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• Dockside Electrical (up to 50A - 220V)
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• Heated & tiled restrooms with individual showers
• Beautifully Landscaped
• Ample Parking available
• Sailboat & Powerboat Brokers on site
• Excellent customer service
• Monthly informative newsletter

DIRECTORY of GRAND MARINA TENANTS

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<th>Name</th>
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<td>Alameda Prop &amp; Machine</td>
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*Based on availability. We have also re-opened our waiting list for liveaboard status.
Pineapple Spinnakers

Very fast and well behaved, they won eight out of 20 divisions in May’s race to Vallejo.

They gave some boats a fun ride home.

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Now accepting orders. A hot new racer from Bruce Farr. Hall carbon-fiber spar and strict weight control... no compromises!
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Cover: Tuki catting about on the way to Stockton
Photo by Latitude 38/JR

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**yachtsales@bayislandyachts.com**

**www.bayislandyachts.com**

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<th>Name</th>
<th>Year</th>
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<tr>
<td>48' PRIVILEGE, 1990</td>
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This cruising cat has all the gear you would ever need to go cruising and make life comfortable on the water, and then some. If you’re looking for a boat that is absolutely ready to go, this is the one. Asking $400,000.

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  - Price reduced and out of state owners want an offer. $109,500.

- **47' BENETEAU 47.7**
  - Great electronics, fast cruiser. Asking $279,500.

- **46' IRWIN, 1982**
  - Excellent live aboard interior. $98,500.

- **42' VENEZIA**

- **39' BENETEAU 390, '93**
  - Great 3- stateroom layout for Bay, coastal or extended cruising. $85,000.

- **37' HUNTER 430, 1995**
  - Guaranteed live aboard berth. Excellent condition. $199,000.

- **38' ATHENA, 1998**
  - New listing and she is well equipped and maintained. $195,000.

- **37' ENDEAVOUR, 1977**
  - Pacific cruise veteran. Excellent condition. $47,500.

- **33' SEAWIND, 2000**

- **30' ERICSON 30+**
  - New engine in 2005. New listing. $31,500

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A SAMPLING OF OUR LISTINGS IN ALAMEDA

A LARGE SELECTION OF PRE-CRUISED BOATS

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Sydney Yachts USA - Seatime Yachts
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Sydney Yachts USA - Pacific Yacht Imports
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Clean, well equipped bluewater cruiser from a top quality East Coast builder. $149,000.

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Recent refit includes new electronics, dodger, new interior cushions and even a bow thruster. $125,000.

1988 HANS CHRISTIAN 41 Molokai
In as fine a condition as one will hope to find in a yacht of this caliber. Fully equipped. $250,000.

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

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

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

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Catalina 42 Mk II • Catalina 387
Catalina 350
Catalina 309 (New model)

PREOWNED CATALINA YACHTS
Catalina 42 MkII 2004 228,500
Catalina 42 MkII 1996 147,000
Catalina 400 2004 215,000
Catalina 387 2004 199,955

PREOWNED SAILING YACHTS
Kelly Peterson 46 1982 265,000
Taswell 43 1993 159,500
Beneteau 331 2004 119,000

OPEN BOAT WEEKEND • JULY 8 & 9

NEW!
Catalina 309
Catalina 34 Mk II
Catalina 350
Catalina 36 Mk II
Catalina 400
Catalina 387
Catalina 42 Mk II
Catalina 440
Catalina 470

Catalina 36, 2000
Catalina 400, 2004
Morgan 382, 1979

Taswell 43, 1993
C&C 34 1982 37,000
Hunter 326 2002 65,000

Catalina 27 1988 Coming
Kelly Peterson 46 1982 Coming
Taswell 43 1993 265,000
Hunter 42CC 1993 159,500

Beneteau 390 1993 88,500
Cavalier 39 1985 74,000

Pearson 37 SL, 1989
C&C 38 Mk II 1979 59,900

Hunter 42 CC, 1993
Nonsuch 30 1982 57,500

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- Epoxy hull – standard
- 15-year hull warranty – standard
- Doyle race sail package

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**Catalina 30, 1981**  
**Catalina 250**

**Catalina 30, 1981**

**41' Pearson Rhodes sloop, 1965.** Immaculate, $150,000 total refit. **$65,000**

**Freedom Cat Sloop, 1984**

**CSY 44, 1980**

**Hunter 28.5, 1986**

**Tanton 43 Cat Ketch, 1984**

**40' Islander Peterson, '83**

**60' Mapleleaf Pilothouse, '87**

**Tartan 4100, 2001**

**Compac 25, 2005. Diesel, wheel steering. **$59,000

**Islander 36, 1980**


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- Epoxy Hull
- 15-Year Hull Warranty

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**NEW LISTINGS**

**Catalina 3800**

**Freedom Cat Sloop, 1984**

**CS 33 Sloop, 1981**

---

**Reduced**

**Catalina 250**

**Islander 28, 1976**

**Catalina 30, 1981**

**Freedom Cat Sloop, 1984**

**CS 33 Sloop, 1981**

**Reduced**

**Pacific Seacraft Voyager, 2001**

It’s turnkey for $449,500

---

**Open Boat Weekend**

July 8-9

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- Epoxy Hull
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NEW LISTING! J-160 1999 Rufflan
$829,000

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Well Maintained Never Been Raced. $249,000

J/105, 2003 "Flambuoyant"
Asking price $126,000

Sistership

J/120, '00, Maitri................................SOLD $789,000
J/160, '99, Ruffiana...............................829,000
J/46, '01, Sequoia...............................489,000
J/130, '93, Wreaking Havoc...............SOLD 185,000
J/130, '96, Argonanta.........................SOLD 239,000
J/105, '03, 'Flambuoyant'.................SOLD 139,000
J/105, '02, Hibiscus..........................127,000
J/100, '04, Jimmy J............................126,000
J/109, '04, C’est Jolie.......................209,000
J/105, '01, Hay Viento.......................117,000
J/105, '03, Flamboyant......................126,000
J/105, '02, Hibiscus.........................127,000
J/100, '04, Jimmy J.........................126,000
J/109, '04, C’est Jolie.......................209,000
J/105, '01, Hay Viento.......................117,000
J/105, '01, Jm.................................Just Reduced 118,500
J/105, '03, Flamboyant......................126,000
J/105, '02, Hibiscus.........................127,000
J/100, '04, Jimmy J.........................126,000
J/109, '04, C’est Jolie.......................209,000
J/105, '01, Hay Viento.......................117,000
J/105, '03, Flamboyant......................126,000
J/105, '02, Hibiscus.........................127,000
J/100, '04, Jimmy J.........................126,000
J/109, '04, C’est Jolie.......................209,000
J/105, '01, Hay Viento.......................117,000
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J/105, '02, Hibiscus.........................127,000
J/100, '04, Jimmy J.........................126,000
J/109, '04, C’est Jolie.......................209,000

