

VOLUME 351



The season's change and so should you. It's time to come up to a *cool change*...Change to Grand Marina.

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"Extraordinary Threads"

PHOTO: DOUG PEEBLES/WWW.DOUGLASPEEBLES.COM



Liz Baylis and Todd Hedin, along with designer Jim Antrim, sailed *E.T.*, their Antrim 27, to a stellar first-in-class and second-overall finish in this summer's Pacific Cup from San Francisco to Kaneohe, Hawaii.

E.T. crossed the finish line sporting her new shy kite from Pineapple Sails, which Liz described as "shy, but not at all inhibited."

E.T.'s main and class jib, which substituted for a stays'l after the first few days when the wind was finally back and the spinnaker went up, are also from Pineapple. E-mails from boat to shore and back spawned a mid-ocean contest for renaming *E.T.* and along with entries "Extra Throttle" and "Exceptional Talent" the sail inventory inspired "Elegantly Tailored."

We still like "Extra Terrestrial." For sails that are out of this world, give us a call.

*E.T.**

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Cover: Bonito makes a splash on the Berkeley Circle.

Photo by: Latitude 38/JR

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs-anythingbut poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal saliling audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned**. We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all electronic submissions to editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.htm.

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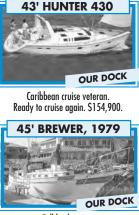


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Advertising Sales Advertising Sales Classified Sales	Shawn Grassman	shawn@latitude3	8.comext. 107
General Manager Production/Web Production/Photos	Christine Weaver	chris@latitude38	.comext. 103
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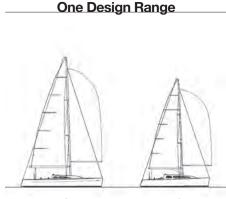
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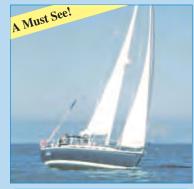




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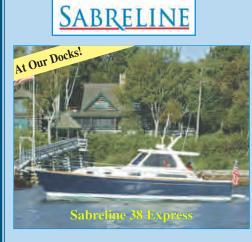
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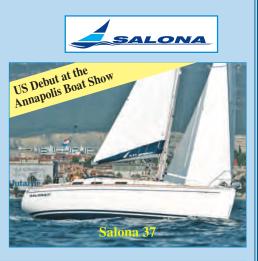


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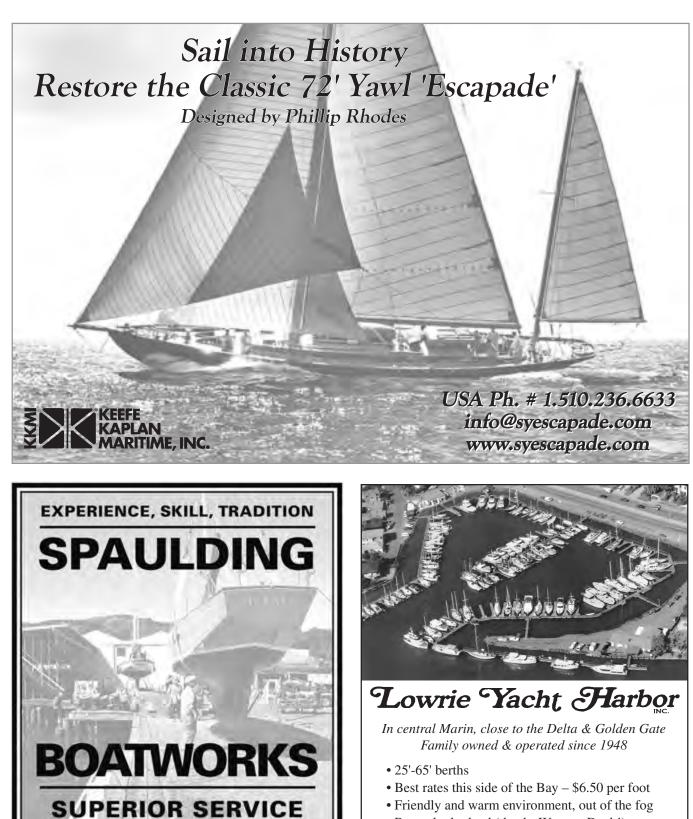
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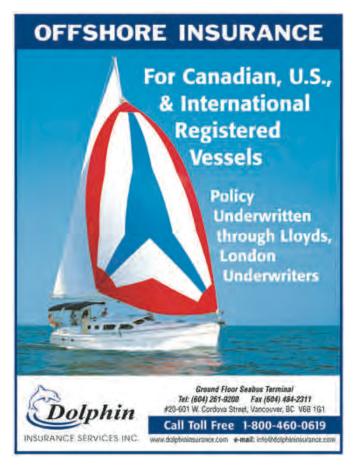
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CALENDAR

