miles west of Año Nuevo and the wind was up to 23, gusting to 27. By 2200 the wind was gusting up to the low 30s and we changed down to the shy kite. During the night we had a round-up and the vang broke. I lashed up a line but we weren't able to tighten it fully. I kept on looking up at the mainsail bent around the sweptback spreaders thinking of the abuse it was taking.

"We had a wonderful moon and I could see the broken clouds at a thousand feet racing southward much faster than we were sailing. It foretold of much higher winds aloft with potentially stronger gusts. And we had strong gusts all night long. At 0300 we needed to jibe and we were forced by the broken vang to take

the shy kite down before doing so. We decided to go with the poled-out blast reacher. I left Bob and Phil in charge and passed out in a bunk. They told me later that they had a tough time steering because of



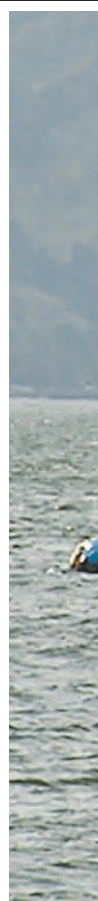
LATITUDE/BOB

Waking the dragon — Mark Halman sailed 'Sleeping Dragon' to an overall Coastal Cup win.

the broken vang and gusts over 40, but I had a great sleep.

"With the sun up at 0530 we debated about whether to rehoist a kite. But when the fresh gusts hit we were glad we'd waited. Within an hour the gusts had dissipated and with wind at 20 knots we made for San Miguel Island.

"At the mouth of Santa Barbara channel we had the best ride of the trip. The



wind was up to 30, gusting to 33, the sun was out and the waves were moving at 25 knots: it was perfect for an ultralight sailboat, just fantastic. Gradually we turned north across the shipping channel and soon the wind died to 10 knots. We were lucky to get in before it shut down for the evening. It was the best of the dozen or so coastal trips I've done."

IRC — 1) **Tabasco**, 1D-35, Wylie John; 2) **Magnitude 80**, Andrews 80, Doug Baker; 3) **Coper-**

nicus, Sydney 38, Michael Kennedy (3 boats)

PHRF — 1) **Sleeping Dragon**, Hobie 33, Mark Halman; 2) **Tabasco**; 3) **Lightning**, Santa Cruz 52, Tom Akin (19 boats)

Full results — www.encinal.org

Spinnaker Cup

Late May and June proved to be a great time for knocking off records (see the previous Coastal Cup report for verification), and all was aligned in the sailing universe for the memorable



ALL PHOTOS MARIA BOGUE

Thirty-six boats in five classes took part in St. Francis YC's Stone Cup on May 20-21. The bad news is, the regatta occurred in perfect harmonic convergence with our last deadline, so we couldn't get it in the June issue. The good news is, Maria Bogue was out shooting photos, a few of which you see here. Clockwise from above — 1D-35s 'Alpha Puppy' and 'Sweet Sensation' beat up the Cityfront; J/120s in echelon formation; Sydney 38s 'Copernicus' and 'Absolute 02' off Fort Mason; J/120 fleet in full bloom. Stone Cup results can be found at www.stfyc.org.

— and record-breaking — 8th edition of the Spinnaker Cup, co-hosted by the San Francisco YC and Monterey Peninsula YC. The 88-mile dash started off the Knox buoy at 12 noon on May 26, and at least one competitor recorded wind

speeds of over 32 knots while battling a 2-knot flood through the Golden Gate. It wasn't exactly a sign of coming attractions — the breeze moderated to about 25 knots — but it was certainly an omen of fast sailing ahead.

There were strong performances and excellent times across all six classes in the 49-boat fleet. Steve Waterloo's Cal 40 *Shaman* took top honors for the second straight year in the 6-boat PHRO-2 division, as did Mark Halman on the Hobie 33 *Sleeping Dragon* in the doublehanded class. And veteran sailor and designer Dan Newland soared above the 28-boat PHRO-1 class to nail the win aboard his custom 37-ft ULDB *Pegasus XIV*.

Then there was Tim Cordrey and his

THE RACING



Monterey Bay/Santa Cruz crew aboard the Henderson 30 *Sea Saw*, which won the MORA class by knocking off an average speed of 10.4 knots while sailing neck and neck with many of the 50 footers right to the finish.

But it was Lani Spund's crew on the Santa Cruz 52 *Kokopelli 2* that earned the honor of rewriting the record books. *Kokopelli 2*'s time of 7 hours, 24 minutes bettered the previous mark of 7 hours,

'City Lights' (shown here at the '04 Big Boat Series) lit up in June with wins in the Spinnaker Cup and Drake's Bay races.

53 minutes set by Mark Jones and his crew aboard the TP-52 *Flash* in 2004. At a time when many events are seeing diminished participation, the aptly named Spinnaker Cup appears to be going very strong.

MORA — 1) **Sea Saw**, Henderson 30, Tim Cordrey; 2) **Whips & Chains**, Express 27, Chris

Gage; 3) **Bloom County**, Mancebo 31, Anthony Basso (6 boats)

PHRO-1 — 1) **Pegasus XIV**, Newland 37, Dan Newland; 2) **Outrageous**, Olson 40, Linkemyer/Brown; 3) **Scorpio**, Wylie 42, John Siegel; 4) **Animal**, Sydney 38, Craig French; 5) **Absolute 02**, Sydney 38, Langer/Stimson; 6) **Stewball**, Express 37, Caleb Everett (28 boats)

PHRO-1A — 1) **City Lights**, Santa Cruz 52, Tom Sanborn; 2) **Kokopelli 2**, Santa Cruz 52, Lani Spund; 3) **Serena, T-1150**, David Kuettel (5 boats)



PHRO-2 — 1) **Shaman**, Cal 40, Steve Waterloo; 2) **Azure**, Cal 40, Rodney Pimental; 3) **Athena**, Beneteau sloop, Paul Brocchini (6 boats)

SHS-Doublehanded — 1) **Sleeping Dragon**, Hobie 33, Halman/Fricke; 2) **Cookie Jar**, Moore 24, George McKay (3 boats)

SHS-Singlehanded — 1) **Eyrie**, Hawkfarm 28, Synthia Petroka (1 boat)

Full results — www.sfyc.org

Drake's Bay Race

The Drake's Bay Race, sponsored by

the Corinthian YC, was a two-part affair contested over the weekend of June 3-4. The light-air start to Saturday's northbound component of the 27-mile race took place off the St. Francis YC in light airs that took some time to fill in. The lead boats parked off Bolinas, giving the later divisions time to catch up, but at that stage the sun came out, the northwesterly filled in, and the 21-boat fleet enjoyed ideal conditions up to their

overnight layover in Drake's Bay.

Several competitors were using the event as a mini tune-up for the upcoming Pacific Cup, and a pair of them recorded division wins: Kenneth Olcott's Schumacher 39 *Recidivist* in PHRO1, and Jim Quanci's Cal 40 *Green Buffalo* in PHRO-2.

Sunday's return leg to San Francisco began in a light, 6-knot northerly that saw the majority of the fleet hoisting spinnakers shortly after the start. The breeze built as the day progressed, hitting 16 knots at the halfway point and filling in to a solid 25 knots as the first boats in the fleet sailed under the Golden Gate. "It couldn't have been nicer," said Quanci, who noted that those who gave the North Tower a wide berth fared far better than those who cut it close. A few boats carried chutes all the way to the finish off Corinthian, capping off a fine day of racing.

Another Pacific Cupper, Alice Martin on the Westsail 11.8M *Hooligan*, swapped places with Quanci atop the PHRO-2 division, while Tom Sanborn on the Santa Cruz 52 *City Lights* scored his second straight bullet in PHRO-1A to put the finishing touches on a perfect weekend.

DRAKE'S BAY I

MORA — 1) **Red Sky**, Ericson 34 Olson SM, Brian Boschma; 2) **Andiamo**, Santa Cruz 27, Michael Warren; 3) **Eurydice II**, Custom Ross 930, George Biery (9 boats)

PHRO-1A — 1) **City Lights**, Santa Cruz 52, Tom Sanborn; 2) **Cipango**, Custom Andrews 56, Bob & Rob Barton (2 boats)

PHRO1 — 1) **Recidivist**, Custom Schumacher 39, Kenneth Olcott; 2) **Petard**, Farr 36, Keith & Andrew Buck; 3) **Macondo**, Beneteau First 47.7, Camilo Martinez (3 boats)

PHRO2 — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Hooligan**, Westsail 11.8M, Alice Martin; 3) **Aquadesiac**, Tayana V-42, Douglas Sims (3 boats)

SHS — 1) **Shamrock**, C&C 41, James Connolly; 2) **Annalise**, Custom Wylie 34, Paul Altman; 3) **Eyrie**, Hawkfarm 28, Synthia Petroka. (4 boats)

DRAKE'S BAY II

MORA — 1) **Andiamo**; 2) **Bloom County**, Custom Mancebo 31, Anthony Basso; 3) **Eurydice II** (8 boats)

PHRO-1A — 1) **City Lights**; 2) **Cipango**. (2 boats)

PHRO1 — 1) **Petard**; 2) **Recidivist**; 3) **Macondo**. (3 boats)

PHRO2 — 1) **Hooligan**; 2) **Green Buffalo**; 3) **Aquadesiac** (3 boats)

SHS — 1) **Eyrie**; 2) **Annalise**; 3) **Shamrock** (4 boats)

THE RACING



College Sailing

A number of California sailors were honored in mid-June when the Inter-Collegiate Sailing Association of North America (ISCA) announced the 2005/2006 ISCA/Ronstan All-America sailing team and handed out other awards to the nation's top college sailors.

Capping off a remarkable career, San Diego's Andrew Campbell was named College Sailor of the Year. He was also chosen for the All-America squad for the third consecutive year. Campbell led his Georgetown University team to its most

Splinter groups — Folkboats and Knarrs in heavy action on the Cityfront. Some great Bay racing occurs in the oldest classes.

successful season ever, highlighted by a national championship in the ISCA/Layline National Team Race Championship and, in his final collegiate regatta, a second-place finish in the ISCA/Gill National Coed Dinghy Championships, where he won A-Division by a comfortable 15 points. Thanks largely to Campbell's contributions, Georgetown also took the Leonard M. Fowle Memorial Trophy as the college Team of the Year. Campbell,

the nation's top-ranked Laser sailor, will now turn his focus toward winning a spot on the 2008 Olympic Sailing Team.

Joining Campbell on the roster of ISCA Coed All-America skippers were Justin Law of Newport Beach (St. Mary's College), Adam Roberts of San Diego (Boston College) and Frank Tybor of Coronado (UC/Irvine). Zachary Brown of San Diego (Yale) and Greg Hellas of Los Angeles (USC) earned Honorable Mention recognition.

Belvedere's Molly Carapiet, a senior at Yale, topped the list of ISCA Women All-



Americans. She was joined by Newport Beach's Adrienne Patterson, a sophomore at St. Mary's College. Honorable Mention went to two more Newport Beach sailors, Killarney Loufek (Dartmouth) and Whitney Loufek (UC/Irvine).

Race Notes

A fun event for a great cause will take place on September 8-9 when renowned sailing commentator and America's Cup winner **Gary Jobson** comes to town as a special guest of the **Leukemia Cup Regatta**, which will serve as a benefit for

the Bay Area Chapter of The Leukemia & Lymphoma Society. Belvedere's San Francisco YC will run the PHRF event (with spinnaker and non-spinnaker divisions), and one-design classes with six or more boats are also welcome. For more information visit www.leukemia-cup.org/sf or contact Robin Reynolds at reynolds@lls.org.

So you want to be in pictures? And you want to do the Transpac? Well, a lucky boatload of aspiring offshore sailors between the ages of 18 and around 25 are about to have both dreams fulfilled.

Filmmaker and avid offshore sailor Roy Disney is backing a new endeavor called **The Morning Light Project** (www.pacifichighproductions.com), which will chronicle the recruitment, training and performance of a group of young sailors as they prepare for, and compete in, the 2007 Transpac aboard Philippe Kahn's former TP-52 *Pegasus*. Robbie Haines has been named sailing team manager and it will be his formidable task to whip the youngsters into shape. Then it'll be time for the fledgling crew to set sail and test themselves against the sea and the

THE RACING



competition, with the cameras rolling all the way.

Of course, if you're interested in following races to Hawaii you don't have to wait until 2007. The Pacific Cup, previewed in this issue, sets sail in early July. And so does the 20th running of the **Vic-Maui race**, which takes off from Victoria, British Columbia on July 3.

Lights, camera — action! The former 'Pegasus 52' will be the center of focus as a group of 18 to 20-something sailors train to sail her to Hawaii in the 2007 TransPac. Oh, to be young again!

Seventeen entries have signed up for the 2,300-mile voyage, and you can track their progress via www.vicmaui.org.

There's so much going on in the world of solo round-the-world sailing that it's a

bit hard to keep track of it all, though that won't keep us from trying. Next up on the calendar of single-handed marathons is the former Around Alone race, which has been renamed the **Velux 5 Oceans** race and is scheduled to begin from Bilbao, Spain, on October 22. The fleet will sail first to Fremantle, Western Australia, arriving there in early

December, and will set sail on the second leg, to Norfolk, Virginia, on January 7, 2007. The start of the third and final leg will take the racers from Norfolk back to Bilbao, starting on April 15, 2007. Among the entries is Englishman Robin Knox-Johnston's Open 60 **Grey Power**, which seems an apt name for the skipper who recently turned 66, but who made



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history as the first man to sail around the world without stopping back in the late 1960s. The race should be interesting though the 5 Oceans name is a bit puzzling. Let's see, there's the Atlantic, the Pacific, the Indian, the Southern... But where is that confounded fifth ocean?

The French, bless them, keep things a lot simpler. The new **Solo-Oceans** single-handed race will be contested in strict, identical, 52-ft one-design yachts (a new concept in the long-distance solo arena) and the course will be mightily straightforward: from France to New Zealand and back. The first one is scheduled to begin on October 25, 2009, and henceforth, if all goes according to plan, a new one will happen every two years. We told you it was simple.

It won't go down as the fastest race in history — far from it — but the centennial running of the **Newport-Bermuda Race** was certainly a memorable one. A mammoth fleet of 264 boats set off on June 16 bound for 'the Onion Patch', the cluster of mid-Atlantic islands some

635 miles away. But after a fast first night of sailing, a massive system of high pressure descended over the fleet and...man... did...it...get...slow. When the breeze filled in, four days later, it was Hap Fauth's Judel-Vrolijk 67 *Bella Mente* first across the finish line in a stunning line honors upset over the 98-ft pre-race favorite, the muscular Kiwi maxi *Maximus*.

The surprises didn't end there. To utterly complicate matters, the race is scored under two systems, ORR (the Offshore Rating Rule) and IRC. (Hey, if you don't like your first score, try a second!) Correcting out to first



Old guys rule! Robin Knox-Johnston will be racing solo around the world again next year in the Open 60 'Grey Power.' We think his time will probably improve from the 312 days it took him in 1969 in the 32-ft 'Suhaili.'

in the amateur St. David's Lighthouse Division were two golden oldies: Peter Rebovich's Cal 40 *Sinn Fein* (ORR) and William Hubbard's Carter 37 *Lively Lady II*. See, it doesn't take a million dollars to win the Bermuda Race. In the professional Gibbs Hill Lighthouse Division, Richard Shulman's IMX 45 *Temptress* was the ORR winner, while Timothy McAdams' Beneteau

First 44.7 *Four Stars* took the IRC prize. For a complete recap, go to www.bermudarace.com.

In builder news, a devastating June 16 fire at **Abbott Boats** in Sarnia, Ontar-

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io, has left the future of the world-class, family-owned business very much up in the air. The fire destroyed the company's molds for the following classes: Solings, Ynglings, Martin 16s, Wayfarers, 420s, and Ultimate 20s. The firm reportedly

Above, 'Friday Harbor' and 'Flying Cloud' in action in SSS's In The Bay Race. Above right, Greg Nelson ran out of shrimp cocktail, so stopped to replenish his supply.

has produced winning Olympic boats since 1972. Abbott had recently struck



LATITUDE/RICHARD

a deal to begin building Antrim 27s and Ultimate 24s beginning next year.

In comments with a local newspaper soon after the fire, company president Bill Abbott, Jr., said he doubted the company would return to business. But thanks to an outpouring of support, he softened that stance in the following days. Jeff Canepa of SailSports, Inc., in Santa Cruz — which markets the Ultimate line — told *Sailing World* he was ready to assist in any way. "We still have all the plugs in California and our builder in Italy has templates," he said. "They're already making another set, and between Italy and myself, we'll have everything Bill needs to start again. I told him yesterday that whatever happens, whenever he's ready I'll send him everything he needs to be back into production by the

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end of the year." Canepa also reports that a website is in the works for anyone in the sailing community who wants further information or to offer assistance: www.friendsofabbott.org.

Last but certainly not least, a recent item regarding the **2008 Olympics** in China from the venerable *Financial Times* caught our eye. At first glance it might not seem particularly sailing related, but bear with us. "Beijing's city government is taking no chances when it comes to the weather at the 2008 Olympics," reports the *FT*. "Equipped with an

Newport-Bermuda: A fast start, then . . .

arsenal of aircraft, rocket launchers and artillery pieces, the city's weather modification experts are preparing to ensure that it does not rain on the city's Olympic parades. "There is a plan to undertake rain prevention work, particularly if there is [threatening] weather for the opening and closing ceremonies," said Wang Guanghe, China's chief weather moderator."

Weather modification experts? Rain prevention work? Wang Guanghe?

If the previous bit had appeared in the *National Enquirer*, we wouldn't have been surprised, but considering the source, it appears to be on the level. Hopefully, Wang will also send plenty of big guns to Qingdao, the site of the sailing component of the 2008 Games, which has all sorts of experts seriously concerned that the notoriously wind-free venue could prove disastrous if the breeze doesn't blow. At the very least, a disengaged rocket launcher has to produce some sort of puff, right? Breeze on, baby. Just keep your head down.

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WORLD

With reports this month on the inaugural attempt of a group of Bay Area sailors at **Doing Battle on a Legendary Caribbean Race Course**, a San Diego professor's novel approach to **Teaching Classical History Under Sail**, and miscellaneous **Charter Notes**.