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<table>
<thead>
<tr>
<th>Model</th>
<th>Year</th>
<th>Length</th>
<th>Price</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>52' CATANA 521</td>
<td>2004</td>
<td>52'</td>
<td>$79,000</td>
<td>With luxury, safety and performance beautifully combined, this fully-equipped cruising catamaran has sailed the Med and Caribbean. Her spacious cockpit offers a chaise lounge and controls to electric winches while her salon includes a gourmet galley and forward-facing nav station. $1,170,000.</td>
</tr>
<tr>
<td>42' HUNTER PASSAGE 420</td>
<td>'00</td>
<td>42'</td>
<td>$188,500</td>
<td>Style, handling and safety in an exceptional example of Hunter design.</td>
</tr>
<tr>
<td>39' SWAN 391</td>
<td>'84</td>
<td>39'</td>
<td>$169,000</td>
<td>Enjoy the lofty level of performance offered by Cool Change To.</td>
</tr>
<tr>
<td>36' LANCER RACE/CRUISE</td>
<td>'79</td>
<td>36'</td>
<td>$39,900</td>
<td>Responsive and easy to steer, making her ideal for family cruising.</td>
</tr>
<tr>
<td>30' ERICSON 30-PLUS</td>
<td>'82</td>
<td>30'</td>
<td>$27,500</td>
<td>Very clean, she'll make a great first or second boat for any sailor.</td>
</tr>
<tr>
<td>30' YANKEE, Mk III</td>
<td>'75</td>
<td>30'</td>
<td>$18,500</td>
<td>Her performance and comfort define the best in the sailing experience.</td>
</tr>
<tr>
<td>44' MORGAN CC</td>
<td>'89</td>
<td>44'</td>
<td>$103,995</td>
<td>A roomy center cockpit sailing yacht with great lines and proportion.</td>
</tr>
<tr>
<td>43' GULFSTAR CC</td>
<td>'79</td>
<td>43'</td>
<td>$89,900</td>
<td>The nicest Gulfstar 43 on the market. Take a look – you’ll fall in love!</td>
</tr>
<tr>
<td>42' HUNTER PASSAGE 420</td>
<td>'00</td>
<td>42'</td>
<td>$188,500</td>
<td>Style, handling and safety in an exceptional example of Hunter design.</td>
</tr>
<tr>
<td>40' NO. AM. RACER/CRUISER</td>
<td>'99</td>
<td>40'</td>
<td>$79,000</td>
<td>She's an exciting machine with all the goodness of a true racer.</td>
</tr>
</tbody>
</table>

**45' HUNTER PASSAGE 450, 1999**
Bonita G II is a Mexico cruising vet, ready to go again. In preparation for resale. $30K was spent in upgrades and maintenance items. She will serve you well as a great coastal cruiser or live aboard heat retreat. Sellers have moved on to other adventures and willing to entertain all offers. $229,000.

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41' NELSON MAREK SLOOP, '83
New LP, big sail inventory, fast race/cruise. PHRF 60.

43' BENETEAU, '86
Bow to stern refurb '05. New sails, electronics, wiring, rigging, canvas. Call for complete specs. $119,500.

46' MORGAN NELSON MAREK, '85
Offshore cockpit, 2 double cabins, swim step transom. $105,000.

33' MASON CUTTER, '85
Quality craftsmanship throughout this family cruiser. Beautiful woods, complete cruise inventory. Green hull, beautiful teak deck. $59,000.

57' BOWMAN CC KETCH, '78
110hp Perkins, new dark blue LP, cruise electronics, 3 staterooms, inflatable, OB, VacuFlush heads. $249,000.

38' ERICSON SLOOP, '84
New North main, Harken genoa furling. Bottom paint '05. $69,500.

46' BOWMAN KETCH, '72
New Perkins diesel, newer spars, complete refit 00/05, new sails. $180,000.

30' CATALINA SLOOPS AVAILABLE
New sails, LP, race/cruise, all diesels. Call for specifications. From $22,500.

30' NEWPORT SLOOP, '79
New refrigeration, full epoxy bottom, custom dodger, sail covers and cockpit cushions. Tabernacled mast. $22,000.

35' CORONADO, '72
Clean, classic! New cockpit bimini, full enclosure, and steering. Harken furling. $35,000.

30' CORONADO, '72
Excellent condition, new diesel, two staterooms. $39,000.

39' CAL SLOOP, '78/79
New upholstery, Quantum genoa. Profurl furling, CNG stove, rebuilt engine. $62,000.

37' C&C SLOOP, '81
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30' CATALINA SLOOPS AVAILABLE
New sails, LP, race/cruise, all diesels. Call for specifications. From $22,500.

30' HUNTER SLOOP, '88
Yanmar diesel, walk-through transom, tabernacled mast, furling. Beautiful teak interior. $33,500.

39' ANDREWS SLOOP, '85
Race/cruise. UK main, genoa. Hull and deck painted with LP in '03. $25,500.