Non-Race

Sept. 2-3 — Tug Fest at Ballena Bay Yacht Brokers in Alameda, 10 a.m.-3 p.m. Preview the new line of Nordic Tugs before the boat show. Info, (510) 865-8600.

Sept. 2-4 — Fantasia 35 Raft Up at Clipper Cove. Contact David Moore at (510) 468-9839 for more info.

Sept. 3, 24 — Cal Sailing Club will give free sailboat rides at Berkeley Marina, 1-4 p.m. Info, *www.cal-sailing.org*.

Sept. 3-24 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or *www.baads.org*.

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

Sept. 6, 13, 20, 27 — Yachtsmen's Luncheon Series at St. Francis YC, Noon-2 p.m. Enjoy lunch and a dynamic speaker every Weds., \$12. Any YC's members welcome. Contact Ron Young at (415) 601-3227 or *ron.young@sbcglobal.net*.

Sept. 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.

Sept. 7 — Full moon on a Thursday night.

Sept. 7-Nov. 16 — Boat Smart and Chart Smart courses taught by the Peralta Sail & Power Squadron at Coyote Point YC, Thurs. evenings. \$35 text fee per course or \$60 for both. Info, (650) 592-3604 or boatsafe@peraltasquadron.org.

Sept. 8-10 — 30th Annual Wooden Boat Festival in Port Townsend, WA. Info, *www.woodenboat.org*.

Sept. 9 — Festival of the Sea at SF Maritime National Historic Park's Hyde Street Pier, 10 a.m.-5 p.m. Enjoy classic sea chanteys, demos, exhibits, kids' activities and more! Suggested \$5 donation. Info, *www.nps.gov/safr*.

Sept. 9 — Encinal YC's Nautical Flea Market, 6 a.m.-1 p.m. Food and drinks available. Info, (510) 522-3272.

Sept. 9-10— 'Caltopia' Cal Regatta at Encinal YC. Regatta, swap meet, and jazz party. Info, *cruisecaptain@encinal.org*.

Sept. 9-17 — Northern California Fall Boat Show at Jack London Square in Oakland. Info, *www.ncma.com*.

Sept. 12 - Nov. 2 — USCGA Boating Skills & Seamanship class on Yerba Buena Island. Tues. and Thurs., 7:30-9:30 p.m. To register, (415) 399-3411 or *uwphoto@mac.com*.

Sept. 12, 13, 19, 20 — Boat Smart Class, Marin Power & Sail Squadron in Novato, 7-9 p.m. Info, (415) 883-6777.

Sept. 13 — Amateur Radio General License Class in Richmond, every Weds., 7-9:30 p.m. This free 10-week class taught by East Bay Amateur Radio Club will end with an official FCC license exam. \$20 text fee and \$14 exam fee. Contact John Wood (N6JDW) at (510) 9367-8685 (evenings).

Sept. 13-17 — Lake Union Boats Afloat Show in Seattle, including Sailfest NW. Info, *www.boatsafloatshow.com*.

Sept. 14 — 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*.