Bay Sailors Take on Antigua — And They'll be Back

We recall writing more than once in these pages that every sailor worth his (or her) salt should experience Antigua Sailing Week at least once. We'd like to think that's what inspired 'Cap'n Ron' Brown and a co-ed group of sailing buddies from Redwood City's Sequoia YC and Spinnaker Sailing Club to test their skills in April at the Caribbean's largest and most notorious regatta.

If the truth be known, though, we probably had very little to do with their decision to compete, as ASW is one of the most talked-about events in the world of watersports. The lessons learned from their experience — chartering a Sunsail bareboat — can also be applied to a half dozen other prime Caribbean regattas where bareboat fleets are encouraged to join in the fun.

Sponsored by Rolex for the first time this year, ASW drew a total of 191 boats in 16 divisions, including five for bareboats only. While Brown and Co. didn't come close to taking top honors, they all reported having a grand time — just being part of the action was a thrill. Sailing aboard *Kalisash*, a Beneteau Oceanis 343 based at Guadeloupe, they took 5th in Bareboat Division VI.

Apart from the obvious attraction of simply sailing in the brisk winds and warm waters of Antigua, the international flavor of the competition adds to the uniqueness of the experience.

Since the BVI is the most popular charter spot in the world, it's no wonder they have a huge bareboat fleet at their annual Spring Regatta.

In Brown's eight-boat division were entries from France, Great Britain, the British Virgins and Antigua. And in the rest of the bareboat divisions, Canada, Switzerland, Germany, Sweden, Austria, Italy and the Netherlands were also represented. Other than the Olympics, we can't think of another sailing venue that draws a more diverse field of entries.

Cap'n Ron, who works as a professor of computer science at the College of San Mateo, also teaches sailing for Spinnaker Sailing. Although he loved helming *Kalisash* in the bareboat fleet, his favorite memories are of "watching the pros do their thing with gusto!" He and his crew were in awe of the 'grand prix' yachts and their immaculate crew work. "I think of it as sort of a carbon and kevlar festival," says Ron with a laugh. It really is something to see. In terms of star power, our biggest regatta, the Big Boat Series, pales in comparison to the fleets that ASW draws each year.

Crewman John Rothrock recalls, "My favorite memory was getting rolled by one of the big performance cruisers at a reaching mark — I think it might have been the Oyster 72 *Oystercatcher*. They totally 'freight trained' us at the mark, then turned right in front of us, popped their spinnaker and off they went. What a rush!"

Drawing from their first-timer's experience this year, Cap'n Ron and at least some of his crew have vowed to return again in '07, mounting a more serious campaign. They plan to charter a more high performance boat, a Grand

Surprise 40 (which is something like an overgrown Melges 24) from a French company, plus a catamaran to tag along as their mothership.

If the idea of competing at a big Caribbean regatta appeals to you,

it's already time to start recruiting your crew and booking a reliable steed — next year, by the way, is the 40th anniversary of ASW.

Many crews come back year after year, typically booking their ride, hotel rooms and air fare many months in advance. Be aware also that there is a limited number of bareboats available at Antigua, so the week-long regatta draws boats from St. Maarten as well as Guadeloupe.

Antigua isn't the only major Caribbean regatta that actively caters to bareboaters. These days, Dutch St. Maarten's Heineken Regatta, the BVI Spring Regatta (and pre-Regatta 'Sailing Festival') and Angostura Tobago Sail Week all offer spirited competition and plenty of post-race frivolity. The long-established BVI Interline Regatta (in October) is also a hoot, although at least one member of your team has to work for an airline.

Large charter firms like The Moorings and Sunsail offer regatta packages, which include the boat rental fee, regatta entry fee, special (refundable) racing insurance and, in some cases, even pre-paid meals and team shirts. Such offerings are meant to streamline the process for individual charterers, but even still, making preparations for a regatta campaign takes time, so again, we'd urge you to solidify your plans way in advance.

A long lead time will also allow you to have your pick of boats. Obviously, the newest boats in a fleet (i.e. The Moorings' 'Exclusive Line' boats which are

Biggest Bareboat-Friendly Caribbean Regattas

Mar 3- 5	St Maarten Heineken Regatta
Mar 27 - 30	BVI Sailing Festival
Mar 31 - Apr 2	BVI Spring Regatta
Apr 30 - May 6	Antigua Sailing Week
May 14 - 19	Angostura Tobago Sail Week



OF CHARTERING



Above: Ridin' the rail during an upwind leg. **Right:** The crew strikes a pose. Left to right are: 'Cap'n Ron' Brown, Chris Sheldon, Dana Flechter, Rosie Gunter, Sheri Warburton, John Rothrock

less than two years old) will typically have the best sails and least-worn running gear. In most cases you can check the results of previous events online to see which boat types have sailed best to their rating in the given venue's conditions.

That said, it's important to keep in mind that these are, after all, bareboats, which always race in non-spinnaker divisions and never come with whisker poles. So you can only squeeze so much performance out of the best of them. It would be foolish to take it all *too* seriously. Your top priority should simply be to have fun in the sun and enjoy the

international camaraderie.

Chris Sheldon, another one of Cap'n Ron's crewmen stresses the importance of pre-regatta practice: "Spend some time training with your crew before you go down. We were a bunch of friends and acquaintances, but had limited sailing experience with each other, with some exceptions. Even a weekend on the water together before going down would have been helpful."

Whether your crew is intent on reaching the winner's circle, or would rather gain a reputation as tireless partiers, it's all great fun. In fact, some would say it's worth making the long trek to a Caribbean regatta just to bring back one of those highly coveted red Mt. Gay regatta hats!

— latitude/aet

Spring Break on the Saronic Gulf

Pausanius' *Guide to Greece*, a travel handbook written in the second century AD, begins at the southeastern tip of Attica: "Sail



WORLD



The soon-to-be salty crew assembles dockside, about to retrace the route of the ancients. Our college days were never like this!

round the cape and you come to a harbour; on the cape is a Temple of Athene of Sounion. Sailing further, you will make Lavrion where Athenians once had silver mines." On March 5, 2006, at 3:30 p.m., my family and some of my students were doing just that. The ruins of the temple loomed off our port side as we cinched in to reach around Cape Sounio. Soon we rounded up into the wind, took in our

Persian Wars and Thucydides on the Peloponnesian War. Now, here we were sailing the same route Herodotus tells us was used by the commodore/queen Artemesia before and after the Battle of Salamis. We were rounding up where the Thucydides has the Spartans rounding up on their way to take Lavrio from the Athenians. Aside from the two founding Greek historians, we also had on board two Roman guide books: the Penguin

sails, and motored into the harbor at Lavrio.

We had come as an Ancient Historians class from Point Loma Nazarene University in San Diego on Spring Break. In the prior two months the small seminar class had plowed through the works of Herodotus on the

Classic version of Pausanias' *Guide to Greece* and photocopies of sections of Strabo's *Geography* in which he describes the region of the Saronic Gulf.

We were sailing a 51-ft sloop from Cross Eagle Charters, based at Marina Alimos outside Athens. We thought our boat's name, *Cronos*, was particularly appropriate for a history class. Our academic goal was to think through the links between history and geography. The practical goal was to avoid smashing the boat against cement quays when executing a Mediterranean-style stern-tie ("Med moor"). Although I'm a longtime sailor, this was my first charter outside of Southern California. With myself in the dual role of skipper/professor, I was aided by two students and an ex-Navy adjunct professor. Together we discussed every course and approach thoroughly. Backing a boat up to a cement wall was a bit breathless, but everybody did their part.

The cruise began with a short sail northwest from Marina Alimos to the ancient open roadstead of Faliron. This was

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OF CHARTERING

the closest a boat could get to ancient Athens. The Acropolis was visible a few miles inland. I read aloud to the students a scene from the historian Xenophon who tells of the underhanded and rightly paranoid Alcibiades, who was anchored near where we were, scanning the crowd on the beach that was waiting for him. Were the Athenians going to execute him or follow him? Alcibiades saw his friends in the crowd and decided to go ashore.

Every port on the Saronic Gulf has deep historical associations. From Lavrio, we sailed on strong southerly winds across the mouth of the gulf to the island of Poros, which was called Kaluria in ancient times. Kaluria was part of Troezen and today the port at Poros has the only moorings in the region. Troezen and Poros were the birthplace and youthful playground of Theseus who killed the minotaur and founded Athens. Somewhere along the cliffs of Attica, maybe at Cape Sounio, Theseus' father, Aegis, threw himself into the sea in despair over the supposed death of his son. The son, however, was not dead, and the sea has

ever since been called the Aegean. An ancient king of Troezen named Saron was such a determined hunter that he chased a deer into the waters between Troezen and Poros. The deer kept swimming and so did Saron until he finally drowned. The Saronic Gulf is named for him.

Those stories are part of a deep past beyond clear categories of credibility. We were interested in the more reliable investigations of later Greeks and Romans which have collateral evidence in ruins and geography. We hiked to the top of Poros to see the ruins of a sanctuary dedicated to Poseidon. The Athenian loyalist Demosthenes drank poison here rather than submit to the imperialist order of



the Macedonians. From high over Poros we could see much of the Saronic Gulf including the well-protected, well-watered, flatlands of Troezen where Herodotus tells us that the Athenian women and children fled when the Persian Xerxes conquered Athens. We could easily trace the route of the triremes of Troezen on their way to Aegina where they would join with others before rallying at the island of Salamis for what is one of the most

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WORLD



Most folks who visit ruins in Greece only have a cursory understanding of what they're looking at. But this group was well informed.

famous sea battles in history.

When we had arrived at Poros, violent gusts of southerly winds were blowing through the narrow east entry to the harbor. Much gnashing of teeth was required before we decided not to try a stern-to at the quay in heavy cross winds. We found at the west end a tourist dingy dock that was empty in the off season.

Pausanias had written that in spring

mistake here. But we found Pausanias to be correct! On March 7, sailing west out of Poros, then north along Methana, we carried only a jib and were being pushed by what we aboard the boat agreed could easily be called "a raging Sirocco" coming at us from where Pausanias had said King Saron had succumbed to the sea.

Our goal that day was to get to the ancient port of Epidaurus. There is a 'new' Epidaurus, an 'old' Epidaurus, and

in the western passage out of Troezen "the Sirocco rages in from the Saronic Gulf." The Penguin Classics editorial footnote asks: "How can a Sirocco rage in from the Saronic Gulf. It blows from Africa but the Saronic Gulf lies North?" The editor thinks Pausanias made a

the famous Theater of Epidaurus ten miles into the hills behind old Epidaurus. Pausanias called the region Epidauria. To further complicate things, any Epidaurus is called on Greek maps Epidhavros. Everywhere we went there was a confusion of names and spellings. Aside from the obvious reason, transliteration of the Greek alphabet, the confusion of names resulted from the fact that this was first a loose and feisty region of Greek cities which eventually became unified under the Roman Empire. The Greek "Epidhavros" became the Roman "Epidaurus."

Palaia Epidhavros was for several hundred years the thriving port of the health cult of the god Asklepios. Ten miles up into the hills are the ruins of a large campus offering wealthy Greeks a combination spa, medical research facility and arts festival. Palaia Epidhavros thrived as the port for that facility in the hills. Today it is still mostly a tourist village. A hotel/café owner told my wife and me that World War II and the following civil wars had disrupted the life of the vil-

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OF CHARTERING

lage so much that his parents had moved to Canada. He and his brother had returned to revive the family business. In March we were the only customers in the café, however, after Easter, he said, there would be plenty of visitors. The tourist economy of the town was again thriving because of the theater up in the hills.

We stayed two nights in Palaia Epidhavros so as to have a day-trip inland to visit the theater, Mycenae (Mikines), and Corinth. It snowed on us at the theater and an icy wind blew the whole day. The weather in early March was fickle. Several days were pleasant in the high sixties. Other days and some nights were near freezing. The Saronic Gulf sits at the same latitude of the San Francisco Bay. We realized we had come here in the 'off season', of course, and did not expect it to be warm, but snow in the hills caught us off guard. Winds were strong from the South all day long most days. One local told us he thought the climate was changing with Spring getting colder with more winds from the South.

On our fifth day out there was no

wind in the morning and we motored over to Aegina, an island that Strabo declared was once "mistress of the sea." Aegina in the 5th and 4th centuries BC was a major power among the disparate city-states of Hellas. Aegina appears as a rival to Athens in both the histories by Herodotus and Thucydides. Aegina leads alliances with Troezen and Epidhavros. If you stand on top of the island at its temple ruins and on a clear day, you can see the Athenian Acropolis in the distance. Like late-medieval hill-top towns in central Italy, bitter rivals lived for centuries in sight of each other. Xenophon saw "uncertainty and confusion" prevailing in ancient Greece. Herodotus and Thucydides would have concurred. Some semblance of unity came only with



Lying quite close to Athens, the island of Poros is home to the temple of Poseidon, which dates back to the 6th century B.C.

being threatened or conquered.

The dominant diety of the gulf was Poseidon. The temple at Cape Sounio is dedicated to Poseidon — Pausanias was wrong to say Athena. On the top of Poros are the ruins of another temple to Poseidon. These two temples oversaw the east entrance to the gulf. Pausanias noted that the Isthmus of Corinth belonged to Poseidon. A temple stood there, and a bronze statue of Poseidon stood on

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WORLD OF CHARTERING

the sea wall at Corinth's Saronic port in Kenchreai. Worship of Poseidon ringed the gulf. We talked about Poseidon on our boat. Poseidon was the son of Cronos. We remembered Poseidon's antagonism to Odysseus, a story that advises humility in sailors.

The next day there was again no morning wind, so we motored the short passage to Athens. To the north we could see tankers lined up along the island of Salamis. There would be no fun trying to sail the industrial waters of the great battlefield. We would do best to enjoy Athens. The charter company gave us an extra night on the boat since it was off-season.

Overall, the trip was a success. The best historians have traveled with those they study. We had traveled the Saronic Gulf with the words of the ancients in our hands. And we had traveled like they had travelled — by boat.

— rick kennedy
professor of history
point loma nazarene university
san diego



By most standards, Friday Harbor, would seem downright sleepy. But in the San Juans it's one of the busier places for a stopover.

Charter Notes

We seem to have boxed ourselves into a corner this month, with little room left for *Charter Notes*. We do, however, have ample space to remind you that, although summer is already half over, there's still time to book — and take — a

late **summer getaway**. We all know that the rigors of modern living often lead to procrastination when it comes to making plans. If that's happened to you, don't feel bad, just get out your calendar, pick up the phone and make a plan.

A quick survey has assured us that there are still boats available for **Pacific Northwest** getaways this summer — a venue that's practically in our own back yard. Although it's really no joke, some locals in the **Gulf Islands** and **San Juans** like to say that the upside of global warming is that summer temperatures in those prime cruising grounds seem to be getting warmer every year. Our most recent trip there proved that to be true.

Another idea that's even closer to home is chartering a boat in any of a half dozen towns between **Santa Barbara** and **San Diego** for coastal cruising and/or a trip out to our own **Channel Islands** — a series of venues that we consider to be vastly underestimated by NorCal sailors. Marine life abounds there, the water is swimmable and there are plenty of secure anchorages well worth a visit. So do yourself a favor — make a plan!

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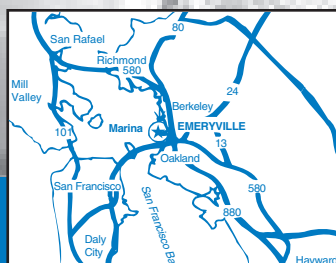
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CHANGES

With reports this month from **Mahina Tiare** at Cocos Island and then crossing the Caribbean; from **Manu Kai** on crossing the Atlantic on their way to completing a very swift circumnavigation; from **Royal Treat** on the passage from Puerto Vallarta to Hilo; from **Solstice** in Australia on the last year of a six-year cruise; and the greatest number of **Cruise Notes** ever.

Mahina Tiare — Hallberg-Rassy 48 John Neal & Amanda Swan Neal East Across The Caribbean (Friday Harbor, WA)

As was the case in '00, we and our students sailed from Acapulco to Costa Rica's Cocos Island. We were able to do a lot more sailing — including with the chute — than the previous time. Our two-day stop at Cocos was wonderful. It started when we were checked in by Katty, a lovely barefoot marine biologist, rather than guys in fatigues carrying automatic weapons. Katty apologized for the new, higher national park fees of \$25/person a day, plus the same for the boat. Our offshore students did a killer hike to the big waterfall behind the research station, then over the ridge to the next bay, where we met them with *Mahina Tiare*.

Before we arrived in Panama, we were told the wait for a transit would be 18 days. Fortunately, it didn't take that long. By the way, we transited the Canal with a really nice young married couple, Tim McFadden and Ariel Pavlick of the San Francisco-based Golden Gate 30 *Hebe*. They are seven months out of San Francisco, and appear to be having a great time. She was an electrical engineer on NASA projects, and he was a programmer.

Once through the Canal, we had

Cocos Island — as green as the Pacific Northwest, but just a smidge warmer and more humid. A lot more hammerhead sharks, too.



ED NYGARD

an awesome time out at the San Blas Islands. While at Ciedras Island, a very funky Colombian boat — it looked as though it had been built on the beach using chain-saws — came in loaded down with bananas, onions, cabbage, and other fresh stuff. The boat was powered by a very old 6-71 Detroit Diesel, which must make one heck of a racket when opened up. While Amanda was buying cabbage and the rest of us were just looking around, we kept hearing the crew say, "Coca? Coca?" to each other. We think they were trying to decide if they should try to sell us some.

We were surprised when we arrived at the Hollandes Cays, normally one of the most crowded anchorages in the San Blas Islands, as there were only three boats there! By the way, if anyone hasn't seen it, they should check out the gorgeous new *Panama Cruising Guide* by Eric Bauhaus. It's absolutely amazing, and covers every inch of Panama.

Our plan to make it east across the Caribbean — often a very difficult trip — was to go to east Cartagena, then flop over on the other tack and head as much to the northeast as possible. Our goal was going to be laying the southern tip of Hispaniola in order to stop at the Dominican Republic. After that, we'd work our way east across the Mona Passage to Ponce, Puerto Rico, which we enjoyed so much on our last trip, and even further east across the U.S. and British Virgins.