Some boats shown may be sisterships.
Check our website, www.mazmarine.com, for Full Specs, Equipment Inventory and Photos

<table>
<thead>
<tr>
<th>Size</th>
<th>Brand/Model</th>
<th>Year</th>
<th>Price</th>
<th>Loc.</th>
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<tr>
<td>86</td>
<td>Schooner Staysail Charter 1970</td>
<td>100,000</td>
<td>MZ</td>
<td>42</td>
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<tr>
<td>63</td>
<td>Dynanmic Elite 64 Cutter 1983</td>
<td>350,000</td>
<td>PV</td>
<td>42</td>
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<tr>
<td>57</td>
<td>Caledon Ketch 1995</td>
<td>235,000</td>
<td>MZ</td>
<td>42</td>
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<tr>
<td>53</td>
<td>Amel Mango 6 Cr Ketch 1981</td>
<td>225,000</td>
<td>PV</td>
<td>41</td>
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<tr>
<td>51</td>
<td>Formosa Ketch PH 1979</td>
<td>179,000</td>
<td>MZ</td>
<td>41</td>
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<tr>
<td>50</td>
<td>Force Verve Ct/Kitch 1987</td>
<td>219,000</td>
<td>PV</td>
<td>41</td>
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<td>50</td>
<td>Hudson Pilot House Ketch 1979</td>
<td>167,500</td>
<td>MZ</td>
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<td>48</td>
<td>CT Cutter Ketch 1977</td>
<td>165,000</td>
<td>PV</td>
<td>40</td>
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<tr>
<td>46</td>
<td>Hunter 460 Cr Slp 2003</td>
<td>235,000</td>
<td>PV</td>
<td>40</td>
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<tr>
<td>46</td>
<td>Jeanaunet Sloop 1998</td>
<td>225,000</td>
<td>PV</td>
<td>40</td>
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<td>45</td>
<td>Beneteau 45S 1990</td>
<td>139,000</td>
<td>PV</td>
<td>40</td>
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<tr>
<td>45</td>
<td>Formosa Peterson CS Slp 1978</td>
<td>79,000</td>
<td></td>
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<td>45</td>
<td>Noble Yachts Custom CC 2005</td>
<td>175,000</td>
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<tr>
<td>45</td>
<td>Jeanaunet CC Slop 1998</td>
<td>225,000</td>
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<td>38</td>
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<tr>
<td>45</td>
<td>Formosa Peterson CS Slp 1978</td>
<td>79,000</td>
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<td>45</td>
<td>Columbia Slop 1972</td>
<td>69,000</td>
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<td>44</td>
<td>Nelson Marek Slop 1989</td>
<td>69,000</td>
<td></td>
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<td>44</td>
<td>Irvin CC Slop 1987</td>
<td>92,500</td>
<td></td>
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<td>44</td>
<td>Formosa Cutter 1987</td>
<td>179,000</td>
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<tr>
<td>44</td>
<td>Hylas Cutter Slp 1986</td>
<td>188,500</td>
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<td>44</td>
<td>Miter 44 CC Cutter 1990</td>
<td>148,000</td>
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<td>43</td>
<td>Beneteau 432 Slop 1987</td>
<td>99,000</td>
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<tr>
<td>43</td>
<td>Spindrift Cr Ph + 15k slip 1981</td>
<td>100,000</td>
<td></td>
<td>35</td>
</tr>
<tr>
<td>42</td>
<td>Catalina Slop 1992</td>
<td>79,000</td>
<td></td>
<td>35</td>
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<table>
<thead>
<tr>
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<th>Price</th>
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</tr>
</thead>
<tbody>
<tr>
<td>400</td>
<td>50-70-100 + Travel Lifts with maximum 25’ beam</td>
<td></td>
<td></td>
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</tbody>
</table>

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- Light, comfortable and affordable
- USCG Approved Type V with Type III performance

**From** $59.99

<table>
<thead>
<tr>
<th>Model</th>
<th>Sale</th>
<th>Reg.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manual Life Vest</td>
<td>7841646</td>
<td>79.99</td>
</tr>
<tr>
<td>Automatic Life Vest</td>
<td>7841679</td>
<td>99.99</td>
</tr>
</tbody>
</table>

**SAVE $40**

West Marine
**1805 MARINE GRILL**
- Non-corrosive stainless steel, includes piezo ignition, front-access grease tray and smoker tray
- 14,000 Btu output, 180sq.in cooking area

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- Decompression system and electronic CD ignition design ensure an easy, reliable start
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**From** $1579.50

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- Combination horseshoe buoy and lifting sling gets your crewmate back onboard fast!
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- Compact, comfortable and light enough to take anywhere
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**VOYAGER VHF RADIO**
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CALENDAR

Non-Race


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. 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. 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/riverrat.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/safr.

Jul. 11 — Full moon on Sunday night.

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. 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. 28-30 — Stephens Yacht Rendezvous in Petaluma. Info, Classic Yacht Association at ghomenko@sbglobal.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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J/124

Three Sold on the West Coast

Now on SF Bay!

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

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

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

J/124 is a true escape…away from all the trappings 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 all-weather protection; and a cockpit made secure with headroom; three separate sleeping areas; a dodger for protection; 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 sportfishermen. Judging from the long reeds 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. 4 — Coast Guard Day.


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.


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

Racing


Jul. 2 — New Boreas Race, Half Moon Bay to Moss Landing, Elkhorn YC & HMBYC. Info, Jeff/Elkhorn YC at (831) 277-0114 or Terri/FRMYC at (650) 272-2547.

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


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

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 sportfishermen. Judging from the long reeds 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.”

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CALENDER
The Prettiest Girls at the Dance  
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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.

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To fully appreciate the beauty and elegance that only Alerion can deliver, step aboard at our sales docks.
CALENDAR

Jul. 15-16 — 30th Annual Silver Eagle Long Distance Race, with a shorter course for boats rating 150 or above. BYC, www.iyc.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. 25 — Ronstan Bridge to Bridge, a mad dash from the Golden Gate Bridge to the Bay Bridge for 18s, boards, and kites. StFYC, www.sfyc.com.
Performance Yachts

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C&C 99, 2002
North Star
Fast, fun and easy to singlehand or take a crew. You can daysail or stay the weekend. This is a great Bay boat.
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Rascallion
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ELLIOTT TOURER
46, 1997
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Farr 395, 2002
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July, 2006 • Latitude 32 • Page 41
**CALENDAR**


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


**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.


**LAKE TAHOE WINDJAMMERS YC** — Wednesday nights through 10/25. Kurt Rasmussen, (530) 541-1129.

**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
Warpath, sporting FUSION M sails, winning the first event (The Breitling Medcup) in the Medcup Circuit.