Sept., **1996** — Ten Years After, from a *Sightings* piece simply titled 'Coastal Cleanup':

Thousands of people are once again set to descend on California beaches this month — but this group is not there to sun, swim, surf or sail. These volunteers will take part in the 12th Annual California Coastal Cleanup Day. The statewide event is presented by the California Coastal Commission's Adopt-A-Beach program and the State Parks Foundation.

Coastal Cleanup Day is the premier event of Coastweeks, a three-week nationwide celebration of our coasts. While we're removing all the crapola from our golden coast, similar efforts will be going on in other coastal states and 72 countries.

Californians will clean beaches as far inland as Lake Tahoe, and scuba diving groups from around the country plan to pitch in to remove underwater trash. Last year's volunteers



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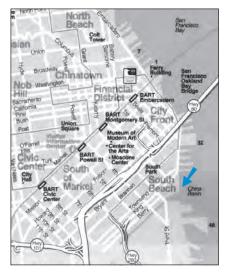


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CALENDAR

removed half a million pounds of junk from our coast. Nationally, the total was 2.5 million pounds.

Once again, leading the always-interesting 'what's out there' list were 800,000 cigarette butts. Other items included 12,000 tampon applicators, 6,200 'Boston Harbor whitefish' (collector slang for condoms) and 159 dead animals that were killed by such cast-offs as discarded nets and the like. Eleven live animals were found and rescued, including a coyote in Texas that was ensnared by a fishing line.

We encourage members of the sailing community to take part in Coastal Cleanup Day. If any sailing organization has a special event planned (one group sailed around one year and picked trash out of Estuary backwaters), take some pictures and tell us your stories. To get involved, call 1-800-COAST4U.

Sept. 16 — 22nd Annual Coastal Cleanup Day, 9 a.m.-Noon. Pre-register or show up at the nearest drop-in site to do your part to keep our beaches clean. Info, (800) COAST4U, coast4u@coastal.ca.gov or www.coastalcleanup.org.

Sept. 16 — Nautical Swap Meet at Ballena Isle Marina in Alameda, 8 a.m.-Noon. Info, (510) 523-5528.

Sept. 19— International Talk Like a Pirate Day. Learn the five basic words (*Ahoy! Avast! Aye! Aye aye! Arrrr!*) and more at *www.talklikeapirate.com*.

Sept. 21 — Modern Sailing Academy Crew Party & Speaker Series at Golden Gate YC, 6:30-9 p.m. Info, (415) 331-8250.

Sept. 22 — Autumnal equinox, aka: the first day of fall.

Sept. 23 — Cheoy Lee Rendezvous at Angel Island's Ayala Cove. Info, *brentsue@inreach.com* or (415) 454-3234.

Sept. 23 — Free Boating Safety Seminar at Oakland YC, 9 a.m.-1 p.m. Reservations required, (510) 522-6868 or *emendes@oaklandyachtclub.com*. For info, (510) 769-8952.

Sept. 24 — Boaters' Swap Meet at Coast Chandlery in Channel Islands Harbor, 8 a.m.-3 p.m. Info, (805) 815-4520 or *www.coastchandlery.com*.

Sept. 26 — Boating Safety class taught by the Santa Clara Power Squadron. Wilcox HS Library in Santa Clara, 7-9 p.m. \$30 text fee. To register, call DeWayn at (408) 255-6097 or go to www.usps.org/localusps/santaclara/PE.htm.

Sept. 30 — 10th Annual PICYA Wheelchair Regatta, a powerboat cruise for disabled U.S. veterans followed by a picnic at Encinal YC. Info, *www.picya.org*.

Sept. 30— San Pablo YC's 60th Birthday Party and Luau, 4 p.m. Live music, tiki bar and pig roast, \$10. Info, (916) 595-7287 or *letty*95758@yahoo.com.

Sept. 30-Oct. 1 — Bay Fest Brokerage Boat Show at Mc-Grath Yachts in Sausalito. For info or to showcase your boat, go to *www.mcgrathyachts.com* or call (415) 331-5020.