Well, you have to modify plans to match changes in the conditions — and sometimes those changes in conditions are unexpectedly good. We waited in the San Blas Islands for a forecast of moderate southeast trades, which allowed us to make it to Cartagena without much trouble. When it came time to make the 1,000-mile passage to Hispaniola, Commander's Weather couldn't have given us a better forecast — E to ESE winds of 10-20 knots. And indeed, we got a great start from Cartagena, as 40 miles out, we were broad reaching, of all things, with 2+ knots of current behind us! The last time we'd made this passage, it was blowing 30 to 32 knots until a day out of Hispaniola, and we had to point as high as we could.

Well, thanks to wind out of the southeast, we were able to point much higher



than we expected, and thus made it to Puerto Rico without having to stop at Hispaniola at all! We covered the 950 miles in six days. Our strongest sustained winds were 25 knots, and the seas weren't too bad. Our success in our passage can be attributed to waiting for — and getting — a drop in the wind speed and a shift in the trades from the northeast to the southeast.

Since we're way ahead of schedule, Amanda and I are checking out some anchorages along the southeast coast of Puerto Rico as well as Vieques. We still have awesome sailing conditions, with 14 knots from the ESE and very modest seas. It's one glorious sailing day after the next. We can't wait to get the anchor down and do some snorkeling. By the way, they've made some great improvements to the boating facilities at Ponce.

While crashing across the Caribbean, I read your editorial response to the woman who was thinking about sailing a Tahiti ketch eastward across the Caribbean. Nothing against Tahiti ketches, but I have to agree with your

IN LATITUDES



BOTH PHOTOS COURTESY MANU KAI

Spread, After a 53-day passage across the Atlantic, Jennifer relaxes with the latest 'Latitude' while on the hook in the BVIs. Inset; Talk about different life experiences, Jennifer has just sailed most of the way around the world, while these Kuna women rarely — if ever — leave their home island.

response. Unless an exceptional weather window opened, and unless the skipper was really experienced and incredibly lucky, I don't think a Tahiti ketch could complete that passage. I don't think a lot of folks have any clue how difficult it can be going against the trades and currents under normal conditions, even with a modern 48-footer such as *Mahina Tiare*.

— john 06/15/06

Manu Kai — Hans Christian 41 Harley & Jennifer Earl A Whirlwind Circumnavigation (Sausalito)

As has often been the case in the first 18 months of our nearly completed circumnavigation, we are faced with a decision. Should we suck it up and motorsail up the coast of Central America and Mexico, or launch ourselves blindly out along the 10th parallel of the Pacific in hope of finding the trades that will al-

low us to sail a big arc back to California — all the while praying that there won't be any early season hurricanes.

When we were last in the pages of *Latitude* with tales to tell, we were in Simon's Town, South Africa, awaiting a lull in the constant near-gale force winds that would allow us to weather the Cape of Good Hope. We got that lull on the 17th of January, and it lasted just long enough for us to round the Cape and point northwest toward the Caribbean before the winds started raging again. Triple-reefed with a bit of jib out, we made a couple of 180-mile days and thought our Atlantic crossing was going to be a snap.

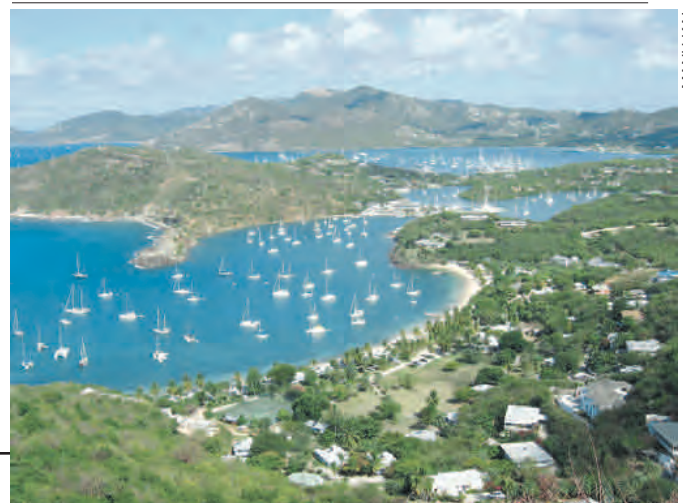
Yeah, right. The wind then went light — so light that a 90-mile day was considered a good run. It's 5,800 miles from

Cape Town to Antigua, so motoring in calms wasn't much of an option. It would ultimately take us 50 sailing days to cover the distance, with a two-night stop in St. Helena, and an overnight stop in Fernando de Noronha off of Brazil. Both anchorages were in deep, open roadsteads, and featured gunnel-to-gunnel rolling all night long. Sleep was hard to come by, even when cocooned with lee cloths and pillows. Both stops allowed us to jerry jug some diesel and water, the latter being important since it only rained 20 minutes in our 53-day passage. By the end of the trip, we were down to a saltwater bucket shower on the bow every three days, followed by a cupful of fresh water for a rinse. At least there was no limit to the amount of saltwater we could use.

Despite the rolling, our stop at St. Helena was worthwhile. The island has historical significance, as it was the home of Napoleon after he was forced into exile. The island has its quirks, as its currency is good nowhere else in the world except Ascension Island 600 miles to the northwest. It can be a harrowing island, as it was an E-ticket ride on a ferry from our boat to the landing quay. Once there, timing the roll of an 8-ft swell, we had to jump for a rope hanging from a metal bar, then swing onto the quay — all under the amused gaze of the locals. If you think that's scary, try stepping from the quay onto the stern of the launch, mid swell, with full jerry cans in each hand.

As for Fernando, we'd give it a pass next time. As a national park, the fees levied on transiting yachts are unconscionable. They wanted the equivalent of \$60/day for our 41-footer, plus \$30/day per crewmember. Even though the first 24 hours are free for each crewmember,

After a solitary 53-day crossing of the Atlantic, arriving at the crowded Caribbean yachting center of Antigua had to be a major shock.



MANU KAI

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at those prices we figured that we should have been entitled to maid service and a chocolate on the pillow. Instead, we got a rolling anchorage and a two kilometer walk up a hill to get petrol. But we were there, so we paid the fee and left the next day with an additional 30 gallons of diesel in the tanks. Had it been more affordable, we would have stuck around a few days for the fabled diving — and probably would have happily dropped the same amount of cash in the local economy at bars, restaurants, and dive shops. But that's why we are sailors, and not smart like the politicians.

The light winds continued north of the ITCZ, although by then they were out of the northeast, so the apparent wind was a little fresher. As such, our boat speed averaged about five knots for the remaining 2,000 miles. Proving once again that you should always be careful what you wish for, the wind increased to better than 30 knots true the last night out of Antigua, forcing us to slow down after 49 days of trying everything to go faster. As it was, we had to heave to for about three hours before passing into English Harbor with just enough light to avoid the reef and the boats anchored pretty much everywhere.

Antigua was full of megayachts and megayachties, the former with masts so tall they had to carry red lights aloft, and the latter with pocketbooks so deep that the owners think nothing of paying a fortune in monthly upkeep to merely be aboard a few weeks a year. Great work if you can get it, we suppose. We lasted two days in Antigua, as we ate an inordinate number of cheeseburgers washed down with the local brew, provisioned lightly, filled up on diesel and water, and set out on the 30-hour passage to the British Virgins.

Once in the British Virgins, we did

Below; 'Manu Kai's two-day transit of the Canal was easy — thanks to friends volunteering to serve as line-handlers. Right; Harley struggles to scale 'Jacob's Ladder' on St. Helena.

absolutely nothing for three weeks. We festooned our boat with hammocks and dive gear, as we motored to a new anchorage every three or four days. We dove at least twice a day, had the occasional lunch ashore in a beach bar, but pretty much just relaxed in preparation for the last push back home. In early April, we took a mooring at Red Hook on St. Thomas, U.S. Virgins — where, if we got up by 6 a.m. each morning, we could see the jockeys swimming their racehorses through the anchorage.

Our 980-mile downwind sail to the San Blas Islands of Panama was atypically windless for two days — more time on the ancient diesel. But Harley's son had joined us for the passage, and the opportunity to sleep eight straight hours — he got the 2300 to 0300 watch because he's young — unheard of in our circumnavigation to date — made it an almost painless passage. We spent several days cruising the San Blas, bartered our surplus canned goods for *molas* with the Kuna, and then made the overnight sail to Cristobal to arrange for a transit of the Canal.

Colon is pretty much a pit, and at the time we arrived there was a three-week wait to get a slot to transit the Canal. Make that three weeks on the hook in The Flats under a cloud of burned bunker fuel from all the shipping and the smoke from the incinerator ashore. Three weeks of hanging out at the Panama Canal YC, where the beers are admittedly only a buck and the Chinese food is palatable. The only safe way out of the club was in a taxi, as the streets and alleys teem with underage miscreants armed with cheap guns. Although the young thugs are pursued by a police force on moto-cross bikes armed with Uzis, they only draw three months for aggravated assault or armed robbery, and only slightly more for murder — because they are minors.

It took two days to get our Canal paperwork sorted out with the help of Tito, a local taxi driver and expediter, who is a cousin of seemingly everyone in town. His relationships helped immensely during our bureaucratic dances with the Port Captain, Immigration, Customs, and Canal Operations.

Once our transit date was fixed, Harley and his son did a transit as line-handlers on the U.S. Virgins-based *Midnight Blue* to get a feel for the process. Upon their return, we sailed 10 miles east to the Rio Chagres, and spent a few days away



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from Colon listening to the howler monkeys — shades of *Kong* and *Jurassic Park* — and watching the toucans and crocs. Upon returning to Colon, we found that our transit had been bumped up eight days, and we were scheduled to transit in 48 hours! A mad scramble ensued to arrange for line-handlers and fenders, and to provision and cook for the crew. We were very fortunate to get John and Debbie from the Tampa-based *Shamrock*, and Tila, crew from *Backstage Pass*, to make the transit with us.

Our two-day transit was a piece of cake, as we were the center boat in a three-boat raft-up, leaving nothing for the handlers to do but sit back and relax. Most of the stress fell on us at the helm, as we had to maneuver the unwieldy 35 tons of raft-up in and through the locks. We were comforted by the fact that if we messed up, we had huge fiberglass 'fenders' on each side to take the brunt of the beating.

Just after 2 p.m. on May 9, *Manu Kai* entered her home waters of the North Pacific for the first time since August 2004. After a couple of days hanging around the Balboa YC — just a bar since the fabled clubhouse burned down a number of years ago — we island-hopped the 350 miles here to Golfito, where we are now contemplating how to tackle this last — and at 3,500 miles, longest — leg of our whirlwind circumnavigation. With luck and wind, we'll be making landfall in San Diego in late June, and then gunkholing up the coast to be back in the Bay area in August. See you soon!

— jennifer 05/15/06

Harley and Jennifer — "Whirlwind circumnavigation" is right. Two people going around the world in two years aboard a heavy displacement 41-footer — that really moving! Almost everyone else takes at least three years.

Royal Treat — Morgan 43 Anders Billred Puerto Vallarta To Hilo (Portland, OR)

You can call off the search, because after 22 days of sailing a 3,100 zig-zag course, we made it safely from Puerto Vallarta to Hilo, Hawaii. Onboard with me were, of course, my wife Terra, my daughter Patricia, and Mark Sciarretta, my sailing buddy from the old days in Mexico. There was a great spirit on the boat the entire way, the watches went well, and nothing significant broke. The solar panels and wind generator kept the power going the entire trip — even

with the Ham and SSB radio and Sail-mail running at least two hours a day. It was the first time *Royal Treat* had gone sailing for 22 days without running her engine!

Before we started the trip, we took *Royal Treat* on a test run. The engine overheated the first time in 11 years, so we had to sail back to the marina. The problem was that the saltwater pump had run dry, and all the paddles broke off the impeller. This resulted in our leaving two days after our buddyboat, *Salacia*, a Catalina 42. It turned out to be a good thing for us, as *Salacia* had strong winds — up to 49 knots — during their 19-day crossing. They had planned to sail from Hawaii to Canada, too, but decided to hire a delivery skipper to save their marriage. We, on the other hand, had 15 to 30 knots of wind, which kept us moving all the time. When we got too much wind, we switched latitudes. If we wanted less wind, we sailed at 20N, if we wanted more wind, we sailed at 18N.

During our 22-day crossing, we saw five large ships enroute from Panama to Honolulu, and one sailboat on her way from San Diego to the Marquesas. Three of the ships were on collision courses with us, and gave us right-of-way. It's a very large expanse of ocean between Mexico and Hawaii, so I was surprised at how close the ships came to us. Even the sailboat got as close as half a mile. I know I'm a magnet to disaster everywhere that I go, but the chances of seeing anyone on a 3,000-mile stretch of open ocean is thin. And seeing a total of six boats is

Terra enjoyed the crossing to Hawaii — but the look in her eyes suggests that she wanted to move aboard their luxury rental car in Hilo.



ROYAL TREAT



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much thinner.

The boat's tank water tasted a little bit funny. I'm not sure, but it might have been because we accidentally put some diesel in the water tank before we left. Nonetheless, it improved the way the inside of the boat smelled. Besides, I think that the 'gas station attendant' scent gets you going in the morning. In any event, we got used to it after a couple of days.

In the middle of the trip, I smelled acetone throughout the boat. After a long search, I found a can of starting fluid in the bilge. It had a small hole, so it was slowly spraying a fine mist of highly explosive gas around the inside of the boat. The incident brought out the compulsive side of me, and I began checking the boat for other potential hidden disasters. A few days later, an alarm went off inside the boat. Not knowing what it was, I shut the whole boat down, and began checking the smoke detector, bilge, GPS, and radar — but the alarm continued. It was Terra, my brilliant wife, who finally discovered the cause. The guitar-tuner was giving us an F sharp!

But even with the small mishaps, we had a good trip. Of course, there were a few black nights out there when the wind was blowing 30 and large waves were hitting us from different directions. At times like that, with the spray hitting you in the face, you start wondering what you could be doing instead of sailing. But lucky for me, I have a very short memory, and just keep going. And the sight of land ultimately makes it all worthwhile.

Hilo turned out to be a very friendly place, as even the Customs officers were a delight to deal with. Their bright smiles and welcoming manners made me feel less like a criminal and more like an honest Swedish man. We took refuge in Hilo for a week — despite the fact that

Daughter Patricia found out that after a 22-day ocean crossing, there's few things as fun as a good warm-water snorkel session.

it rained every day. But it was pleasant tropical rain. We also rented a nice, big chick-magnet — a silver green metallic Lincoln Continental. She was a gas hog, but definitely the most comfortable car that I've ever ridden in. I kinda felt as though I'd been upgraded from coach to first-class. The car was so big, comfy, and climate-controlled that Terra wanted to move off the boat and into the car.

Anyway, we spent some time looking around the Big Island, and at the top of the list, of course, was Kilauea, the volcano that is still steaming and is still pouring molten lava down her sides. While sailing around the island our last night there, we went in close and saw the bright red lava tumble into the ocean, causing steam to rise and clouds to develop. It was something you don't see every day — especially at night. Even Terra was impressed.

We are now at Honomalino Bay on the kona side of the island, our first anchorage in the Hawaiian Islands. There is a very beautiful black sand beach, a bunch of palm trees, and nobody else around. The water is so clear that you can see 100 feet in all directions. Life is wonderful, and we're enjoying the rain.

— anders 05/09/06

Solstice — Freya 39

Jim Hancock

**A Year In Australia
(Alameda)**

After being away for more than six years, *Solstice* is now back in California. *Solstice* came back to Alameda using Dockwise Transport from Brisbane to Ensenada, followed by a short delivery up the coast. During most of 2005 Eleanor and I cruised along Australia's east coast, from Sydney in the south to Airlie Beach in the north. Australia was a real high note on which to finish our cruising.

To begin with, Australia has some of the most unusual wildlife in the world. As soon as we arrived in Coffs Harbour, we began to notice the remarkable birds and animals. I jokingly suggested that we ought to try to see and photograph all of Australia's great animal icons — kangaroo, koala, platypus, emu, kookaburra, crocodile, and great white shark. Oh, and they all had to be in the wild.

After a while it went from being a joke to being

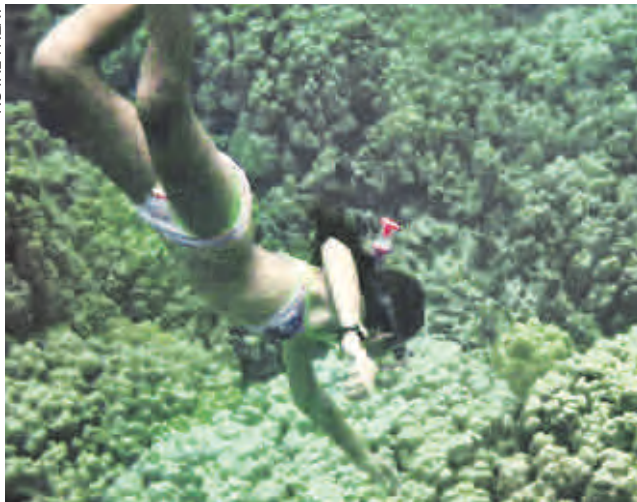


something more like a mission. I wasn't serious about the shark, but I thought we stood a good chance of snapping shots of the others. We took a road trip to Tasmania to look for platypuses, and after a week of frustration finished with a great success just hours before boarding the ferry back to Melbourne. At the end of a year, we had seen and photographed every animal on the list — except for the crocodile and the great white shark. I thought we did pretty good, as seeing a croc in the wild is something that even most Aussies haven't done.

The people of Australia are worth noting as well. We found them to be much more like Americans than the people we've met in our travels. Among older Australians we found a friendliness and generosity that seemed to come from another era. We were delighted to make close friends with some great Australians.

It helped that, thanks to our boat, we had an Australian connection. *Solstice* is

ROYAL TREAT



IN LATITUDES



JIM HANCOCK

Welcome to Australia, mate! The amazing animal life in Oz brought out the wildlife photographer in Jim and Eleanor.

a Freya 39, patterned after the famous Australian yacht *Freya*, which is distinguished as being the only yacht ever to win three consecutive Sydney to Hobart races ('63, '64 and '65). *Freya*'s designer, Trygve Halvorson, still lives in Sydney, so we looked him up. Now in his mid-80s, he was delighted to see us. In fact, he took us to lunch at the Royal Sydney Yacht Squadron, where he's something of a celebrity.