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Production slots are limited for BBS Delivery. Don't wait till the last minute and miss the shift!
### CALENDAR


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


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

**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) 361-9472.


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


**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.

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### July Weekend Currents

<table>
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- Swap Meet & Open House – August 12
- ‘Old Timers’ Picnic, Angel Island – September 6
- Founder’s Celebration – September 23

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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 Sanderling Golden Gate 25
Bob Boyes Saltshaker Moore 24
Amy Boyer Little Rascal Wilderness 21
Lester Robertson Legs Moore 24
John Carson Argonaut Cal 40
Don Keenan Hanalei Flyer 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.
Be Advanced, Be Slam

Russell Coutts, 3 - Time Winner of the America’s Cup.

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LETTERS

Dick Mitchell
Blithe Spirit
Pearson 36

Buzz Sanders
Red Boat
Cal 29

Harold Upham
Joshua H.
Columbia 8.7

Ian Kieman
Maris
Tasman 38

Dan Byrne
Fantasy
Valiant 40

Lester Robertson is still sail-
ing his Moore 24 out of Lake
Tahoe.

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

John Hill
Ariel
Columbia 29

Greg Booth
Wavelength
Cal 40

Hans Vielhauer
Mach Schnell
Scampi 30

Douglas Fryer
Night Runner
Custom 42

David Briggs
Gandalf
Irwin 34

Leland Flint
Luana Iki
Farallon 30

Sam Vahey
Odysseus
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
Carina
Islander 28

Linda Weber-Rettle (Newland)
Rough & Rettle
Yamaha 33

Samuel Crabtree
Catch The Wind
Cal 39

Michael Herz
Kunu
Ericson 35

Judson Zenzic
Catch 22
Custom 20

Jerry Cotter
Errant Prince
Custom 40

John Waite
Stormalong II
Ericson 35

Hal Holbrook
Yankee Tar
Gulf 40

Ted Holland
Solaris
Columbia 36

Donald Eldridge
Skol
Valiant 32

Thurman Smithey
Venture
Rawson 30

Kathy Senelly
Erasmus
Cal 25

Michael Olsen
Hale Makai
Chrysler 26

Philip Good
Catspaw
Catalina 30

Frank Shirley
Oiris
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

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—Harry Melges
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

⇑⇓

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 Taariol
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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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 favoring 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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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.

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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Our second season has been 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 friends, noting that we had done the hard work in getting the house, and decided to cruise full time for awhile. Luckily, we had done a pretty good job of getting 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 Ralley 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.

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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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
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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.

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!

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algaecide 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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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 Mexico 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

† 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 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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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 inumerable 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.

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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 Saunders' 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 — Mathew, Gabe, Mark, Brad, John and Laurie — milling about with big grins on their faces. When I walked up to them, Mathew 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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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
Montserrat, 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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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 facsimilies 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 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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LETTERS

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 Anigua 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 powerboat 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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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 manuever 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
Tiburon

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 side-ways 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 abreast.

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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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 problemos 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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ALASKA EAGLE 2006 VOYAGE SCHEDULE

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* all women voyage

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Baja Ha-Ha Berths on Kialoa III and Alaska Eagle are filling up – sail south with us – call soon!
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 Opua, 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 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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LETTERS

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 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. Lasty, 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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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 Cerro Alto. When out at the islands, 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.

It feels kind of dirty, that poop just hanging out there, doesn’t it?

That’s because it is dirty. Nasty. And stinky. It even sounds like what it is — POOOOP. And that’s why it doesn’t belong anywhere near our oceans or waterways. But can you believe that’s exactly where tons of it is dumped each year by those masquerading as boaters and fishermen, but are actually the enemy of great Mother Nature herself? Not only is this material far from scenic, it can also spread biological contaminants linked to infectious hepatitis and can lead to diarrhea and dysentery. So join us, true lovers of the outdoors and all of its beauty — rise up against these offenders, protect our beautiful oceans and waterways and spread the word: DUMP AT THE PUMP.

DBW.CA.GOV
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 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 Doria 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.
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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
Friday Harbor, Washington
Ha-Ha Class of ’98 / Puddle Jump Class of ’99

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 flyer 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 Burtt
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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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 everyone we met this year was a part-time cruiser, whereas almost...
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$500,000 COVERAGE, SUPER PREFERRED NON-TOBACCO, MONTHLY PREMIUMS

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$250,000 COVERAGE, SUPER PREFERRED NON-TOBACCO, MONTHLY PREMIUMS

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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.

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Thoughts about the ‘Given’s’

My husband and I have been living the cruising life since ’99, but we think there are a couple of so-called ‘given’s’ 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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LETTERS

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 liveboard 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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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 Rivieras, 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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July, 2006  •  Latitude 38  •  Page 99
Oyster 53 and durable at sea. Now $849,000

Jeanneau 41 Sun Legend (1985) This Doug Peterson-design performance cruiser with kevlar hull and centerboard is a very comfortable, yet fast cruiser. The "Owner's" version has 2 cabins, each with its own head and a large salon and galley. Side opening port provides lots of light and ventilation. Understated and tasteful accommodations in excellent condition. Asking $1,095,000.

Oyster 48 (1989) Performance cruiser as well as a comfortable liveaboard. Large center cockpit, spacious galley and second companionway from the deck to the owner's cabin. $299,000

Jeanneau 47.3 (2001) This 3-cabin Oceanis series cruiser is exceptionally clean. In-mast furling, a large cockpit, twin wheel steering, electric winches, etc. In-mast furling, a large cockpit, twin wheel steering, electric main and halyard winches make this boat very easy for a couple to sail. $250,000

Nordlund 65 (1995) Custom motor yacht designed for easy operation and comfortable living. Understated and tasteful accommodations in excellent condition. Asking $1,095,000.

Beneteau 452 (1998) Cruising World's "Best Full-Size Cruiser" of the year. Refined, powerful, go-fast cruising yacht for sailors with ambitious plans. This yacht, a Pacific Cup veteran, is extensively equipped and exceptionally maintained. $425,000

Oyster 53 (1989) A semi-custom yacht which includes numerous detailed appointments. Designed to be modern and coordinated, while remaining practical and durable at sea. Now $849,000.