Oct. 1 — Oakland YC Open House for prospective members, 9 a.m.-Noon. Stay for brunch, \$8.50. RSVP (510) 522-6868 or email *cwong@oaklandyachtclub.com*.

Oct. 3-Nov. 28 — Get ready to go cruising by attending one of Downwind Marine's cruiser seminars on Tuesdays and Thursdays, 7:30 p.m. at Pt. Loma Assembly Hall. Cost \$3. See the full schedule at *www.downwindmarine.com*.

Oct. 4 — *Latitude 38* Mexico Only Crew List and Baja Ha-Ha Party at Encinal YC, 6-9 p.m. Check out Sightings or www.latitude38.com for more info.

Oct. 5 — 2006 Light the Night Walk to benefit the Leukemia and Lymphoma Society, 5 p.m. at Oyster Point Marina. Info, *www.smharbor.com* or Robert Johnson at (650) 952-0808.

Oct. 5-9 — Fleet Week, including the return of the Blue Angels. Details, *www.fleetweek.us*.

Oct. 7-8 — 14th Annual Northern California Women's Sailing Seminar at Island YC. Info, *www.iyc.org/wss.htm* or



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CALENDAR

call Shirley or Rich at (510) 521-2980.

Oct. 14-15 — 9th Annual Catalina Rendezvous at Encinal YC. All size Catalinas welcome. For info, call your local Fleet Captain, or Bill at (925) 820-7370.

Oct. 22 — Ha-Ha Welcome to San Diego Party at Downwind Marine, Noon - 4 p.m. Info, www.baja-haha.com.

Oct. 30 — Baja Ha-Ha 'Lucky 13' Cruisers Rally begins!

Racing

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

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

Sept. 2-3 — Labor Day Invitational for Melges 24s and J/24s. SFYC, www.sfyc.org or (415) 789-5647.

Sept. 2-3 — Optimist West Coast Championships. Tiburon YC, www.tyc.org or (415) 883-6339.



While the 'big boys' play on the Bay, the 'little guys' have their own fun in Clipper Cove.

Sept. 2-4 — 1D-35 Nationals. CYC, www.cyc.org.

Sept. 9 — The Leukemia Cup Regatta, PHRF and one design racing to benefit the Leukemia and Lymphoma Society. Hosted by SFYC. Info, www.leukemiacup.org/SF.

Sept. 9 — YRA-HDA #7 Islands Tour, CYC. For more info, www.yra.org or (415) 771-9500.

Sept. 9 — WBRA Races. BYC, *www.berkeleyyc.org*. **Sept. 9** — SSS East Bay Estuary Race, another shorthanded race. Info, www.sfbaysss.org or (415) 302-0101.

Sept. 9-10 — Jessica Cup, fleet racing for big woodies. StFYC, www.stfyc.org or (415) 563-6363.

Sept. 9-10 — YRA-ODCA Weekend Closer, CYC. For info, www.yra.org or (415) 771-9500.

Sept. 9-10 — Star PCCs. SFYC, www.sfyc.org.

Sept. 9-10 — West Marine Fun Regatta for junior sailors. SCYC, www.scyc.org or (831) 425-0690.

Sept. 14-17 — 42nd Rolex Big Boat Series, always the highlight of the local sailing season. StFYC, www.stfyc.org.

Sept. 15-17 — Flying Dutchman North Americans. BVBC, www.bvbc.org.

Sept. 16 — Fall One Design #2. SCYC, (831) 425-0690. Sept. 16-17 — Governor's Cup. FLYC, www.flyc.org. Sept. 22-24 - Catalina 34 National Championship Regat-

ta, GGYC. Race and Cruiser divisions. Info, (650) 341-9209. Sept. 23-24 — Star Pre-Worlds. SFYC, www.sfyc.org. Sept. 23-24 — Veeder Cup. SCYC, (831) 425-0690. Sept. 23-24 — Totally Dinghy Regatta. RYC, (510) 237-

2821 or www.richmondyc.org. Sept. 24 - Fall Score #2. SCYC, (831) 425-0690. Sept. 25-Oct. 3 — Star Worlds. StFYC, www.stfyc.org.