I felt like a yachtsman's Alex Haley, tracing the roots of our boat. We also visited Trevor Gowland, the lead shipwright on *Freya* and numerous other famous boats, including *Gretel*. In 1962 *Gretel* beat *Weatherly* in the second race of the America's Cup series, making her the first challenger to win a race against the U.S. since 1934. Our research went on to include a visit to Constitution Dock in Hobart, where the Sydney to Hobart

Race finishes, and a visit to the boatyard on the Paramata River where *Freya* was built.

One of the nice things about cruising the east coast of Australia is that if you time things right, you can usually get favorable winds for sailing where you want to go. There is a quasi-stationary ridge of high pressure that hangs on Australia's east coast, but it moves slightly with the seasons, producing more southerlies and southeasterlies in May and June — just when you want to be heading north towards the tropics. In October, when you want to be heading south again to get out of the heat, the ridge obliges by moving slightly offshore, generating winds from the north and northeast. It's so convenient for the cruising sailor that I'm proposing a ballot initiative to institute a similar system in California.

So in July, we found ourselves in Bundaberg and heading north for the Great Barrier Reef. Many cruisers that we met were eager to buy camper vans and start exploring Australia's red interior — a worthy endeavor, but in my opinion

that's the wrong thing to do if you have a boat and limited time. Flights to Australia are cheap enough to come back and do land travel anytime. Meanwhile, many of the best parts of the Great Barrier Reef can only be accessed with a private boat. Charterboats aren't allowed in these areas, and the places where the tour boats go tend to be worn out from overuse.

We were gifted to have nearly a week of calm weather in which to cruise and dive the reefs just north of the Whitsunday Islands. These included Hook, Line, Sinker, and Barb and Bait Reefs. It was the best snorkeling we had seen in six years of cruising, topping our previous favorite of Fakarava Atoll in the Tuamotus. All of these reefs are part of Australia's National Park system, and are protected to varying degrees. This has helped to ensure an abundance of sea life that, in our experience, is beyond compare. It was, for us, a grand finale.

The end of the year was our deadline to return to our family and friends in the States. This left us with the question of what to do with *Solstice*. Many of the other international cruisers that we met in Australia were faced with similar questions. The option of continuing westward to complete a circumnavigation has lost popularity recently because piracy and political unrest have given the traditional route to and up the Red Sea a sense of danger. Meanwhile, a strong Australian economy and currency have made the option of selling a boat in Australia extremely attractive. The other options include sailing your boat home through the Pacific, shipping her home, or importing

Eleanor flashes a big smile while 'Solstice' sails by what looks a lot like the Sydney Opera House in Sydney, Australia.



JIM HANCOCK

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her into Australia. For those wishing to continue cruising, moving seasonally through the Australia/New Zealand/Tonga/Fiji/New Caledonia region is also an attractive option.

We had friends in all of these camps. I worked up a rather elaborate analysis to compare all the options for ourselves — including all the costs of importation, duty, and so forth, versus shipping/delivery costs. From a purely financial point of view, I didn't find a very dramatic difference between the options, with the exchange rate being a key factor. At an exchange of .75 U.S. for one Australian dollar (as I write this the exchange is about .73), selling our boat in Australia looked favorable, and many U.S. cruisers did sell their boats. At .70, the advantage of selling in Australia is marginal, and below .70 it looked better to ship the boat home.

But our decision had little to do with finances. Although it was time to get back to the U.S., we simply weren't ready to sell the boat. The new purpose-built yacht carriers being run by the Dutch company Dockwise offered a convenient and (relatively) economical means to get *Solstice* back to her berth in the Bay Area. While we were making the shipping arrangements, Dockwise added a stop in Ensenada for the *Super Servant 4*, which reduced the cost and made shipping even more attractive.

I was curious about what choices other cruisers were making, so I did a little research. First I called the Australian Customs service. They told me that in the '04-'05 12-month reporting period, 942 'small craft' had arrived in Australia, of which 850 were believed to be private yachts. What happened to them? Surprisingly, they didn't have any idea.

My next visit was with Euan MacDonald-

Constitution Dock, Tasmania, where the Sydney to Hobart ends. It's on the Paramatta River, not far from where the original Freya was built.



ald of AustraliaWide Boat Sales, the largest yacht brokerage in Queensland, representing an estimated 30% of boat sales in the Brisbane area. MacDonald told me that they currently had 15 foreign yachts for sale, which was an increase of 100% since 2004. They sold 12 foreign yachts in the past 12 months. Extrapolating to the rest of the market, this would suggest about 40 foreign yachts had been sold in just the Brisbane area during the past 12 months.

What about yachts being shipped home? I spoke with Jason Roberts at Aurora Logistics, the Brisbane agent for Dockwise. He told me that the *Super Servant 4* is making two runs a year with about 40 yachts per run. They are also making arrangements for an equal number of yachts to be shipped out as deck cargo, which adds up to 160 yachts per year being shipped home from Australia through their company. There are also yachts being shipped by other shippers.

It's still hard to get a clear picture from these numbers. First of all, many of the 850 yachts entering the country are boats that come for special events such as the Sydney to Hobart Race or Hamilton Race Week. These are not cruising boats, and the majority will find their way home by the same means through which they arrived. Second, while Brisbane may be the largest market in Australia for cruising yachts, it isn't the only market, and plenty of boats are undoubtedly moving in places like Sydney, Bundaberg and Mackay. Finally, while they may be the largest, Aurora Logistics isn't the only agent shipping yachts.

What is evident though, is that two new trends are on the rise for cruisers reaching Australia. The first is the trend toward shipping boats home as the process gets easier and more economical with custom-made carriers and improved shipping routes. The second is the trend toward selling boats into the hot Australian boat market. This market is being fueled by good exchange rates for the sellers and high demand from prosperous Australians.

How wise is using Dockwise? I found the operation to be efficient and professional, but I was sometimes frustrated trying to get through to their agents. The contract was amazingly simple for such a large undertaking, which



I found refreshing.

My advice for anybody loading a boat on a Dockwise carrier is to have lots of big fenders ready — even buying some if you have to. A fender board is not a bad idea either — one saved my rail! These are all needed because the boats are packed into the ship like sardines. When waves or boat wakes wash in during loading or unloading, all of the boats start rolling and surging into each other and the steel walls of the ship. You need fenders! A few scuffs is par for the course.

As for complaints about Dockwise not meeting its ETA's, Clause 9 of the contract provides them with considerable freedom in this regard. A conversation with the captain of the *Super Servant 4* was informative. He said that their number one priority is to protect their cargo — and sometimes this means slowing the boat, waiting for weather, or routing the ship around severe systems. So when the ship arrives late, it probably means that they were trying to protect your boat!

Dockwise offers travel arrangements through an agent called GMT that spe-

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ALL PHOTOS COURTESY SOLSTICE

Dockwise concept is, it only took us 90 minutes of stowing and securing once we unloaded from the ship before we were able to get underway for San Diego.

On March 2, we passed under the Golden Gate Bridge, completing the circle that had begun in September 1999. I was sad that Eleanor wasn't aboard to share that special moment. By pure coincidence, it was exactly 15 years to the day that I had taken my first Basic Keel Boat class from Spinnaker Sailing in Redwood City. We've put about 20,000 sea miles on *Solstice* since then, and have logged a lifetime of adventures.

— jim 05/09/06

Cruise Notes:

We haven't heard from him for awhile, so we can't help but wonder what Mike Dunn of Lake Tahoe has been up to lately with his MacGregor 26X **Zeno's Arrow**. After all, he's probably done more wild adventure cruising with his 26X than even builder Roger MacGregor might have imagined possible:

"I started sailing my 26X in Baja in '96," he wrote. "In '97, I trailered her to Puget Sound, then visited the San Juan Islands, did the Inside Passage to Prince Rupert, and cruised the coast of Alaska to the Arctic Ocean and Inuvik in the Northwest Territories. I then did the Arctic Red River, Norman Wells, Ft. Hope, Ft. Simpson, Great Slave Lake, Peace River, Athabaska River, and the Milk and Poplar Rivers. Back in the States, I took my boat down the Missouri River, the Mississippi River to New Orleans, then to Florida via the IntraCoastal Waterway. I then sailed to the Bahamas, the Turks & Caicos, Haiti, the Dominican Republic, Puerto Rico, the U.S. Virgins, and all down the Leewards and Windwards to Venezuela. I also did Trinidad and the Orinoco and Amazon Rivers. In July of

The Mac 26X that Dunn took from the Arctic to the Amazon is a much customized version of this stock 26X. So did he go to Sri Lanka?

Spread; Reefworld, one of the commercial ventures on the Great Barrier Reef. In order to really appreciate the GBR, you need to do it by private boat. Insets; A platypus, an emu, as captured by Hancock in the wild, plus the kind of welding done on Dockwise ships to secure the boats.

cializes in brokering tickets for merchant seamen. Their customers often have very fluid schedules, so the tickets that you get from GMT are fully changeable and fully refundable. On top of that, the ticket that I got coming back from Brisbane was cheaper than any of the nonrefundable tickets that I could find on the internet. Plan on having a flexible schedule.

Overall I would give Dockwise an eight out of ten. I would have liked it if they had sent me a one-page information sheet on how to prepare my boat for the voyage. Also, it was sometimes hard to reach their agents. Furthermore, their agent in Ensenada was charging obscene amounts of money — \$300 U.S. — to prepare Immigration and Customs clearances. Still, I'd use them again, and I would recommend them to others. It was a whole lot easier than sailing back from Australia and it put much less wear and tear on the boat.

The last leg from Ensenada to Alameda went about as easily as that trip

can go. Making the trip in February and March can be a good thing, as the northwesterlies tend to be weaker, and you can sometimes get some nice southerlies. This is what happened for us. I give most of the credit to Mother Nature for dealing us a nice hand, but I give a little credit to the crew for recognizing what we had and playing the hand to maximum advantage.

Eleanor had decided that she didn't want to be aboard on this trip, so I got Bob Pankonin and Bruce Ladd as volunteer crew to help me out. I got Bob's name from the *Latitude 38 Mexico Crew List*, and Bruce was an acquaintance from the past who I just happened to run into at the right time. There were some laughable antics with the ship in Ensenada as we played musical berths with the container ships, but we finally unloaded only a day behind schedule. To illustrate how great the



LATITUDE/RICHARD

CHANGES

last year, I returned to Florida, bought a trailer, and drove my 26X back to Lake Tahoe." The last we heard, Dunn was planning to take off for Sri Lanka last November. And we'd be surprised if he didn't do it.

Before you think of trying the same thing, it's worth noting that Dunn's 26X isn't stock — and neither is he. "My boat has three four-stroke Nissan outboards, two of them 6 hp, and one of them 18 hp. She also has a modified keel that was cold-molded with carbon fiber. The rudder and mounts were modified with aluminum plate and 20 layers of CBX carbon fiber." *Zeno's Arrow* is also more extensively equipped than most sister-ships, as she's equipped with a full-battened furling main and jib, watermaker, radar, microwave, two 1,000-watt inverters, an EPIRB, a Satphone with with data capabilities, and two autopilots. She also has articulating outriggers, an 8-ft Walker Bay dinghy with a 2 hp outboard, a dodger, bimini, and a 2-kw generator.

As for Dunn, his website reports, "It was once said that Mike has more degrees than a thermometer, exists in perpetual puberty, and spends more time practicing for *Jeopardy* while reaching closer to Nirvana — or further away, depending on your point of view — than anyone else." There's more. The site also advises that Dunn usually works as an expedition and adventure travel guide, but on his off days is an international management consultant. The product of schools in California, Hawaii, and England — including Cambridge University — he's travelled to pretty much every country, island group, and territory on the planet. He has led or participated in climbs on the highest mountains on all seven continents, including Mt. Everest,

Who wouldn't want to sail to exotic Sri Lanka? Several cruisers have met and married women from the lovely island.



reached the South Pole, parachuted over the North Pole, and sailed around the world as an expedition leader on several different cruise ships. A skilled scuba diver, hang-glider pilot, whitewater boater, and fixed wing and helicopter pilot, he sold his share of a small Antarctic expedition and air charter service to help fund his own expeditions. His friends call him Slacker. Just kidding about that. But seriously, does anybody know if he took off for Sri Lanka?

How about some good news out of Mexico? Enrique Fernandez, who for many years was the *jefe* at Marina Cabo San Lucas, tells us that thanks to President Fox and the Department of Tourism, the SCT's plans to require all boats over 33 feet to carry costly **Automatic Identification Systems (AIS)**, and pay a monthly fee for their operation, have been scrapped. We're told that all boats will however need EPIRBs — but we very much doubt that anyone will be checking for them.

The second bit of good news from Fernandez is that **Temporary Import Permits** can now be obtained quickly and easily in Cabo San Lucas. This wasn't true last year, and it caused a few problems. In addition, we're told that the permits can now be obtained online — although we don't know of anybody who has been successful at it so far, in part because you can't apply more than 60 days before you bring your boat into Mexico. But as long as you can get the permits in Cabo, it's no problem.

"I can barely type this," writes a despondent Ellen Sanpere of **Cayenne III**, "but **Pierre and Maria Roelens**, the owners/managers of PR Yacht Services, the boatyard at Marina Bahia Redonda, were shot and killed this morning. They had been to the bank, and were followed

to the boatyard gate, where several bullets were fired into the windscreen of their car. Nothing was taken, and the shooter(s) escaped. Of all the people to be murdered, Pierre and Maria had helped so many people, both Venezuelans and visiting cruisers."

Marina Bahia Redonda is one of the largest boatyards in the Puerto La Cruz area, which is the pleasure boat center of Venezuela. Pierre had been a resident of Venezuela for 60 years, and was well-known in the cruising community for starting the Clasico Regatta in '04 to



promote Venezuela's extensive cruising grounds. Despite oil revenue windfalls, Venezuela suffers from terrible poverty and crime. Cruisers have been attacked and even murdered, but mostly on the eastern part of the north coast. It's been our understanding that the Puerto La Cruz area has always been considered relatively safe by cruisers. Yes, theft has always been a problem, but not violent confrontations.

"In mid-March, we returned to our Amel Maramu 53 **Notre Vie**, which we'd left in dry storage at Puerto La Cruz, Venezuela," report Ken and Nancy Burnap of Santa Cruz. "The boat was in good shape when we launched her, and after cleaning her up, we only needed a couple of repairs made. The mechanics at CMO Marina took care of everything — even making a new part to temporarily fix the windlass — and they did it on time. We'd ordered a new windlass from the great guys at Amel, but had it shipped to Bonaire because of the problems — taxes, theft, corruption — associated with importing stuff to Venezuela. We caution everyone cruising the Eastern Caribbean

IN LATITUDES



SPREAD; COURTESY ISLOMANIA. INSET, JUAN SAN JUAN



Insets; A couple of shots of surprisingly beautiful Puerto Rico. Spread; Jerry Blakeslee, formerly of Bay Island Yachts in St. Martin, enjoying the warm and clear waters of Venezuela's Los Roques Islands, with Cay Hickson, a Brit from South Africa. The two are cruising his NAB 38 'Islomania'.

who will need a place in Venezuela or Trinidad for the summer hurricane season to *make reservations early*, because all the marinas fill to capacity. If there's room, we highly recommend CMO.

"Venezuela has some truly amazing offshore islands," the couple continue. "We don't advise stopping at those too close to the mainland because of thefts, boardings, and other acts of piracy. However, we made a beeline for Tortuga the first night, and the local fishermen came calling with beautiful fresh fish for sale. The second night, at a more remote anchorage, we traded a 6-pak of cold beer for a lobster. Then we continued to the Los Roques, an amazing archipelago that is also a Venezuelan National Park. There are so many islands, such great reefs, and so many blue holes to snorkel! We also stopped at Los Aves, anchoring 100 feet from the mangroves, and spent our days being entertained by pelicans, swifts, terns, and boobies. Next it was westward ho! to Bonaire, where we snor-

keled in crystal waters and ate at great restaurants every night. That left us with a 400-mile windward trip to Puerto Rico.

"We got a good weather window," Ken and Nancy continue, "and arrived at Vieques four days, three nights, and two dorado later. The eastern end of Vieques was long used by the U.S. military for bombing and strafing practice, but now they are cleaning it up and clearing out. Some of the beaches are now open at certain times, others aren't open at all. After learning the rules, we headed to Bahia de la Chiva, where I swam ashore. I must say that I felt a little strange, for we hadn't officially checked in. Nonetheless, it felt good to be back in America. We were amazed by Puerto Rico and her 'Spanish' Virgin Islands — America has a jewel in this Spanish-speaking commonwealth.

The small islands are a delight for cruising and snorkeling, and Puerto Rico, with everything from rainforests to colonial cities, is fascinating. We're now in San Juan, which is great during the day and at night, and where we're enjoying an amazing new restaurant every night. We love the brightly-colored houses with balconies, old forts, museums, fun shopping, free street music at night, clubs, bars — and, of course, the food. The only bad thing about San Juan and Puerto Rico was that we didn't check the prices for mooring at San Juan Bay Marina until we left. It wasn't a nice place at all, as you moor your boat between two cement posts, one leaning one way, the other leaning the other way. In addition, there was trash everywhere and the bathrooms were dirty. For this they wanted \$100/day! Had we known the price in advance, we would have anchored out or visited San Juan from the east or south by bus or rental car. We'd paid \$50/day at Puerto del Rey Marina on the east coast, and thought that had been expensive — but at least they had TV and cable, golf carts to take you to and from your boat, and it was a very classy place."

"We've finally made it to the island of Kos, Greece, and can now see Turkey 20 miles in the distance," report Doug and Judy Decker of the San Diego-based Beneteau 37.5 **Limerance**. "We're a long way from San Diego, where we started our long cruise with the Ha-Ha in 2000. We passed through the Corinth Canal about 10 days ago. It cost us 147 *euros* (about \$180 U.S.) for our 37-ft boat. Ours is a smaller — but elegant — cruising yacht, and we particularly love her smaller size when we're entering ancient and dinky ports in France and Italy."