Crescent 96 (1998) Superb example of one of the Pacific Northwest's finest builders. Immaculate condition with a recent refit. Price reduced to $3,295,000

Beneteau 47.3 (2001) This 3-cabin Oceanis series cruiser is exceptionally clean. In-mast furling, a large cockpit, twin wheel steering, electric main and halyard winches make this boat very easy for a couple to sail. $250,000

Crescent 96 (1998) Superb example of one of the Pacific Northwest's finest builders. Immaculate condition with a recent refit. Price reduced to $3,295,000

Reichel/Pugh - Marten Yachts 72 Beecom. Fantastic R/P design high performance cruiser. Exceptionally outfitted and in immaculate condition. Finished second in the IRC A division of the 2005 Big Boat Series. Listing price $3,600,000.

Nelson Marek Custom A 92-ft aluminum world cruiser. Recently returned from a major refit in New Zealand, in perfect condition and ready to go again. $3,295,000

Latitude 38

$105,000.

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Nelson Marek Custom A 92-ft aluminum world cruiser. Recently returned from a major refit in New Zealand, in perfect condition and ready to go again. $3,295,000

Let there be no doubt; 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 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 ‘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.

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, Bahía 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 isthmian, but isthmus. Can’t believe we didn’t remember that from Mrs. Archibald’s 7th-grade Latin class at Montara Junior High School.

†† TALKING ISTHMUS

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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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 isthmus 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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LETTERS

Douglas Chew
Northern California

to say about Tom Perkins’ 287-ft Maltese Falcon, as featured in the June ‘Lectronic.

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 through 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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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.

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 ‘Seuttlebutt’ 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... Until They Got Stuck On a Sandbar.

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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.
* 2% have dropped 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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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 Tuzla, Turkey. (The boat was too big for Navi’s Italian yard.) Features aboard include an atrium with clear glass floors around the mainmast, a

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
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.

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.

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 spinnakers. 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.
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,
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 Gothenburg, 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.
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," 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 casting," 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-
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. SealFlex 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 buoyant 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

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 the 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. SealFlex 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 buoyant nature of the rode minimizes disturbance to the seabed.

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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 mainsail 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
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 yachts...
**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 *Audentious*, all S&S designs.

All were a tad over 72 feet long, the, ahem, max-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.

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**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.)
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 HawaiiYC 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 motoryacht 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 and uncooperative” (no kidding), and he refused to take a breathalyzer test. He was taken to Queens Medical Center before being charged

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 the Brinkley family’s new-to-them boat to Portland on “the trip of a lifetime.”

The Coast Guard dispatched a helicopter, two patrol boats, and a cutter to assist in the search for Andrew Brinkley’s body from the 55-degree water.

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
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.

SIGHTINGS

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!!”
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
going out soon

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**, 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.

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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**
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-spinny’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

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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.
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/safr or the association’s site at...continued on outside column of next sightings page

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-
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 press time, 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
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 con-
tacted 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...”
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 Merrily 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.

on line

a website.”
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

Paul (at helm) and Tom Plotts of ‘Dauntless’, sharply focused on the task at hand.
Above, ‘Seaward’ heads for home; bowman in the office on ‘Gaslight’; ‘Leda II’ on a smashing reach.
Above, bowman on ‘Flotsam’. Above right, ‘Stroma of Mey’ bashes a ferry wake. Right, a wave from ‘Volunteer’. Spread, the clubhouse reach.
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.
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.
As always, and despite the 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 bleed -ing stops. 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.

### RESULTS

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<td>1.</td>
<td>1968</td>
<td>65'</td>
<td>Woodin/Marean sch.</td>
<td>Alan Olson</td>
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<td>3.</td>
<td>1891</td>
<td>60'</td>
<td>Sow schooner</td>
<td>Al Lutz</td>
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<td>1906</td>
<td>52'</td>
<td>W.F. Stone schooner</td>
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<td>1933</td>
<td>36'</td>
<td>Winslow gaff yawl</td>
<td>Dick/Frances Dugdale</td>
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<td>2. Pearl</td>
<td>1932</td>
<td>28.5</td>
<td>Devries Lentsch sloop</td>
<td>Nick Haynes</td>
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<td>3. Makani Kai</td>
<td>1970</td>
<td>34'</td>
<td>Angelman/Davies ketch</td>
<td>Ken Inouye</td>
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<td>4. Briar Rose</td>
<td>1939</td>
<td>30'</td>
<td>Hanna ketch</td>
<td>John Ough</td>
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<td>5. Sarah</td>
<td>2005</td>
<td>38'</td>
<td>Clapham yawl</td>
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<td>44'</td>
<td>Merle Davis sloop</td>
<td>Tim Murison</td>
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<td>5. Barbara</td>
<td>1932</td>
<td>52'</td>
<td>Aiden schooner</td>
<td>Robert Klemmedson</td>
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<th>MARCONI II (14 boats, 15.25 nm)</th>
<th></th>
<th></th>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Samba</td>
<td>1941</td>
<td>35'</td>
<td>Seaborn sloop</td>
<td>Ian Rogers</td>
<td>3:16:23</td>
</tr>
<tr>
<td>2. Naujalg</td>
<td>1938</td>
<td>38'</td>
<td>Myron Spaulding sloop</td>
<td>Jeff Stokes</td>
<td>3:38:54</td>
</tr>
<tr>
<td>3. Stroma of Mey</td>
<td>1936</td>
<td>36'</td>
<td>Freeman ketch</td>
<td>Dee Dee Lozier</td>
<td>3:46:03</td>
</tr>
<tr>
<td>4. Unda</td>
<td>1949</td>
<td>40'</td>
<td>Aag Utzon ketch</td>
<td>Dean Gurke</td>
<td>3:26:06</td>
</tr>
<tr>
<td>5. Saitana</td>
<td>1963</td>
<td>35.5</td>
<td>Arthur Robb sloop</td>
<td>John Vincent</td>
<td>3:39:02</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MARCONI III (5 boats, 15.25 nm)</th>
<th></th>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Flotsam</td>
<td>1963</td>
<td>30.5</td>
<td>Waldo Brown sloop</td>
<td>Brad Clerk</td>
<td>2:49:46</td>
</tr>
<tr>
<td>2. Vixen</td>
<td>1904</td>
<td>31'</td>
<td>Peter Swanson yawl</td>
<td>Steve Kibler</td>
<td>3:51:27</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BEARS (5 boats, 13 nm)</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Trigger</td>
<td>1938</td>
<td>23'</td>
<td>Nunes sloop</td>
<td>Alice Merrill</td>
<td>3:11:21</td>
</tr>
<tr>
<td>2. Bongo</td>
<td>1958</td>
<td>23'</td>
<td>Nunes sloop</td>
<td>Jill Lutz</td>
<td>3:12:17</td>
</tr>
<tr>
<td>3. Camembert</td>
<td>1953</td>
<td>23'</td>
<td>Nunes sloop</td>
<td>John Fenger</td>
<td>3:15:45</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BIRD BOATS (4 boats, 15.25 nm)</th>
<th></th>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Robin</td>
<td>1929</td>
<td>30'</td>
<td>Aiden sloop</td>
<td>Pat/Cissy Kirane</td>
<td>3:17:56</td>
</tr>
<tr>
<td>2. Curlsow</td>
<td>1922</td>
<td>30'</td>
<td>Aiden sloop</td>
<td>Jim Josephs</td>
<td>3:19:31</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>L-36 (4 boats, 15.25 nm)</th>
<th></th>
<th></th>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Leda II</td>
<td>1965</td>
<td>36'</td>
<td>Lapworth sloop</td>
<td>David James</td>
<td>2:57:56</td>
</tr>
<tr>
<td>2. Papoose</td>
<td>1956</td>
<td>36'</td>
<td>Lapworth sloop</td>
<td>Allan Edwards</td>
<td>3:01:43</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>OCEAN (7 boats, 17.1 nm on corrected time)</th>
<th></th>
<th></th>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Odyssey</td>
<td>1938</td>
<td>57'</td>
<td>Kelly Stephens yawl</td>
<td>Audrey Burnand</td>
<td>2:45:45</td>
</tr>
<tr>
<td>2. Oussant</td>
<td>1957</td>
<td>38'</td>
<td>Farallone Clipper</td>
<td>Gene Buck</td>
<td>3:06:11</td>
</tr>
<tr>
<td>3. Bounty</td>
<td>1947</td>
<td>52'</td>
<td>S&amp;S yawl</td>
<td>Dan Spradling</td>
<td>3:07:12</td>
</tr>
</tbody>
</table>