Having been through the Corinth Canal with our **Big O** some 10 years ago, we **Why would anyone want to take their boat all the way to Greece? If this photo doesn't explain it, nothing will. But trust us, it's worth it.**



CHANGES

remembered that the bridge that crosses the canal, at least on the Corinth end, sank beneath the surface — rather than lifting or turning — so vessels could pass over and enter the canal. This seems such an odd way of doing things, that after a few years we began to doubt our memory. So we asked the Deckers to check for us.

"The bridges — there are two, in fact, do sink down into the canal, permitting vessels to enter the canal by crossing over the top," they report. "There are huge overhead bridges, but there is plenty of clearance beneath them.

"By the way, we are making progress on the cruising tax issue. (See the Decker's letter in this month's *Letters*.) We had meetings in Athens for five days with officials from the Ministry of Tourism and the American Embassy. The Tourism Ministry delivered a packet of legal documents to the Ministry of Merchant Marine. We know of many other foreign boatowners who have also been caught in this tax trap, and we think our efforts will eventually make a difference for non-European Union boats. Today, your 21.6 *Big O* would be assessed 14.67



COURTESY ZORBA

Like the Panama Canal, the Corinth Canal was started by the French, but they ran out of money. The darn thing is only 63 feet wide!

euros times three months for a whopping 952 euros — plus 19% VAT — for a grand total of \$1,132 euros — or \$1,471 U.S. Inflation strikes! If you stay over 91 days, you are then liable for a three-month

cruising tax!"

For a country so dependent on tourism dollars, you'd think the Greeks would try to please rather than punish visitors.

"After leaving my boat on a mooring at Bahia del Sol, El Salvador, for the summer, we took the bus 2,800 miles — with several stops along the way — to Guatemala, Chiapas, Mexico City, Guajalajara, Durango, Mazatlan, and Guaymas," report Terry Bingham and Tammy Woodmansee of the Eagle Harbor, Washington-based Union 36 **Secret O' Life**. "Upon arrival at Marina Seca, which is where we'd launched the boat in October, we found my VW van dirty but in fine shape. Before heading up to Nogales and the border, we stopped by the downtown site of Singlar's new marina, which was only in the planning stages last fall. I'm happy to report that Singlar has been busy — and obviously spending money — since all the fill is in place, the bulkheads are 90% constructed, a lot of the *malecon* is finished, and several buildings — including what we're told will be a hotel — are under construction. They

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will have space for a number of boats in their marina by fall. So it does appear that Mexico is committed to a number of their previously-announced *Escalera Nautica* — 'nautical stairway' — projects. By the way, we love Guaymas because it's a real Mexican coastal city without the hoot and splash — and expense — of a San Carlos. Guaymas also has great provisioning, as there is a good-sized Ley supermercado and a new Soriana. When we headed south from Guaymas last fall, we stuck to the mainland coast and visited Topolobampo before heading to Mazatlan. It was a great trip compared to crossing the Sea of Cortez twice to get to Mazatlan, which is what most cruisers do."

When the *Escalera Nautica* was first announced, we at *Latitude* criticized it for making no fiscal sense, for the planners had overestimated the number of Americans who would want to bring their boats to Mexico each year by a factor of about 10, and for proposing to build marinas and/or marina facilities in areas where they weren't needed or wanted. We don't know if **Singlar** — which is part

of the government tourist development agency FONATUR — ran out of money or rethought their misguided plans after they were also slammed by the Packard Foundation, but they drastically trimmed their overly ambitious plans to something that might be semi-sensible. The result is that the concept of a 'staircase of marinas' down the Pacific Coast of Baja is toast. Singlar did build a breakwater at Santa Rosalita, about 40% of the way to Cabo from San Diego, but it's far from the rhumbline, where no marina was wanted or needed. As a result, there won't be a single 'step' in the 'staircase' between Ensenada and Cabo! What Singlar is going ahead with at full speed



SINGLAR

Because it's about 60 miles off the rhumbline and out in the middle of nowhere, a marina at Santa Rosalita never made any sense to us.

are facilities at 10 other places, almost all of which already have developed marine facilities: San Felipe, Puerto Peñasco, Santos Coronados, Guaymas, Puerto Escondido, Topolobampo, La Paz, Mazatlan, and San Blas. There will only be a total of 208 berths at the 10 facilities, as well as 117 moorings at Puerto

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CHANGES

Escondido. But there will also be hundreds more dry storage spots. We call the plan "semi-sensible" because we can't figure out why the Mexican government — particularly under President Vicente Fox's watch — wants to go into competition with private marinas and boatyards. Anyway, more on this subject in *The Blog of the Sea of Cortez, Part II*, to be found elsewhere in this issue.

Speaking of the **presidency of Mexico**, there is going to be a historic election on July 2. Although there are three candidates with significant support, it's going down to the wire between two candidates who are offering the voters very different visions of how the country can achieve a brighter future. The avowed leftist is Andres Lopez Obrador, a charismatic populist who was previously the mayor of Mexico City. He lives a spartan life and clearly cares for the poor — but has nonetheless really spooked some people by having messianic fantasies, displaying something of an authoritarian streak, and a hot temper. The center-right candidate is Felix Calderon, a more staid Harvard-educated advocate of free trade and the need for foreign



LATITUDE/RICHARD

This photo shows but a fraction of the hundreds of jackstands at Singlar's facility in Puerto Escondido. Recently, they got a Travel-Lift.

investment. If elected, Obrador would seem to have the potential to be either a much better — or a very much worse — president than Calderon, depending on who he really is. Most experts feel

that even if Obrador does win and starts talking some Hugo Chavez-type trash to the U.S., it will only be just talk. To do anything more would be political suicide for three reasons: 1) The \$20 billion in remittances that Mexicans in the United States send to Mexico each year is Mexico's greatest source of revenue; 2) More than half of the foreign investment in Mexico comes from the U.S.; and, 3) 88% of Mexico's exports go to the U.S. The good news is that although Mexico is a very young democracy, it seems to be much more stable than before. As such, most experts expect that the populace will accept the results of the election. The new president doesn't take office until January 1, but when he does, let's hope he raises the \$4.50/day minimum wage, reduces corruption, and continues to grow the middle class.

While Obrador and Calderon disagree on almost everything, there is an exception — a road and rail **'dry canal'** to be built across the Isthmus of Tehuantepec. If boats could then be put on trucks, it would shorten a California to Florida trip by several thousand miles. It's not

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a new idea, having first been proposed by Porfirio Diaz some 100 years ago.

The good news is that the Mexican Congress has passed legislation that has made the much-welcomed changes in 'domestic clearing' procedures law. If you remember, Congress had spent four years trying to change the law to make it easier to clear within the country, and came close a couple of times. Alas, each time the legislation was defeated at the last minute by special interest groups who stood to lose all that money cruisers were having to fork over in absurd fees. Then in April of last year, President Fox circumvented the special interest groups by issuing a *reglamento* — sort of like a decree — to institute the changes. A *reglamento* was enough to put the changes in place, but would have been relatively easy to reverse. That's why Tere Grossman, president of the Mexican Marina Owners Association, is so happy that the changes are now part of Mexican law, as it would likely take years to change the law again. The folks at the SCT Ministry in Mexico City have also informed Grossman that it's only going

to be a matter of weeks before mariners will be able to pay for their clearing into the country fees at Isla Mujeres, which should finally eliminate the need for anyone to have to use a ship's agent there. Mariners previously had to use an agent

because there was no military bank on the island to accept the fees."

And, Mexico has made another significant step in the right direction. The federal branch of the Mexican government, under the leadership of President Fox, is picking up the \$18 million tab for **eliminating the soot** that emanates from the powerplant just outside of La Paz. In certain wind conditions, a little



We didn't have a problem with soot at Costa Baja Marina the weeks our boat was there, and nobody should after November.

soot falls on boats in the nearby Costa Baja Marina, and if there is enough wind from the wrong direction, the soot gets into the respiratory systems of the residents of La Paz. The project should be completed by the November start of the cruising season.

"Shortly after the Strictly Sail Boat Show in Oakland, Ramona and I re-

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CHANGES

turned to Fiji to get our boat out of her Vuda Point Marina cyclone season hurricane hole," reports Jan Miller of the Northern California-based Odyssey 30 **Jatimo**. By 'hole', they mean just that. When boats are hauled for the tropical cyclone season, a hole is dug in the ground for the boat's keel, to ensure that hurricane-force winds can't knock the boat over. "After getting *Jatimo* ready for sea, we cruised the Yasawa Islands, which are 35 miles to the northwest of Lautoka, Viti Levu, in anticipation of sailing to Vanuatu sometime in July. We've been out here for two years now, having left Santa Cruz in April of '04. We arrived in Fiji via Hawaii, Fanning, Christmas, Penrhyn, Suwarrow, American Samoa, Western Samoa, Tonga, New Zealand, Fiji, Musket Cove, and Vuda Point."

We remember Miller from about 20 years ago when he was in Mexico and the engine went out on his Odyssey 30. Having no real options, he singlehanded the Baja Bash. As we recall, it took him almost exactly one month.

When most grandfathers think of sailing, they dream of warm tropical breezes, and maybe even the chance



ARCTIC WANDERER

Having served on an ice breaker in the Arctic in the '70s, at least Gary Ramos knew what he was getting into with 'Arctic Wanderer'.

to see a few lovely ladies in bikinis. Not Gary Ramos of the Folkes 39 **Arctic Wanderer**, who may or may not be from Sebastapol. He left Seward, Alaska, in May of last year on what he hopes will

be the first singlehanded circumnavigation of the North Pole. It's such a long, cold, and lonely trip, that even if he's not thwarted by the Russians or ice, he won't complete the adventure until October of next year. God, it makes us shiver just thinking about it.

While we're on the subject of unusual cruising itineraries, check out Jean-François Diné's **From the Orinoco to the Amazon, On a 10-Meter Sailboat**. A onetime *gendarme* on a five-year sabbatical — can you tell he's French? — Diné and his wife Claudette left France with \$10,000 and no sailing experience. While in Africa, they became intrigued with a map of northeast South America that seemed to indicate that there might be a way to take their boat up the mighty Orinoco River, and then going farther inland connect with the Rio Negro, a tributary of the even mightier Amazon River. It took some overland work a la Tristan Jones, but they made it. If you think you know about inland boating because you've been up to the Delta a couple of times, read this book!

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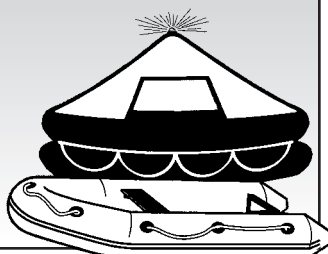
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scientifically proven that if we drink one quart of water each day, by the end of the year we'll have absorbed more than 2.2 pounds of *E. coli* bacteria found in feces," writes an anonymous cruiser. "In other words, by drinking water, we're consuming two pounds of shit per year. We won't run that risk, however, if we stick to rum, vodka, gin, whiskey, beer, or other alcoholic beverages. That's because alcohol has to go through a distillation process of boiling, filtering, and fermenting. And alcohol itself kills bacteria. So in the long run, it's better to drink only rum and talk shit, rather than drink water and be full of shit." We'll have a Mt. Gay and tonic — but hold the *E. coli*-carrying ice.

Cruising quiz. How many gallons of freshwater flow from the locks and down to the sea each time a vessel makes a transit of the Panama Canal? You'll find the answer several paragraphs below.

By the way, the Canal expansion we reported on two months ago — which calls for a much wider third set of locks for post-Panamax ships with up to 160 feet of beam — is not a done deal yet. Because Panama has so few people —

less than three million — and because the expense would be so monumental — about \$7 billion — the project will have to be approved by referendum. But current polls indicate that the Panamanians — who despite all that messy business with Noreiga are very pro-American — support the Canal

expansion by a wide margin. Rather than an expensive third lane, this minority would prefer the creation of mega ports at each end of the Canal, and would have a fleet of smaller ships shuttling all the cargo through the Canal to bigger ships at each end. Talk about inefficiency! For what it's worth, the Canal is now operating at 94% of capacity, and is thus just one more bit of international infrastructure that isn't ready for the future.



Two sailing yachts transit the Miraflores Locks on the Pacific side of the Canal. The Canal is in need of major expansion.

Speaking of Panama, one of our sources there reports that the owners of **Nautipesca**, one of Panama's largest marine retailers, with stores downtown and at Flamenco Marina, has been shut down. According to the source, the retailer had to close because the Panamanian and Colombian owners had been arrested for smuggling drugs with their boats — and a submarine.

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CHANGES

Back in 1984, we pulled off to the side of the road in Tiburon to pick up a hitchhiker, who turned out to be Danny North, son of North Sails founder Lowell North. Man, does Danny seem to get around! Here's his most recent report:

My girlfriend Kaja and I are both in Maine, where she is finishing her degree in music and voice, and I'm seeking a captain's position after a winter spent surfing and working on old cars and boats in San Diego. Our 38-ft cat *Deva*, which is a modified Robin Chamberlin design that was built by OSTAC in Australia in 1982, has been laid up on the hard at Brian Stevens' excellent small boatyard, Cabedelo Nautica, north of Recife, Brazil, since August '04. That's when Kaja and I took the job of delivering a new Brazilian-built Dolphin 46 cat from Salvador to the Annapolis Boat Show. After that exciting trip, Kaja settled down to school while I flew to Greece to relieve the longtime skipper of **Tangaroa**, an Italian-owned Swan 65. Many happy days and thousands of miles under the keel later, I handed the boat back to Martin in Brazil last May. After a bit more work



COURTESY DEVA

Kaja and Danny North's 38-ft cat, as seen screaming along the coast of Madagascar back in 2002. Talk about super sleek!

on *Deva*, I returned to San Diego. And now I'm in Maine looking for work. My dad just bought the J/105 *Triple Play* with San Diego YC partners Larry Boline and Blair Francis with an eye toward the

J/105 North Americans in Marina del Rey next summer."

Sometimes we get **interesting mail**, but don't have any idea who wrote it. Here's one such specimen that seemed to be fueled by a lot of passion: "I spent my freshman year — '04-'05 — sailing some 7,000 miles to eight countries. During that time I made incredible friendships and discovered places that, until then, had only existed in books. It helped me realize that I had been caged all my life, that in fact we all have been caged, and that it took something as drastic as that to make me realize it. My voyage opened me up to a better way of living — it set me free. The fence in my backyard reminded me of the routine life I'd been living, where everything was the same, just living weekend to weekend. When the fence fell down, it represented my release. As we prepare to rebuild it, I realize that I will have begun rebuilding my stagnant life. I will fall back in the routine before I went sailing, and forget all that I have learned along the way."

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IN LATITUDES

designation of the Northwestern Hawaiian Islands, George Bush, the so-called "anti-environment" President, proposed the largest protected marine reserve in the world. And in the process, he revived our inclinations toward civil disobedience. The area in question is between Hawaii and Midway Atoll, which at 1,400 miles in length and 100 miles in width, is larger than the state of Montana. The Northwestern Hawaiian Islands is home to almost 7,000 marine species, about 25% of which can't be found anywhere else in the world. If Bush's plan is approved — the final approval may take a year — fishing should be eliminated in the region within five years. So what's our problem? Under the proposal, visitors — of which there are about three a year, except for Midway itself, which is already administered in a heavy-handed manner — wishing to engage in such benign activities as taking photographs or snorkeling would be required to get a permit. We say bullshit to that! We're citizens of the United States, so that resource belongs to us. So unless activities seemingly

as benign as taking photographs or snorkeling can somehow be clearly demonstrated too harmful to the resource, we'll feel free and justified in engaging in them without a permit. And good luck to the government in catching us.

What's *your* take on the issue?

Eclipse, the 34-ft cat that was designed, built, and sailed tens of thousands of ocean miles by Brit Richard Woods before being abandoned in heavy weather in the Gulf of Tehuantepec months ago, was towed into Panama yesterday, reports John Haste of the San Diego-based Perry 52 cat **Little Wing**. *Eclipse* had been found far out into the Pacific about six weeks ago, stripped and covered in bird poop. Woods turned



COURTESY ECLIPSE

Richard Woods' cat 'Eclipse', found far out in the Pacific, has been towed back into Panama, minus her mast. He already has another cat.

down an offer of salvage because it was too expensive. He's spending the summer in British Columbia building a 20-ft powercat, having already bought a 25-ft Merlin sailing cat — one of his designs — for racing and cruising in the area.

Haste also reports that the old schooner **Ranger**, which had been a fixture in Puerto Vallarta, sank while on the hook

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CHANGES

at Panama during a particularly heavy south swell. Her owner then contracted to have her refloated. It took 150 barrels and four days. As for Haste's cat *Little Wing*, she's just fine, thank you.

George Benson, who cruised the entire coast of California aboard his modified Coronado 25 **Teal**, has published his north of the Golden Gate Guide Book titled *Cruising the Northwest Coast, From the Golden Gate to Port Angeles — An Aid to Near Shore Cruising Along the Northwest Coast of the United States*. The book features 125 photos. Impressed by his achievements on a small budget with a small boat, we featured Benson in the May issue *Changes*. If you can't find the book at any of the normal sources, email him at teal.georgebenson.us.

Dave (K1BGD) aboard **Carlota** — boat type and hailing port unknown — has some advice for our readers:

"If you see a guy wearing a green T-shirt with 'Help, I've Started Talking And Can't Shut Up' written across the front, be sure to go over and meet the wearer, who I guarantee to be a fountain of information on cruising the Pacific Coast of Mexico. More important, the person



Patrick Malone of Puerto Lopez Mateos, a ways north of Mag Bay, is the guy wearing the green T-shirt for being such a help to cruisers.

wearing the shirt would love to tell you all about it. The green T-shirts started as a joke by radio hams more than a decade ago, and they are awarded to those hams who have not only been very active on the

Mexican ham nets, but also have done that extra bit to provide services for their fellow cruisers and local communities.

"This year's recipient, **Patrick Malone** (KF6GSD), is a great example. He and his wife Alicia (KF6GSE), started their most recent Mexican cruise in '97, and soon settled in at Puerto Lopez Mateos, which is in the upper reaches of Mag Bay. As well as being Net Manager of the South-bound Net for several years, Patrick was kept busy providing assistance to cruisers passing through the Mag Bay area. He also compiled weather forecasts and provided them to the various nets during that period before Don Anderson established his shore station. In addition, Patrick and Alicia were instrumental in setting up a medical clinic in Lopez Mateos that allows the Flying Samaritans to service several hundred patients during their monthly visits. Among the Malone's latest projects is providing wireless internet service for the entire community. Right now it reaches down to the harbor, and is another reason for making a trip up the Bay, a trip made much easier by their excellent sketch charts of the

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IN LATITUDES

passage from San Carlos to Lopez Mateos. Well into their second decade, the Green Tee continues to symbolize the active ham community here in mañanaland."

While covering a West Marina Pacific Cup in Hawaii about 15 years ago, we picked up a souvenir t-shirt that we really liked. It honored "**The Old Kau-Kau Man**", who tended to be a withered and skinny guy of Asian decent who used to walk around with a branch across the back of his shoulders, from which hung the basic contents of an entire hardware store. It's a Hawaiian tradition that's no doubt long gone in this age of Costco. But we were reminded of a few months ago in Mexico, when a pick-up truck that seemed to be the Mexican version of the 'Kau-Kau man' pulled up near where we were standing. The truck, as you can see from the photo, was loaded



Fear not, for the Mexican version of the Kau-Kau man has whatever it is you might need somewhere in or on his truck.

down with all the household essentials. "Hmmm," said Capt. Doña, "I could use a couple of buckets." And before a few minutes had passed, she'd purchased them. The business traditions of Mexico

can seem surprising to Americans. For example, when you're having breakfast at a restaurant, it's not at all unusual for a vendor of sliced mangos on a stick or baked goods to walk up to your table and try to sell you some. If any vendors tried that at McDonalds or Starbucks, they'd be escorted out immediately.

Answer To The Cruising Quiz: According to the folks who run the Panama Canal, it takes

52 million gallons of freshwater for any vessel — even a little 25-footer — to make a Canal transit. Which is why, of course, nobody should complain about the rain in Panama. For without the heavy rainfall, the Canal couldn't function. If the massive new Canal locks are approved, they will require a special system to recover some of the water used in each transit.



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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.

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CATALINA CAPRI 26, 1992 with 2003 Honda 9.9 ob. New 135 furling jib, full batten main, extra clean and island-ready. \$14,500. Call for email and photos. (951) 236-9502.

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CATALINA 27, 1984. Loaded. New Quantum full batten main and jib, Harken furler, standing rigging, lifelines and coastal dodger. Sleeps 6, diesel, cockpit cushions. Fortman Marina berth. Great Bay boat. \$19,500. (510) 865-2942.

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CATALINA 25, 1985. Good family cruiser in great condition. Swing keel with trailer. Raymarine ST1000 tiller pilot, Horizon speed and depth, Contest compass, all new in last two years. CNG stove. Newly finished brightwork. 9.9hp Honda outboard. \$11,500. (209) 832-9715.

PEARSON 26 OD, 1978. Hull #29. 9.9 Evinrude w/electric start, Pineapple sails, wheel, roller furling, custom rudder, whisker pole, new standing rigging 2004, sail cover 2005. Great daysailer. Extra sails: Genoa, main. \$7,000/obo. Berthed in Richmond. Gary (510) 889-8959.

SEAWARD 25, 1990. Well maintained. Tiller, 8 hp Tohatsu with remote start and controls. Galvanized dual-axle trailer with surge brakes, new tires and extendable tongue. Details and pictures: <<http://sward566.photosite.com>> Long Beach, delivery negotiable. \$15,500/obo. (714) 457-2078.

CAPRI 25, 1982. Currently in SF. Honda 7.5 4-stroke, sails, trailer, etc. Priced to move. \$3,500/obo. To view pics go to: <<http://www.ecassels.com/capri25.html>> Email: ecassels@excite.com or call (775) 265-4235.



CATALINA 250, 2004. Water ballast, swing keel, 8 hp Honda, depth/knot meter, VHF, GPS, CD stereo, wheel steering, carpet & shades, custom interior, roller furling jib, asymmetrical spinnaker, Baja awning, galvanized trailer w/mast raising system, LP stove, \$24,500. (707) 792-6948.

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PEARSON ARIEL 26. Good condition. 9.9 Evinrude, new paint top deck and inside. Good sailing boat. \$2,000. Ron (925) 759-7129.

CATALINA 27, 1978. Dinette, diesel 350 hrs, dodger, bimini, 60%, 110%, 130%, double reefed main. Lines led aft, cockpit cushions, BBQ, swim ladder and much more. Clean. Well maintained fresh water boat. Reasonable offer accepted. Ken (925) 776-5609 (eves).

CATALINA 250, 2005. 8 hp Honda electric start. Wheel steering, stern seats, cockpit cushions, depth and knot meters, jib furler, bottom paint. Galvanized trailer. All like new. Cost \$42,000. Asking \$32,000. Kevin (408) 205-0201 or (408) 848-8840.



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RANGER 26, 1972. Excellent Bay sailer, fixed keel, very sound. 1 set of sails, Evinrude 5 hp outboard, well laid out cabin, teak cabinetry, sink, table, etc. Porta-Potti, sleeps 3+. Needs bottom paint. Priced \$2,600. (707) 616-4354.

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LANCER 25, 1978 with trailer. Standing head room, 7.5 4-stroke Honda, 2 main, 3 jibs. Shoal keel, fun camping boat. Porta-Potti, new VHF, depthsounder, 2-burner stove, sink, 2 anchors. Great shape inside/out. On Delta. \$6,000. Shaun (530) 587-0682.

CATALINA 250, 1998. Wing keel, 9.9 Honda electric start, cockpit cushions, pop-top cover, shore and solar power. VHF, AM/FM/CD stereo, roller furling, solid vang, lines led aft for easy sailing, original owner, many upgrades, better than new. \$15,950. (530) 713-9800.



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CAL 2-25 Mk II, 1979. \$7,500/obo. Jensen sloop, surveyed 8/03. Yanmar YSM8, 300 hours. New standing rigging, hauled, bottom painted, 8/03. North main and jib, good. Large V-berth, head, sink, forward. Galley, sink, icebox, pressure water, all safety gear. Inverter, 2 battery combo, electric and manual bilge. VHF, new compass, depthsounder. 10-ft inflatable. Located Paradise Cay, Tiburon. Call (707) 585-0318 or maclumley@gmail.com.

CATALINA 27. Completely new standing and running rigging, new lifelines, recently serviced Universal engine, rebuilt winches, all new electrical, new Windex, new MOB pole, new hatchboards, cleaned and polished, probably the best on the Bay. In Sausalito. \$75,000. Tom (415) 331-3400.

29 TO 31 FEET

CAL 29. Roller furling genoa, jiffy reef main, spinnaker. Navico autopilot with Garmin GPS. Full instruments and marine radio. New ss water, gas and head tanks. Come see and try out at Berth D6, Corinthian Yacht Club. \$8,500. (415) 435-9928.

HUNTER 290, 2001. \$10,000 upgrades for 2004 Baja Ha-Ha. Radar, autopilot, GPS, spinnaker and sock, jacklines, spares. Spacious salon, 2 cabins, galley with stove, shower/head. Furling headsail, self-tailing winches, inboard diesel. Capable coastal cruiser. \$54,950. Rick (510) 620-1969 or rjwhitfi@comcast.net.

CATALINA 30, 1980. Universal diesel. Wheel steering, two batteries and charger, good bottom and upholstery. 150, 110, 90. \$13,000. (650) 869-5852.



MORRIS/VICTORIA LEIGH 30, 1984. Chuck Paine design. Hasse/Port Townsend sails, Artful dodger, Brion Toss rigging, Spectra watermaker, Monitor, Furuno, etc. Turnkey, ocean voyager. Details and photos: (360) 421-6909 or email: svtrinket@yahoo.com.

ISLANDER 30, 1973. Volvo MD2020 300-hour diesel. Roller furling, Force 10 propane stove, sunshade, dodger, 316 ss rigging with Stayloc. Cruising spinnaker, Maxwell windlass, radar, GPS, Autohelm 1000 and 4000, 4-person liferaft, EPIRB, 75w solar panels, refrigeration, much more. \$18,000/obo. (858) 220-2780.

NEWPORT 30 Mk II, 1976. Great Bay boat, race or pleasure. Atomic 4 runs perfect. Sails in good shape. Dinette interior. Berkeley berth. \$10,000. Call (415) 332-2417.

PACIFIC SEACRAFT MARIAH 31, 1978. Cutter, LOA 39', singlehander. Monitor self-steering, lines led aft. Tillermaster, sails, chain rode, new windlass, diesel. Montgomery 9'6" sailing dinghy with 2003 Honda 8 hp. Boat: \$52,500. Ownership of 35' mooring in Newport Beach Harbor: \$37,500. (714) 381-5610.

ISLANDER 30, Mk II, 1971. Old classic warrior looking for new TLC owner. Prime berth, Berkeley Marina, upwind O dock. Second owner. \$5,000. Email for full particulars, good and bad, via return email: islander30.1971@yahoo.com.

FOR SALE IN LA PAZ: LUNARGLOW. Cascade 29 cutter, bowsprit and swim ladder. Factory cabin and deck, aluminum toe rail. Total restoration in 2000. In the Sea of Cortez this year. Everything works. Lots of gear for cruising, Yanmar 2GM20, very good. 5 sails. \$14,500/offers. Email: mariame2k@yahoo.com for photos and info.



ISLANDER BAHAMA 30, 1979. Roller Furler jib, Main sail in very good condition. Boat hauled and bottom painted July 2005. \$20,000. Call Rich (408) 735-7666.

CATALINA 30, 1990. Lake Tahoe boat. Wing keel, 23 hp diesel, under 200 hours. Walk-thru transom, roller reefed jib, wheel, self-tailing winches. New cockpit cushions. Hot/cold pressurized water. \$35,000. (775) 624-0111.

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. \$87,500. <<http://www.members.cox.net/ps31capella>> (805) 895-4189 or ps31capella@bigfoot.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. \$13,750/obo. Call Ryan (831) 234-3229 or Geoff (831) 595-4180.

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WILLARD VEGA 30, 1974. Many extras, reduced to \$49,000. Located in Alaska, sail south through the Inside Passage. See <www.ads-promo.com/willard.html> or call (907) 472-2502.

ISLANDER 30, Mk II, 1971. 4-cyl gas inboard. Alcohol stove/oven, BBQ. Depthfinder, CB and radio. New bottom paint, zincs, standing and running rigging, carb, batteries, blower, engine tune up, tiller cover, refurbished mainsail. Sails include spinnaker, 2 storm jibs, 100% & 130% genoas. Mahogany interior. 5 lifejackets, lots of extras. Sleeps 4 comfortably. Asking \$14,900 but motivated to sell. (831) 915-6783 or drbradcase@aol.com.



TRINTELLA 29, 1968. Trailerable Blue Water Cruiser. Excellent condition and well outfitted for cruising. New paint, varnish and bottom. 5 sails, newer Perkin's 30 hp diesel, windvane, charts for Baja and the Pacific Northwest. 1996 custom trailer included. \$30,000. Call for complete list of equipment. (619) 276-2531.

CASCADE 29, 1974. Beautiful, clean sloop. New \$2,000 main, radio, lifelines, batteries. Rigging good. Extensive recent work on Atomic 4, runs great. Tridata, GPS. Pt. Richmond berth. Must sell, \$8,500. Call (707) 578-0130 or email: gffpwr@yahoo.com.

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 & Fun. \$79,500. gary@racelectric.com or (530) 583-9133.

BRISTOL 30, 1972. New List reconditioned A-4. Monitor windvane. VHF, full keel, tiller. Located San Rafael. \$9,000. Will trade for Yankee Dolphin with trailer. Need to sell. Talk to me. Call Kevin for appt. (775) 843-0891.

CATALINA 30, 1980. Atomic 4 gas plus 15 hps Johnson longshaft stern installed. Wheelsteering, hard dodger, cockpit canvas, safety nets, very clean! Please e-mail with questions and your phone number to: chefanton@gmail.com. I will call you back. Thank you.

SANTANA 30 SCHLOCK SLOOP. Good condition. Big sail inventory. Volvo diesel just overhauled. New batteries. Clean, cozy interior, sleeps five. Spinnaker pole track and gear, AC-fitted throughout. Berthed Sausalito. \$10,500. Call (415) 497-0777.

NEWPORT 30 Mk II, 1982. Gary Mull design, in excellent condition inside and out, 2-yr-old main, 3-yr-old 90% jib, spinnaker, Harken furler, Lewmar self-tailing winches, diesel engine serviced Oct. '05, lines led aft, new bottom paint Oct. '05, new standing rigging Feb. '05, lifelines 5 years old, compass, depth and knot meters. Great cruiser/racer. Sleeps 6. Asking \$21,500. More details and photos available by email: lee1@pge.com or call (925) 933-9890 (eves) or (415) 973-2331 (days).

CATALINA 30, 1978. Wheel, A-4, fresh bottom, on-demand hot water, pressure water, shower. Autopilot, Harken furling, spinnaker and spin poles. Battery charger, safety gear and more. \$15,000. (530) 541-3525.

ALBERG 30, 1972. 2000: New FWC Yanmar, fuel tank, standing rigging, electrical, hull valves, paint. 2002: holding tank, heavy ground tackle. Cabin liner, galley, VHF, dodger frame, three jibs, cockpit manhole, and more. \$18,500. Call (415) 584-7446 or email: williamschuetz@yahoo.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. \$7,500/obo. Motivated. George (707) 882-2942 (wk) or (707) 882-2321 (hm).



CHEOY LEE BERMUDA 30 KETCH. Located Berkeley Marina. Great boat, has lots of sails, inverter, Volvo MD-2, depthsounder, lots of teak, fiberglass hull, new 6' dinghy, needs some TLC. \$10,000/obo. (775) 782-9140 or (775) 750-4775.

PACIFIC SEACRAFT MARIAH, 1979. LOD 31', LOA 36', LWL 25', beam 10'9", draft 4'5", displacement 6,000 lbs, ballast 6,000 lbs. SA 596 sq ft, headroom 6'5". Fiberglass hull double-ender with full keel and cutaway forefoot. Steering by wheel or emergency tiller. Staysail, roller furling foresail and fully battened mainsail. 30 hp Yanmar diesel, serviced 10/06. New standing rigging 9/03. Bottom paint 6/05. Radar, GPS, VHF, SSB/Ham, Muir windlass and much more. \$83,000. Call Richard (415) 927-2765 (MWF, 10 am to noon or M thru Th 7-9 pm).

CAL 2-30. Full keel, new Yanmar, recent polyurethane inside and outside. Heavy-duty lifelines. For further info: onlyoneturtle@yahoo.com or call (619) 427-2810 (7 pm).

PEARSON 30, 1975. In great shape. Fast and fun. Atomic 4, VHF, GPS, depth, speed. Sails: 90, 150, gennaker, 2 mains with jiffy reef, all good condition. New: Batteries, prop shaft, running rigging and extras. \$6,500. Matt (510) 526-3484.



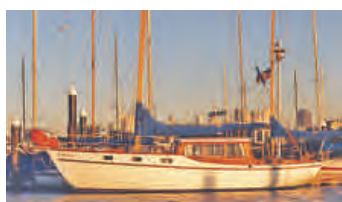
RANGER 29, 1972. Gary Mull design. Race/cruise. Reliable Atomic 4 engine. Good sail inventory: 2 mains, 3 jibs (90%, 120%, 150%), spinnaker, gear. Two anchors, full galley, pressure water, head with second sink. New strut and bottom job Oct. 2005. 20 years, same owner. \$9,950. (650) 771-1945 or (831) 566-1300.

RAWSON 30, 1981. Offshore ready. Spacious, comfortable and strong. Rebuilt Volvo diesel, radar, GPS, SSB, windvane, fridge/freezer, 6 sails and much more. Asking \$39,000. In La Paz, Mexico and ready to sail the world. Email Jay: travellinglows@yahoo.ca.

32 TO 35 FEET

CATALINA 34, 1989. Excellent condition, never chartered, roller furling, diesel, refrigerator, H/C pressure water, charger, GPS with navigation computer, stove, TV/stereo, depth, knotmeter, wind speed, VHF, beautiful teak inside and out. \$46,500. Call (408) 888-8423 or email: jrreilich@yahoo.com.

SOVEREL 33-2, 1985. *Flexi Flyer* is a winner. Fast, beautiful, well maintained, new bottom, fresh sail inventory. See: <<http://flexiflyer.blogspot.com/>> \$31,000. (408) 656-9919.



CHEOY LEE ALDEN 32, 1971 PILOTHOUSE KETCH. Long range coastal cruiser. Heated wheelhouse. Heavy Lloyds A-1 glass hull. Lovely husky lines. Needs much repair and TLC. Motor seized. Sausalito. \$12,500. (415) 465-1656.

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.

RANGER 33, 1979. Custom mast and boom, 80 gal water tank, dodger, Avon with 8 hp outboard. Monitor windvane, oversized 9-winch package, Yanmar diesel, lots of spare parts. Charts, fishing gear, propane range, good condition. Located in PV. Ready to cruise. 40-ft slip for sale or rent below marina rates. Equipped for racing and cruising. Over \$50k in upgrades, a steal at \$25,000. Marc (510) 965-1934.

MORGAN 33 O/I, 1976. \$33,000. New Volvo, feathering prop 60 hours. Quantum main, 110% headsail 3 years old. New electronics. Hard vang. Clean and big, 11.8' beam. Liveaboard. Displacement and sea-kindly shape handle Bay winds comfortably. See: <sepwww.stanford.edu/sep/brad/Pics/Boat/Interior/> Brad (650) 400-6158.

GARDEN KETCH 35, 1970. 2-inch concave cedar planking on oak frame. Hauled out in Dec. 2005, 2 coats of bottom paint, green hull. Rudder beefed up, full keel. North sail installed main and mizzen. Perkins 4-108 new diesel tank, turnkey ready. \$20,000. Call Sam (707) 884-4836.

J/105, 2001. New bottom, full suit of racing sails: 3 spins, 2 mains, 2 jibs. B&G inst, GPS, autopilot, wheel. \$120,000/obo. (415) 812-3277.