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 Herrshoff 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: Oussant, Farallone Clipper, Gene Buck; Longest Distance (the boat coming the longest distance to compete): Dauntless, 61’ Aiden schooner, Paul Plotts (Long Beach).
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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 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...
— RETURN TO THE ROOTS

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...
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.

**Neighors 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
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, **Stephen 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 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**

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

* = doublehanded

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

“Jye-aye... ma’am.”—Ellen MacArthur,

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

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2006 West Marine Pacific Cup Entries*

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

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DIVISION C (Starts Tuesday, July 4 at 12:10)
Stray Cat Blues J/35 Bill Parks Fremont 577
Relentless Sydney 32 Arnold Zippel San Francisco 577
Sweet Okole Custom Farr 36 Dean Treadway Oakland 577
Auspice Schumacher 40 James Coggan Tiburon 575
E.T. Antrim 27 Todd Hedin & Liz Baylis San Rafael 565
Basic Instinct Elliott 10.50 Jan Borjeson Tiburon 564
Siderno Beneteau 473 Fred Vitale Burlingame 548

DIVISION D (Starts Wednesday, July 5 at 13:10)
Recidivist Schumacher 39 Ken Olcott Palo Alto 534
Sapphire Synergy 1000 David Rasmussen Novato, CA 531
Riva J/46 Scott Campbell Vancouver, WA 528
Synger Synergy 1000 Michael Amirault Kirkland, WA 528
Vanessa Beneteau 57 Bill Deuchar & Stephen Dunn Whitefish, MT 516
Orizaba J/130 John Hanna Lake Oswego, OR 514
Mureadritta’s XL ILC 40 Antony Barran Northridge, CA N/A
Edge 1D35 Dan Doyle Kailua, HI 509

DIVISION E (Starts Thursday, July 6 at 14:15)
Jam J/160 John McPhall Fox Island, WA 488
Morpheus Schumacher 50 James Gregory Darien, CA 484
Lightning Santa Cruz 52 Thomas Akin Tiburon 472
Kyrnos Barnett 56 Frederic Laffitte Woodway, WA 477
Elyxir Santa Cruz 52 Skip Elly La Selva Beach 472
Cipango Andrews 56 Rob & Bob Barton Santa Rosa 462
Free Range Chicken Perry 59 Bruce & Sharon Anderson Las Vegas 462

*Entries as of June 23, 2006

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 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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the starting line, Marí-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 Mahones (Irish Lady), the Vetters (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 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 . . .”

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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 commercial 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 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 waterfront 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 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 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
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.
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
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
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 a way. — Latitude/38

**NUMBERS TO NOTE**

- Napa Valley Yacht Club (707) 252-3342
  Reservations: VC Robert Keating (707) 254-8666
  www.nvyc.org
- Napa Valley Marina (707) 252-8011
  www.napavalleymarina.com
  (**See this site for excellent interactive nav tips.)
- Vallejo Yacht Club (707) 643-1254
  www.vyc.org
- Vallejo Marina (707) 648-4370
  www.ci.vallejo.ca.us/GovSite/
  (then > About Vallejo > Marina)
- Napa Chamber of Commerce (707) 226-7455
  www.napachamber.org
- Napa Downtown Association (707) 257-0322
  www.napadowntown.com
  (Check out their discount "wine tasting card.")
- COPIA: (707) 259-1600 or (888) 512-6742
  www.copia.org
- Napa Valley Wine Train
  (707) 253-2111 or (800) 427-4124
  www.winetrain.com
- Six Flags Marine World
  Info Only (707) 643-6722; Admin (707) 644-4000
  www.sixflags.com/parks/marineworld/
- Mare Island Causeway Bridge; 9 am - 7 pm
  Monitors Channel 13; or (707) 552-6287;
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Spirit of Sailing!
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
The pictures tell the story — flat water sailing on a sunny summer evening. What else could you ask for?
Talk about a wind break! South Beach courses often have challenging ‘wind breaks’, including massive ships and the AT&T ballpark. 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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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 him that 66 years has passed.