RIVAL 32, 1975. English-built to Lloyd's standards. Very strong and excellent sailer. Great for the Bay or bluewater. Many upgrades. 20 hp diesel, propane stove, VHF, depthmeter, knotlog and more. Need quick sale. \$29,500/obo. (530) 637-1151 or (916) 541-9999 (cell).



CATALINA 320, 1998. Beautiful fresh water Lake Tahoe sailboat in excellent condition. Detailed information on website: <www.synaptec.net/catalina> or call Richard (775) 848 8520 (day/eve).

1988 GULF PILOTHOUSE CUTTER 32. Fully loaded, plus davits, 9' Avon with Evinrude. Many accessories. Year moorage paid. Lots of teak. Beautiful yacht. Very good condition. Original manuals. Call for complete list, pictures, and appointments. Winchester Bay, Oregon. \$55,000. (541) 942-9307.

ERICSON 32, 1974. Universal diesel 2002. Standing rigging new 2004. Hal-yards led aft. Recent haulout 2005. New plumbing and head. Pressure water, oven, 3-burner stove. Great boat, ready to sail the Bay today. \$22,000. (775) 342-8145.



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CATALINA 34, 1987. Price reduced, new boat arrived. Clean, well maintained. New dodger 8/05. Roller furling, Heart inverter/charger, autopilot, new cutlass bearing, large battery bank, with separate start battery. Spinnaker and whisker poles. Reliable diesel, less than 1,000 hours. \$47,000. Hank (916) 715-9161.

SCHOCK 35. Fast, clean and original, nice condition, VHF, WP, WS, depth, log, speed, tiller, good sails. \$44,500/obo. Lying So Cal. (702) 374-2787.



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 work. Very clean, great all-weather sailer. Liquidation sale. \$10,700/obo. Mike (925) 325-6301.

ENDURANCE 35, 1988. Located in cruising paradise: Sea of Cortez. FRP hull, pilothouse, cutter, 36 hp Volvo diesel, 2 helms, complete new paint, teak deck, teak and mahogany interior. A real beauty. Priced well under survey. For complete info and photos email: larryhoffman@hotmail.com.

CHRIS CRAFT CHEROKEE 32, 1968 by Sparkman & Stephens. Many upgrades and custom features. Strong, beautiful boat. Custom teak interior. Extensive extra gear. Needs TLC. Call for pictures and complete gear list. \$15,000. (707) 334-8595.

32-FT COLUMBIA 5.5. Open cockpit racer/daysailer. Excellent sail inventory. \$2,800. (707) 644-3366 or farwest33@msn.com.



CS 33 SLOOP, 1981. \$21,000. Cruiser/racer. Boat is in good condition, New engine in 1997. In 2004 fitted new sails, instruments, wind generator, autopilot and fridge. Berkeley Marina. Must sell before mid-August as I'm leaving the country. Call (415) 425-0483.

RAFIKI 35, 1980. Must sell this beautiful offshore cruiser/live-aboard in excellent condition, professionally maintained. New jib, roller fuller, cushions. Teak decks, rails and trim. Loaded with accessories. A solid deal at \$40,000. South Beach Harbor. (415) 748-2865.

32-FT SLOOP BY LEGENDARY SWEDISH builder Marieholm. New rigging, fasteners, autopilots, etc. Beautiful and cruise ready, built for Mexico or the world. Must see, lots of sails, A-1 shape. Asking \$27,500/offers. Call Todd (510) 575-5880.

ALDEN 34 SLOOP. Perkins diesel engine needs work, good sails, sleeps 4, private head, shower, galley. Could be a nice live-aboard. Berthed in San Leandro. \$7,500. Jim (209) 786-6003.

ROUGHWATER 33. Thomas Gilmer design. He designed the Southern Cross 31 sailboat. This is a strong, proven circumnavigator. Fiberglass. Traditional double-ender. Lots of teak. Sloop with removable forestay for storm jib. Storm trysail. Furl-Ex roller furling on headstay. Fleming windvane (outstanding). Tiller-pilot (electronic) by SIMRAD. Solar panel. Simpson-Lawrence windlass. PUR-40 watermaker. Furuno GPS. Professional epoxy barrier coat on bottom of hull. Reliable 20 HP Yanmar diesel. \$34,500. (650) 851-7795.

1D35, HULL 29. Outlaw. Always dry-sailed, freshwater boat. Quantum sails: 3 mainsails, 7 jibs, 6 spin, 1 code 0. B&G Hydra2000 Ocean Package, Garmin GPS-MAP 180, NAVTALK, Autopilot ST2000, and Triad trailer. One-owner boat, stored in an indoor heated facility. Sailed only 3 major regattas per year. Boat located in Muskegon, MI. Transportation can be arranged. Call Mario (415) 546-7245 or email: mario_yovkov@yahoo.com.



32-FT DREADNOUGHT. Ketch rigged, 10 tonner, built 1976 Bay Area. Costa Rica vet. Sabb diesel, 5 sails, 100 gals water, 100 gals diesel. Long-range passagemaker. Exceptionally strong boat. \$32,000. Call for details: (541) 890-0432.

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.

CAL 35, 1981. This vessel has received impeccable maintenance and is in excellent condition. It has an extensive list of equipment that makes it a completely self-contained cruiser. It is comfortable, fast and strong. Call (619) 840-1011 or tntaune@msn.com.

36 TO 39 FEET

OKAY, YOU CAN GET MY 1981 C&C Landfall 38 for only \$700,000. Heck, I paid 50 for it, and I've dropped another 113 in the last five years, but that was just parts. We figured it out, and I've spent about 4,000 hours of my own time working on it, and at \$100 an hour that's 400k right there. So my boat is worth 550k out of the gate. Figuring in the cost of money and a reasonable rate of return, it has to be worth 700k, right? Right? (This would be a good time to giggle.) If you have \$700k to spend on an old boat, visit my website: <www.wbryant.com/StellaBoat/> No lower offers will be accepted.

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 \$56,000/obo. For pictures see <<http://www.ilpp.org/personal/boat/>> Call (510) 486-8340 or email: kal@ilpp.com.



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. Will consider offers. Tamme (408) 956-1849 or (408) 646-7621.

HUGHES 38-FT SLOOP. Built 1970 in Canada. 60 hours on new engine. Pictures available. Asking \$36,000. Possible Monterey slip. Call (831) 915-4984 or (831) 775-2475.

LAPWORTH 39. Sonata is a 1958 wooden classic. \$20,000. Hauled 2005 with multiple repairs, now very sound. Complete set sails and engine. See: <<http://www.satnews.com/sonata>> Call Donn (510) 649-1346.

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) 497-9078.



CATALINA 38, 1984. S&S design. \$46,500. Universal diesel, radar, 6' 2" headroom, new propeller, Lewmar self-tailing winches, Sausalito berth, documented, pressure hot/cold water, double sinks, two-burner CNG stove and oven, roller furling jib. Motivated seller. Call Richard at (415) 235-2165 or email: mybluemagic38@gmail.com.

CATALINA 380, 2000. Easy to sail with roller furling, full batten main, 2-speed Harken electric halyard winch, standard rig with fin keel. Yanmar 40 hp diesel, under 400 hours. Autohelm 6000 with remote control. Full Bay and Delta canvas and bimini. A great boat, lightly used, loaded with accessories. Zodiac w/with 9.9 ob. Located in Alameda, CA. Original owner is retiring from boating. Email: rjstil@comcast.net or call (530) 301-3634. No reasonable offer refused.



OHLSON 38, DARK HORSE. Totally restored and ready for singlehanded sailing. See website: <www.frequentlywrong.com/boat.html> \$187,500. (510) 521-9268 or email: cjscon@pacbell.net.

ANASTASIA 32. 38-ft LOA. Double-ended, heavy displacement, cutter, 6 bags sails, Yanmar 3 cyl diesel, never sunk, some minor damage, needs TLC. No reasonable offer refused. Asking \$9,950. Ship home from Pensacola, FL and save on a real cruiser. Photos: <www.bshmarine.com/extras> (850) 572-1225.

ALLIED MISTRESS 39, 1971. Cheerful center cockpit ketch, ideal liveaboard/family cruiser. Roomy aft, forward cabins, 1.5 bath, full sail inventory, sensible engine room with reliable Westerbeke. Ventura. Rugged: Perfect for Channel Islands or long distance. \$35,000. Dan (805) 390-4110 or email: danlesmcleod@hotmail.com.



COLUMBIA 39 TALL RIG CUTTER, 1971. New: Engine, trans, rigging, plumbing, cushions, covers, brightwork. Davits with inflatable, 6 hp Nissan. Autopilot, 6 bags sails, room, storage, comfort like 50' vessel. Email for photos: islandinspired@earthlink.net or larsons44@hotmail.com. \$49,000/trade. (949) 547-1000 or (949) 232-3670.

MAITREYA, 38-FT INGRID design double-ender, well-built ferro cement hull, tapered aluminum mast, cutter rig with new stainless rigging. Needs new sails. 30 hp Farymann diesel. Cruised the tropics to Alaska. Available July 7, 2006. \$55,000. Pt. Richmond. (510) 215-1045.

CATALINA 36, 1987. Universal diesel, new sails and standing rigging, self-tending roller furling headsail. Dodger and full cockpit bimini and enclosure. Loaded with every option including air conditioning. No blisters, like new, beautiful condition, must see. \$69,000. (925) 228-2852.



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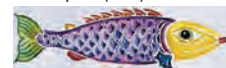


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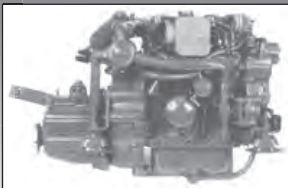
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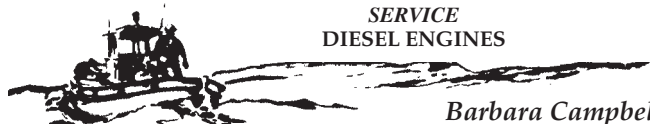
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34-FT BROWN TRIMARAN. Hull's completely rebuilt. Amas freshly painted. 2-cylinder Kubota diesel. Cutter rig, extra sails. Many extras. Photos available upon request. \$18,000/obo. (925) 584-7658.



18-FT ALPHA CAT. \$1,250/OBO. Extra power from 10-ft beam. Special tilt trailer, highway legal. Newer sails, trampoline and trapeze. Photos by fax, no Internet. Ray (209) 772-9695.

CORSAIR F28R, 1997. Excellent condition. Carbon mast and boom, Calvert sails, extra spinnaker, 8 hp Honda, updated rigging, Tacktick Sailmaster, all safety equipment. Pacific trailer. Long Beach, CA. Asking 75,000. See photos & details on: <www.multimarine.com> Call (562) 938-7623 or email: joreilly@kubota.com.

CATANA 53, 1994. Outstanding ocean class performance cruiser. Recent refit, repower, and survey. Custom rigging. 4-cabin owners layout. Bluewater outfitted, set up to be sailed by two. Proven, safe, and comfortable. Extensive equipment inventory. \$539,500. Delivery/orientation available. Info: svtizza@hotmail.com.

37-FT SEARUNNER TRI. Cutter, roller furl jib, 2 spinakers, GPS, depth, radar, watermaker, extras. \$42,000. (707) 442-3124.

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PACEMAKER 26, 1970 POWERBOAT. Great fishing boat, great liveaboard. Stove, sink, drawers, table seating for four, flybridge. Hull in excellent condition, built like a tank. Very seaworthy, steering wheel above and below deck, spacious V-berth bed and closet space with several nice wood drawers. Classic design with bow lights shining on water. A classic boat with a lot of potential. Engine not running. Transferable Berkeley slip. \$500. Call Dave (415) 577-9876.



28-FT MONTEREY CLIPPER by Anderson & Christofani, 1918. Hauled 10/05. Sound condition. Detroit 2-53 diesel, fresh top end 2004. Engine produces 7 knots and burns 1 gph. Fisherman's Wharf berth available. Currently working. Fully equipped. New boat coming. \$8,500. (510) 830-7982.



42-FT FIBERGLASS RAWSON/MONK 1969, long-range trawler. Supremely outfitted good condition. 800 gals. diesel, Naiad stabilizers, hydraulic Get-home, rebuilt Detroit 453, keel coolers, storm plates, liferaft, EPIRB, 2 new generators, 2 radars, 2 Nav-Trak Laptop Nav Systems, 2 windlasses, weatherfax, SSB, color depth-sounder, autopilot, isolation transformer, bimini, 1800 watt inverter, 4 anchors, watermaker, 2 refrigerators, 2 microwave ovens, watermaker, Webasto heat, roomy salon and galley, island bed, 2 heads, Lectra-San, stand-up shower, new carpeting, stern davits, AB inflatable with 9.9 Honda outboard, Honda Elite motor scooter and much more at: <http://www.sheerfolly.net>. \$100,000. (831) 429-1780.



25-FT BAYLINER WITH FLYBRIDGE, 1984. New freshwater-cooled engine. New Volvo outdrive. Fishfinder, GPS, VHF, canvas. Excellent condition. \$17,250. (510) 481-5522.

1979 HERSHINE SAN FRANCISCO trawler. Single 120 hp Lehman diesel, teak removed from main deck, deck refinished by Svendsen's, bottom paint 5/06, Webasto heater, AC/DC/propane fridge, propane stove, possible liveaboard slip in Redwood City. \$79,000. (650) 867-0946.



\$89,000. 50-FT CUSTOM remodeled former WWII mine sweeper. Spacious interior includes loft bed, living room, large, fully-equipped kitchen featuring generous counter space, antique Wedgewood stove, dining table that comfortably seats up to 8, plus bathroom with claw foot tub. Lots of storage space, including cement-slab 'basement' where engine used to be. Fully furnished with satellite dish and recently repainted interior. Electricity, water, the works. Fully transferable liveaboard status on one of Sausalito's most quiet and scenic docks. Outstanding views. Wooden hull refurbished in 2002. Also comes with small dingy. Step out your front door and take a paddle on the Bay. Email: jake33383@yahoo.com for info.



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.

GRAND BANKS 42, 1968. Diesels. Hull refastened, decks and flybridge glassed/non-skid in 2000. Project boat with potential. Numerous parts for custom or classic finishing: Arched teak doors and maple T&G overhead. Health causes sale. Needs finish work. (805) 234-1588.



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.

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63-FT CHRIS CONNIE, 1953. Sleeps 9, 4-burner propane stove with oven, huge refer with two large remote freezers, HWH, washer/dryer, two salons, one with bar, 3 heads, 2 showers, 3,000 watt inverter, windlass, radar, sonar, depthsounder, VHF, twin GM 320 hp diesels, 1,000+ fuel, 300 water, 2,000+ mile range at 10 kph. \$159,000. (925) 209-5993.



1989 GRADY-WHITE 22 SEAFARER Hardtop, 225 Yamaha, Comnav AP, Furuno radar, Furuno GPS/plotter/fishfinder, Icom VHF, auxiliary fuel tank, Scotty downriggers, Popannete outriggers, live bait tank, Pacific galvanized double-axle trailer. Too much to list, excellent condition. All service records. (415) 310-9595.

1963 45' SANTA BARBARA TRAWLER. Strip-plank mahogany over 12" rib construction. 1,500 hrs. on 1988 Cummins turbo diesel, 2.5 gals per hour at 9 knots, 700 gals fuel, 375 gals water, 12,000 kw Onan diesel gen., 3,000 watt inverter, radar, GPS, ss davits, new AC/DC wiring. Fully-enclosed flybridge. Aft master stateroom with LectraSan head, shower. Forward stateroom with head and 40 gal holding tank. Teak and mahogany interior with teak and holly floors, heat and A/C. Fantastic liveaboard, excellent bluewater cruiser. \$128,500. (209) 483-8571.



26-FT CAULKINS BARTENDER. One of the best offshore boats ever built. Fresh 300 Series Chrysler FWC V8, 43 mph. Excellent condition, trailerable, sleeps 2 with head, large cockpit. Hauled 10/05. Type used by USCG and Aussie Beach Patrol. \$16,500/firm. (510) 830-7982.

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1977 28-FT CHRIS CRAFT EXPRESS cruiser. Great family boat, sleeps six, galley, head with shower, VHF, depth, windlass, 6'5" headroom, repowered with 80+ hours, fresh tune-up, oil, etc. Bottom redone 2004. \$13,500. Must sell. (707) 486-9647 or (707) 433-2116.



17-FT BOSTON WHALER, MONTAUK-style. 80 hp Mercury ob. New blue bimini sun-shade and seat covers. LR 20 gal fuel tank. newer fat tires on custom trailer. Perm plates. \$9,500/obo. Ray (209) 772-9695.

GREAT LIVEABOARD. Steel reinforced concrete hull. Built 1979, Sacramento, CA by FiberSteel Inc. Model Valejo. LOA 60 x 16' beam, 120 hp Gray Marine diesel/gears. 3 staterooms. Master with walk-in closet. Sleeps 6. \$20,000. Curious? Visit: <http://home.comcast.net/~gary.keeney>



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.

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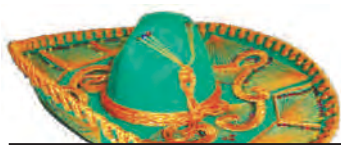
CATALINA CAPRI 30 racer/cruiser. Sausalito berth. New sails and new running and standing rigging 2003. Large cockpit, mechanically simple. Seeking 1/3 equity share for \$3,300 and share of maintenance costs. Photos at www.shutterfly.com/pro/lance/aggressor Call Lance (650) 703-3997 or David (510) 594-8240.



BENETEAU 393 PARTNERSHIP. Equity or non-equity available. Beautiful 2002 39-ft cruiser. Sausalito berth. Fully equipped, full electronics. Great sailing boat and comfortable below. Carefully maintained. Two cabins, large salon. Down / monthly variable on share. (415) 331-4900 (day) or (415) 332-4401 (eve).

ERICSON 27. Berthed in Santa Cruz Upper Harbor, Monterey Bay. \$5,000 equity share plus \$200/month. Seeking enthusiastic sailor, experienced or willing to learn. Call or email Paul: (831) 475-4012 or paul@sablestudios.com.