Calm 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. Espiritu 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 coromuel, the most protected anchorage in the area is Caleta Partida — the crater of a long extinct volcano — that separates Espiritu 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 Espiritu 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 — is the magnificent cardon cactus of Baja growing tall along the coast between La Paz and Puerto Escondido.
— 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 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...
between La Paz and Puerto Escondido.

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

during these risque 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 singlehandedly circled the world 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 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 megayacht 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 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
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 million 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 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 Ellipse 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, 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.

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

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.

— latitude 38
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ARE YOU READY TO HA-HA?

Although the start of Baja Ha-Ha XIII is still nearly five months away, it’s high time to start making your plans for this year’s event, which officially begins October 29.

As we often explain in these pages, the Ha-Ha is a 750-mile cruisers’ rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa María.

Prospective entrants should be clear that this offshore sailing event definitely is not a hand-holding service for those incapable of making this trip on their own. However, it is a fabulous opportunity to get acquainted with hundreds of like-minded cruisers as you ‘cruise-in-company’ along the Baja coast. The two stops en route to Cabo give even the slowest boats a chance to catch up, and allow everyone to rest and recreate.

At this writing, over 70 prospective entrants have already requested entry packets. To get yours, send a 9x12, self-addressed envelope – no return postage necessary – with a check for $15 (for postage and handling) to: Baja Ha-Ha, Inc., 21 Apollo Road, Tiburon, CA 94920.

Application packets will be mailed out by June 10, complete with special offers from the sponsors listed in this ad.

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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 Robins trimming, Mark Davis handling the foredeck, and Jeff “The Senator” Richter 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 condition. “We never break anything,” said Mark, a fate-tempting statement if 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

As the fleet sailed into San Pablo Bay, all hell broke loose. You could see trouble coming before it was there.
“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 tamb...
DITCH RUN 2006

ing and dousing their big, blue kite. And off in the distance, it was clear something was definitely amiss aboard 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 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 spinnaker 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 lee 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-
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 whiny woman, and for a long moment I thought I was dreaming about yet another failed relationship. As it turned out, some guy 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, where a framed credo entitled The Corinthian Spirit read as follows:

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.

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 whiny woman, and for a long moment I thought I was dreaming about yet another failed relationship. As it turned out, some guy 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, where a framed credo entitled The Corinthian Spirit read as follows:

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The father-son team of Matt and Casey Loeffler took home the hardware in the PHRF Cruising class.

### RESULTS

**EXPRESS 27** — 1) Motorcycle 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 Raekin; 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) Ttrrip, 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)
The team at Svendsen’s congratulates our own MICHAEL TOSSE for winning Multi-hull Division G in the country’s most competitive inland waterway race – the DELTA DITCH RUN.

Skippering Chuck Longancker’s high performance trimaran F27 “Trio”, Michael navigated the Delta with such finesse and speed that Trio’s winning margin on corrected time was 41 minutes over the second place boat. Trimming aboard Trio was Harken’s Kermit Schikel. Michael Tosse is part of the highly experienced team at Svendsen’s providing products, knowledge and hands-on skill to achieve sailing performance, together with manufacturer partners like Harken.

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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 yachtsies 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.

“What do you mean ‘we’?” I asked, thinking of the passers-by. “And I think the park is in compliance with the spirit of . . . ”

“And Section 66065 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 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
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 harbormaster or something?”

“Actually, Mexico’s clearing-in process is much more efficiently run than ours these days,” noted Lilly.

“What is this, Mexico?” she replied.

“Are we supposed to like, bribe a harbormaster or something?”

“Actually, Mexico’s clearing-in process is much more efficiently run than ours these days,” noted Lily.

“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
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
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.”

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
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?”

“No 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 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.”

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 registered 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 Stolzechtl was the fastest with a kite: 32.88 mph. Tri-foiler Greg Ketterman earned top multihull honors after recording a run at 31.06
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 all 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’Conner, 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,
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 sweepback 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 I passed out in a bunk. They told me later that they had a tough time steering because of the broken vang and gusts over 40, but I had a great sleep.

“With the sun up at 0530 we debated about whether to relhoist 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) Copernicus, 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
— 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
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, 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, Linke- myer/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)
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.
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 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-American sailors in the nation’s top ranked Laser sailor. She was named College Sailor of the Year and Boating World of the Year. She was also chosen for the All-America squad for the third consecutive year. Carapiet led her Yale University team to its most successful season ever, highlighted by a national championship in the ISCA/Layline National Team Race Championship and, in her final collegiate regatta, a second-place finish in the ISCA/Gill National Coed Dinghy Championships, where she won A-Division by a comfortable 15 points. Thanks largely to Carapiet’s contributions, Yale also took the Leonard M. Fowle Memorial Trophy as the college Team of the Year. Carapiet, the nation’s top-ranked Laser sailor, will now turn his focus toward winning a spot on the 2008 Olympic Sailing Team.

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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](http://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](http://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
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
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 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 M. Adams’ 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
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 has produced winning Olympic boats since 1972. Abbott had recently struck 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...
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 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.
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 34.3 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 Virgin Islands 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 mother ship.

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 (BVI 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

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
round the cape and you come to a harbour; on the cape is a Temple of Athene of Sounion. Sailing further, you will make Lavrio 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 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 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 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
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 of 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
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 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 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 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-

Most folks who visit ruins in Greece only have a cursory understanding of what they’re looking at. But this group was well informed.
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 Akropolis 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 being threatened or conquered.

The dominant deity 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

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.

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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

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 backyard. 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!

Latitude 38

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ON THE BAY

**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 chutes — 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.

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 chainsaws — 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 to be laying the southern tip of Hispaniola in order to stop at the Dominican Republic. As usual, 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
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 allow 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, 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, even though the first 24 hours are free for each crewmember, even though the first 24 hours are free for each crewmember, even though the first 24 hours are free for each crewmember, even though the first 24 hours are free for each crewmember, even though the first 24 hours are free for each crewmember, even though the first 24 hours are free for each crewmember, even though the first 24 hours are free for each crewmember, even though the first 24 hours are free for each crewmember, even though the first 24 hours are free for each crewmember, even though the first 24 hours are free for each crewmember,
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 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 atypical 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 expeditor, 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. Virgin-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
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 Sailmail 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
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 honest Swedish man. We took refuge in Hilo for a week — despite the fact that 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.

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.

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.

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.

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I helped that, thanks to our boat, we had an Australian connection. Solstice is
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 southeasters 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 Pakarava 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
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 MacDon-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 from these numbers. First of all, many of the 850 yachts entering the country are from

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-
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.

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 trailed 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 Inuvikt 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?
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 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, advises that Dunn usually works as an expedition and adventure travel guide, and has led or participated in 72 expeditions to 52 countries, island group, and territory on seven continents, including Mt. Everest, K2, and Everest. 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, there 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 Burniap 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..."
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.

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 snorkeled 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.
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 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, Guanajuato, 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

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!
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 are facilities at 10 other places, almost all of which already have developed marine facilities: San Felipe, Puerto Penasco, 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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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...
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 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
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 reglemento — sort of like a decree — to institute the changes. A reglemento 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 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-
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’.

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 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!

The argument for alcohol. “It’s been
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.
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 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 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 in the Pacific about six weeks ago, stripped and covered in bird poop. Woods turned 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.
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 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 Southbound 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
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 down with all the household essentials. “Hmmmm,” 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.
24 FEET & UNDER

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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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17' CATAMARAN, NACRA 5.2, 1976. Boat, sails and trailer in good condition. $1,000. (510) 521-1196 or email: sbay@ mindspring.com.


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ISLANDER 24, 1963. Classic, needs some TLC. Great 1st boat or parent/child project. Asking $1,500. Also available Alcort Minifish (like Sunfish but smaller), fun boat for two. Asking $750. (415) 898-1436.


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CUTALINA CAPRI 16, 1991. Wing keel, 2.5-ft draft, trailer, launch extension. Fresh water boat. Roller furling, recent bottom paint, Nissan outboard, interior and exterior, custom seat cushions, life lines, running lights. This is a clean, nice boat. Too much to list. $5,950. (707) 450-5015.

KAMAKAI 20, 1999. Top sail gaff cutter pocket cruiser. See: www.members.cox.net/dwellens/kamaki/kamakih.html for pictures and details. Call (619) 960-8704 or email: dwellen@cox.net.


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Catalina 27, 1977. Dinette version with Petter 16 hp diesel. This boat has many upgrades & extras. Can be cruised or raced. (707) 528-9520 or email: nemphi@aol.com.


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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.


Santana, 1977. Model 525, 1977. Original hull #29. 9.9 Evinrude, new paint top deck and finished brightwork. 9.9hp Honda outboard, well laid out cabin, cockpit & shade, custom interior, roller furling jib, asymmetrical spinaker, Baja awning, galvanized trailer w/mast raising system, LP stove, $24,500. (707) 792-6948.

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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.

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TILLOTSON-PEARSON 36, 1961. $187,500. (510) 521-9268. Reasonable offer refused. Asking $9,950. Ship 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. Tamee (408) 956-1849 or (408) 646-7621.

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BRUCE ROBERTS OFFSHORE 38, 1982. Commissioned in 1996. fiberglass hull, Volvo Penta, 3 cylinder with turbo, 100 hours. Sails 3 years old, 6 heavy duty batteries, aluminum mast, all lines to cockpit, $23,000. (831) 475-5003.


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: islandspired@earthlink.net or larsos44@hotmail.com. $49,000/.trade. (949) 547-1000 or (949) 232-3670.

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COLUMBIA 39, 1984. Excellent condition, loaded for family and fun. $65,000. (510) 697-0525 or sailingig@mscglobal.net.

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ISLANDER 36, 1973. Westerbeke diesel, windlass, GPS, propane stove and oven, refrigerator, H/C water, shower, and more. New this year: Jib, canvas, running rigging, prop, woodwork, carpeting, cushions, set of four 6 volt batteries, bottom paint and non-slip. A great sailboat at a great price. Must own seller. Owner may consider selling this month for $29,900. If not sold by August owner may consider financing with $15,000 down and $250 per month for 36 months. Call (310) 458-1229 or email: amvooyage@aol.com. See spec sheet and photos.

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New decks. $74,500

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<table>
<thead>
<tr>
<th>Name</th>
<th>Year</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>65' MacGregor PH</td>
<td>1990</td>
<td>$225,000</td>
</tr>
<tr>
<td>62' Nautical Ketch</td>
<td>1985</td>
<td>$269,000</td>
</tr>
<tr>
<td>46' Bavaria Cruiser</td>
<td>2005</td>
<td>$231,700</td>
</tr>
<tr>
<td>39' Cross Trimaran</td>
<td>1969</td>
<td>$70,000</td>
</tr>
<tr>
<td>38' Kady Krogen</td>
<td>1982</td>
<td>$69,000</td>
</tr>
<tr>
<td>35' Kiwi Racing Sloop</td>
<td>1985</td>
<td>$35,000</td>
</tr>
</tbody>
</table>

**SISTERSHIP**

<table>
<thead>
<tr>
<th>Name</th>
<th>Year</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1984 Fully Custom Islander 40</td>
<td>Singlehanded TransPac vet.</td>
<td>$85,000</td>
</tr>
<tr>
<td>1968 Morgan 54</td>
<td></td>
<td>A very cool looking boat. Nice equipment. $99,000</td>
</tr>
<tr>
<td>1990 Cheoy Lee 47</td>
<td>Pedrick design, good looking, great sailor.</td>
<td>$210,000</td>
</tr>
<tr>
<td>1981 Falmouth 22 Cutter</td>
<td>Legendary and rare.</td>
<td>$35,000</td>
</tr>
<tr>
<td>Tartan 38 Tall Rig</td>
<td>Fully cruise ready.</td>
<td>$99,900</td>
</tr>
<tr>
<td>1985 Young Sun Cutter</td>
<td>Fully equipped, cruise ready.</td>
<td>$159,000</td>
</tr>
</tbody>
</table>

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Built by Jomar, 1997. C/C, two staterooms, inverter, autopilot, GPS, radar, dodger. Excellent sailor. Reduced to $279,900  

**58' ROUGHWATER PILOTHOUSE TRAWLER**

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