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CT 41, 1974. Documented, well maintained. No teak decks, watermaker, solar panels, sunshades, ready to cruise now. Website: <www.svsprit.com> In La Paz, BCS. \$65,000. Email: info@svspirit.com for complete list or call 011-52 (612) 104-5880.

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EQUIPMENT NEEDED FOR 42-FT sailboat: 120 watt solar panels (2); washing machine 24-3/4" w x 33" t x 23" d; EPIRB; anchor chain; chartplotter; sextant; asymmetrical spinnaker; sea anchor; South Pacific charts; wind generator; tri-color mast light; drogue; portable watermaker; binoculars; block, tackle, shackles (cruising spares). mwgann@yahoo.com.

45# CQR ANCHOR. Used or new. Call John (510) 754-6287 or email: J_kiesling@charter.net.



20-FT ZEPHYR in sailing condition. Would love to find a fiberglass boat but wood is OK. I started with one, want to finish with one. Call Nancy (209) 957-3361 (hm) or (209) 470-3361 (cell) or email: nancysilvershadow@comcast.net.



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TWO YANMAR 52 DIESEL ENGINES each with 3,000 hours, Model #4JH2E, with or without saildrives, Model #SD31. 74-ft mast designed for catamaran. Teleflex Capilano hydraulic steering parts. Call (415) 269-5165.

ICOM 706MKIIG with auto tuner, SCS Pactor Pro, 3-Kycerra KC 120w solar panels, big Baja fuel filter, EPIRB, bilge pump, Magma BBQ, inflatable kayak, parts for 150 hp Ford Lehman. After 6 pm: (916) 721-3832 or mvcapella@earthlink.net.

CRUISING SPINNAKER, 1.5-OZ. Pineapple made. Rainbow color. Brand new. 29-ft high, 22.5-ft wide, for 32 to 36-ft boat. \$800. Hans Pose (415) 586-5539.

VOLVO MD11C with reverse gear tranny and V-drive. Running take-out (re-power). New and rebuilt components include injectors, injection pump, starter, alternator and oil pump. Parting out entire engine. (310) 529-7509.

ENGINE PACKAGE: VW Pathfinder 1.5L diesel, under 250 hours, control panel, 50-gal fuel tank, Hurth transmission, ss prop shaft and MaxProp. Skid-mounted and ready to demo. Located in Kern County. \$4,500. (949) 466-6404. Delivery at extra cost.

AVON 6-PERSON INFLATABLE liferaft, valise style. Recently inspected and repacked by Sal's Inflatable Services. Certificate available. Stored mostly off boat in dry garage. \$2,000. Call (415) 495-5000 (wkdays) or (650) 341-9962 (wknds/eves).

NEW MUIRWINDLASS, HM1200. \$1,250. (805) 921-3086.

LIFERAFT: 1998 ZODIAC RACING S-MP4 in canister, \$1,500. UK tapedrive 150% with # 6 luff tape, never used, \$1,400. 1/2-oz drifter, \$400. 3/4-oz tri-radial spinnaker, used twice, \$1,400. Set of spinnaker sheets and guys with shackles, \$100, spinnaker sock, \$200. Above sails for Morgan 38 or any boat with I=46'. (510) 749-4911.

DRIFTER, EXCELLENT CONDITION. Green with black band 3/4 oz. Luff 30-ft, Leech 27.5-ft., Foot 22-ft, loose luff, \$500. Kenwood marine stereo CD player, excellent condition, \$120. Lewmar 60R double block, \$90. Compression tester, soldering gun, Hella's fans, captain's log. Call (510) 593-9732 or bbhonu@yahoo.com.

MONITOR WINDVANE. ICOM 710 SSB AT 130 tuner Pactor III modem cables, ACR Globafix Cat 1 EPIRB, two 120 watt solar panels, 44# Bruce anchor with 50' chain, Fortress FX-23 anchor, offshore medical kit, more. (530) 644-7943.

BELLINGHAM CHARTS, COMPLETE Caribbean (Plus), Avon, Achilles, outboards (2.5-9.9), Honda EX-800, Edson/Gusher pumps, 35CQR, 35HT, 60HT, chain, anchor roller, inflatable vests, PUR-35, Trilens/Blipper reflectors, davits, hatches, snatch blocks, paranchor, lifesling, BBQ, stove/broiler, sails, more. Email: brad-low@sbcglobal.net or (415) 497-3731.



MERC CRUZER ROVER. 6 cyl. diesel engine. Complete with dash, driveline, OMC outdrive. \$500. (530) 541-3525.

ANCHOR, FORTRESS FX37 with 200' 3/4 thimble rode. Includes swivel & shackle. Never used, \$350. Johnson 6hp, runs excellent, \$575. Sailing Fiberglass Sabot with oars, very good condition, \$650. East Bay area. Email: antiochovens@accessbee.com

USED COCKROACHES, DIESEL, \$100. 18 hp Universal diesels with almost new engines, 2 available at \$2,500. 1 GM10 Yanmar diesel, complete, \$3,000. 14 hp Westerbeke diesel engine and tranny, \$2,500. Yanmar GSM for parts, \$700. 11 hp Universal engine for parts, runner, \$400. (415) 272-5776.

BRAND NEW 2002 AVON 250 ROVER and 2002 Honda 4-stroke 2 hp outboard. Neither of them has ever been in the water. They have been stored in my shop. Check the replacement cost. \$2,200. Call Beau Hudson (415) 669-7423 or bonany@svn.net.

TWO FLEMING WINDVANES for sale. Prices are \$1,500 and \$3,500 (this one is the auxiliary rudder model). They've never been used or even been installed. Located San Diego. Call for details. (858) 663-1345.

MISCELLANEOUS

MARINE FLEA MARKET / MARITIME Day Celebration: Sausalito, 300 Napa Street. Saturday, August 5, 8-6 pm. Festivities include: Flea market, maritime skills demonstrations, boat model races, art, live music, food, boat rides and more. Bring the whole family. Spaces available. \$30. <www.galileeharbor.org> (415) 332-8554.

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GPS FOR MARINERS will be conducted by Santa Clara Power Squadron, Sail & Power Boating, on Tuesday, starting July 11th at Boaters World, 3291 Stevens Creek Blvd, San Jose at 1830. Seating is limited. For more information call Lu (408) 448-9250 or see: <<http://www.usps.org/localusps/santaclara/>>

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SAUSALITO SIDE-TIE 18 TO 56-FT. Excellent facilities. Reasonable rent. Special deal for boat being sold. (415) 331-5251.

36-FT SLIP AT PIER 39 FOR SALE. C-35. Great location, close to everything. Excellent marina facilities, good parking. No liveaboards. \$12,000/obo. Call Rafael (415) 595-9428 or faloaca@yahoo.com.

PIER 39, SLIP A-17, 45 FEET. For sale, currently rented. \$30,000. Marca (310) 918-3450.

9' X 28' BERTH FOR RENT. Water, electricity, secure gate. No liveaboards. Portobello Marina, adjacent to Jack London Square. \$200/mo. (510) 628-0721 (hm) or (510) 387-9765 (cell).

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PIER 39 SLIP OWNERS. Tired of loud smelly sea lions? Do you think the assessment fees are out of proportion to services provided? Would you like more slip owner input into marina operations? Concerned about slip values? Call M. Belden (209) 293-3111.

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THREE MILE SLOUGH: 65-FT DOCK. 2.2 acres of lawn and trees, 3 story new house with elevator, 4 br, 2.5 ba, sauna, Jacuzzi, plus 1 br guest house with fenced yard. 7 miles from Antioch BART, 365 degree views, 1,500 sq. ft. decks. Many many extras. Call Chris (916) 777-5897.

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BOATER'S DREAM. Beautiful Bethel Island, California home on deep water, close to fast water, 36' covered berth with 2 side ties. 2,600+ square foot heated and cooled home with 3 large bedrooms, 2.5 baths, 13 x 27-ft entertainment room. Living room, dining room, and kitchen have fantastic views of water and Mt. Diablo. Deck surrounds 3 sides of house. Tile/hardwood floors. Detached double car garage. Call (925) 684-2861 for more info.

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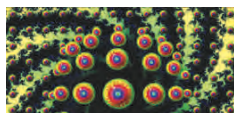
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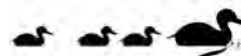
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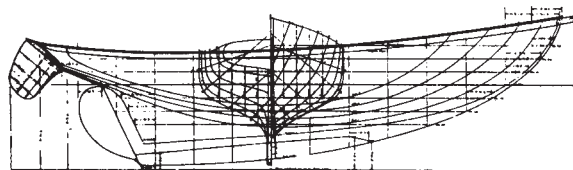
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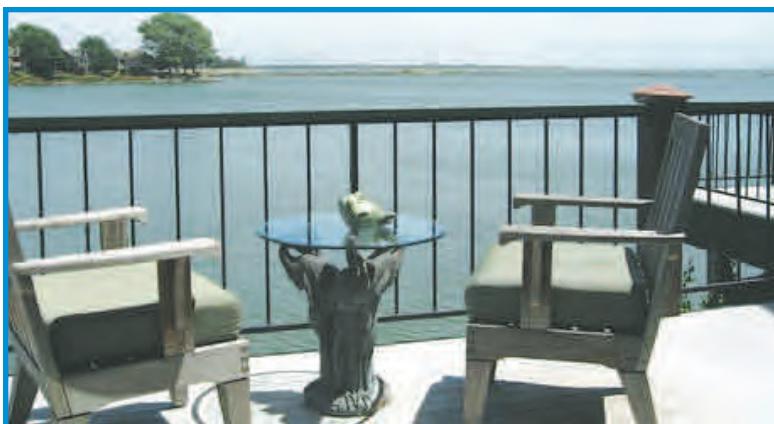
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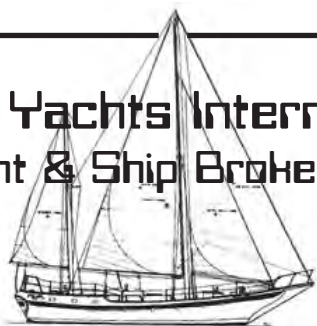
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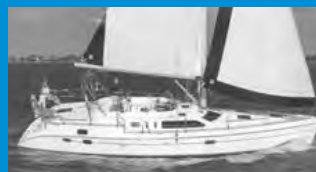
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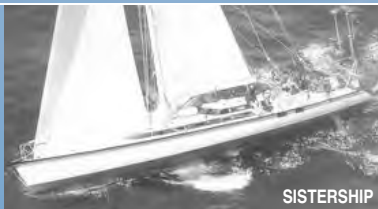
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| 41'   | Newport 41S.....                | '79 55,000       | 51' | Bluewater.....              | '88 159,900    |
| 40'   | Hardin Sea Wolf.....            | '79 85,900       | 50' | Stephens (2) '65 & '70 from | 129,000        |
| 40'   | Valiant.....                    | '77 92,500       | 50' | Sea Ray Sundance.....       | '93 290,000    |
| 40'   | Cheoy Lee yawl.....             | '73 49,500       | 49' | Kha Shing.....              | '84 179,000    |
| 40'   | Hunter (2).....                 | '95 from 122,000 | 43' | Wellcraft Portofino.....    | '88 99,500     |
| 40'   | Cheoy Lee MS.....               | '75 79,000       | 41' | Chris Craft 410 MY.....     | '80 85,000     |
| 39'   | O'Day.....                      | '83 79,000       | 41' | Defever.....                | '81 115,000    |
| 39'   | Freya.....                      | '81 125,000      | 38' | Fu Hwa, tri-cabin.....      | '84 94,800     |
| 39'   | S&S, nice.....                  | '53 110,000      | 38' | Bayliner.....               | '88 115,000    |
| 38'   | C&C MkIII.....                  | '86 84,000       | 34' | Sea Ray Sundancer.....      | '01 269,000    |
| 38'   | Catalina (2) ... '83 & '84 from | 41,000           | 33' | Silverton, 300 hours.....   | '98 67,000     |
| 38'   | Ingrid.....                     | '74/84 95,000    | 33' | Sea Ray 330 SD.....         | '97 75,000     |
| 37'   | Irwin CC (2) .. '82 & '80 from  | 35,000           | 32' | Bayliner, diesel.....       | '89 79,900     |
| 36'   | Pearson cutter.....             | '77 57,500       | 30' | Sea Ray 305 DB.....         | '88 59,900     |
| 36'   | Hartog, steel.....              | '92 24,500       | 30' | Sea Ray Sedan.....          | '79 20,000     |
| 36'   | Islander.....                   | '76 49,500       | 28' | Maxium.....                 | '99 49,000     |
| 35'   | Beneteau 351.....               | '96 92,000       | 27' | Sea Ray 270.....            | '88 28,900     |
| 34'   | Islander.....                   | '75/'85 31,500   | 26' | Osprey.....                 | '02 98,000     |
| 34'   | Cal.....                        | '69 25,000       | 26' | Calkins.....                | '63 15,900     |
| 33'   | Britton Chance.....             | '75 29,500       | 24' | Bayliner.....               | '98 15,900     |
| 33'   | Newport.....                    | '84 36,500       | 24' | Regal 242 w/trailer.....    | '98 37,000     |
| 32'   | Aloha.....                      | '83 39,500       | 22' | Bayliner w/trailer.....     | '02 32,500     |
| 31'   | Pacific Seacraft Mariah.....    | '79 83,000       | 22' | Grady White 222 w/trlr ..   | '02 59,000     |



**HUNTER 40, 1995**  
Two available, one each blue and white.  
**\$122,000 & \$119,000**



**47' HYLAS, 1986 (pictured).** Newer engine,  
brand new dodger, 3 staterooms. **\$200,000**  
Also: 44' HYLAS, 1986, **\$185,000**



**41' KETTENBERG, 1967**  
Real nice, classic lines, alum. spar, RF, North Sails,  
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**57' CHRIS CRAFT, 1961**  
Nice slip in downtown Sausalito. Shangri La.  
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One of three 57s on the market.



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Low hours, fastidious owner.  
**\$115,000**



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CPMY  
**\$2,375,000**



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**36' HUNTER** sloop. Cherubini design. A comfortable & spirited performer. NEW Yanmar diesel, wheel & pedestal, roller furling, inflatable, good cond. **\$29,950**



**40' NORTHSTAR** CC ketch by Sparkman & Stephens. F/G, dsl, wheel, full keel w/cutaway forefoot, furling, teak & holly sole, 2 heads & showers, more. Needs some sprucing up but is a premium quality cruiser at a great price. **\$44,950**



**32' PEARSON VANGUARD** sloop. NEW engine, NEW paint, NEW sails, SUPER clean example of this fine design. MUST SEE! **Asking \$16,500**




**34' DUFOUR** sloop. Great sailer and cruising boat. Wheel, diesel, shower, spinnaker, inflatable, teak & holly sole, full cover, lifelines, USCG document, and lots more! **\$34,500 Ask**



**50' STEPHENS** aft cabin flybridge/pilothouse motor yacht. Twin diesels, diesel genset, bronze fastened, AP, radar, davits, 2 heads, shower and more! A great design from a great builder. **Asking \$128,950**

**58' ALDEN MOTORSAILER**



**58' ALDEN BOOTHBAY** Motorsailer Ketch. Aft S/R, PH-center cockpit, dsl, furling, AC, Onan, radar, inflate, lrg. sail inventory, etc. Loaded w/world cruising gear & amenities. Super boat! Must see! U.S. document. **Ask \$279,000**

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**36' STEEL HARTOG** ketch, Dsl, wheel, double-ended bluewater cruising design. Illness forces sale of the dream. New sails, new dbl. spreader main mast, needs mizzen mast. Great bargain at **\$20,000 Ask**

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  - 41' MORGAN O/I, cent. CC, dsl...Try 49,950
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  - 36' NIELSEN classic 1918 Danish aux. sloop. Nice condition...Ask 15,000
  - 36' GARDEN ketch by Formosa, F/G, dsl, shower & more...Ask 16,500
  - 34' ANGELMAN Sea Spirit ketch. Diesel, shower and more...Ask 29,950
  - 33' RANGER sloop. Diesel, F/G. We have two...starting at 16,500
  - 32' ALDEN MALABAR...Reduced! 6,500
  - 32' ENGLISH-BUILT NANTUCKET yawl by Offshore Yachts, Ltd. Diesel, wheel and more! Saily cruiser...Ask 16,950
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  - 32' ARIES Dbl-ender, F/G, just refit, dsl, new furling & more!...Reduced! 17,500
  - 32' PIVER TRI ketch. Fast, dsl...10,000 obo
  - 30' LANCER sloop, diesel, fixer...PRICE SLASHED! Try 9,500
  - 28.5' PEARSON TRITON. F/G, diesel. Near total refit of Alberg's legendary Pocket World Beater...Ask 16,000
  - 28' H-28 HERRESHOFF ketch. Classic beauty, 1/B, very nice!...Ask 18,000
  - 28' MORGAN sloop, diesel, roller furling, roomy & comfortable...Ask 13,000
  - 25' 1" FOLKBOAT classic wood beauty at Lake Tahoe...Ask 10,000
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- 63' FERRY conversion, 671 diesel, 19.5' beam, excellent condition. Ask 28,000
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  - 34' CHB TRAWLER. F/G, 2 helms, dsl, 2 S/Rs, radar & more!...49,500/obo
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  - 32' BURNSCRAFT houseboat, V8, clean, pass liveboard berth, more...Ask 19,500
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  - 28' CLASSIC MONTEREY TRAWLER by Christofani. GM dsl, very nice...9,000/obo
  - 28' OWENS FLAGSHIP. Twins. EXCELLENT 1959 GEM!...Ask 25,000
  - 26' BARTENDER by Caulkins. Fast, seaworthy...2 starting at 13,500
  - 25' APOLLO cruiser. Double axle trailer, V8, refit, very nice!...Try 6,000
  - 25' FARALLON SF w/trailer. New twin 180 hp Valvos, radar, etc...Ask 38,975
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  - 16' SIDEWINDER ski boat w/trk, 115 hp Mercury O/B, glass...Ask 2,000
- OTHER**
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**41' ISLANDER FREEPORT** cutter ketch. Diesel, fiberglass, genset, wheel steering, two private staterooms including double aft, shower, two heads, roomy and comfortable. Great cruiser/liveboard and more! **Asking \$59,500**

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**CENTER COCKPIT**



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