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CALENDAR

Sept. 30 — Banshee PCCs. FLYC, *www.flyc.org*. Sept. 30 — YRA-OYRA Full Crew Farallones, BVBC. Info, *www.yra.org* or (415) 771-9500.

Sept. 30-Oct. 1 — Fall Classic for WBRA Fleets. SFYC, *www.sfuc.org* or (415) 789-5647.

Sept. 30-Oct. 1 — Tomales Bay Regatta for the Vanguard 15 fleet, Inverness YC. Info, *www.vanguard15.org*.

Oct. 1 — YRA-HDA #8 Richmond Long, RYC. For info, *www.yra.org* or (415) 771-9500.

Oct. 5-8 — Moore 24 Nationals. SCYC, (831) 425-0690. Oct. 7 — 3rd Annual VNA & Hospice Regatta on Monterey

Bay, MPYC. Register at www.ccvna.com or (831) 402-3181. Oct. 7 — YRA-OYRA Junior Waterhouse, RYC. For info, www.yra.org or (415) 771-9500.

Oct. 7 — Wallace Cup, a PHRF championship for East Bay clubs. OYC, (510) 522-6868 or *www.oaklandyachtclub.com*.

Oct. 7-8 — Fall One Design. SFYC, (415) 789-5647. Oct. 7-8 — El Toro Stampede, RYC. Info, Gordon Nash at

Get. 7-8 — El Toro Stampede, RYC. Info, Gordon Nash at *gcnjr@earthlink.net.*

Oct. 13-15 — International Master's Regatta, a J/105 regatta/reunion for senior citizens. StFYC, (415) 563-6363.

Oct. 14 — Fall One Design #3. SCYC, (831) 425-0690.

Oct. 14 — YRA-HDA Yankee Cup/ODCA Championships, hosted by IYC. Info, *www.yra.org* or (415) 771-9500.

Oct. 14 — Joan Storer Regatta, a mostly all-women race benefitting BAYS (Bay Area Youth Sailing). One token male is allowed per boat, but he can't touch the helm. Tiburon YC, *www.tyc.org* or (415) 883-6339.

Oct. 14-15 — SSS Vallejo 1-2, a mellow way to end the shorthanded season. Jeff Berman, (415) 302-0101.

Oct. 14-15 — Olympic Finn Dinghy PCCs, CPYC. Info, (831) 336-2672 or *www.cpyc.com*.

Oct. 15 — Lady Skipper's Race, PresYC. For more info, *www.presidioyachtclub.org.*

Oct. 15 — Women's Skipper Regatta, a fundraiser for the Tall Ship Semester for Girls. SYC, *www.syconline.org*.

Oct. 21-22 — Fall Dinghy & Olympic Classes. StFYC, *www.stfyc.org* or (415) 563-6363.

Remaining Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 9/8, 9/22, 10/13, 10/27. Ward Fulcher, (510) 385-4285.

BAY VIEW BC — Monday Night Madness Fall Series: 9/4, 9/18, 9/25. John, (415) 664-0490.

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

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

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

CORINTHIAN YC — Friday night 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: 9/8, 9/22. Charles Hodgkins, (510) 504-4076.

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

FREMONT SC — 9/17 at 11:00. Jim, (650) 856-1122.

GOLDEN GATE YC — Friday night 9/1. Gary Salvo, (916) 363-4566.

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

ISLAND YC — Friday nights: 9/15, 9/29. Joanne McFee, (510) 521-7442.

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

RICHMOND YC — Wednesday nights: 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*.

SAUSALITO YC — Tuesday night 9/12. J. Rigler, (415) 332-6367.

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

SIERRA POINT YC — Beercan Saturdays: 9/9, 10/7. Larry Walters, (650) 579-3641.

TIBURON YC — Friday night 9/15. Ian Matthew, (415) 883-6339.

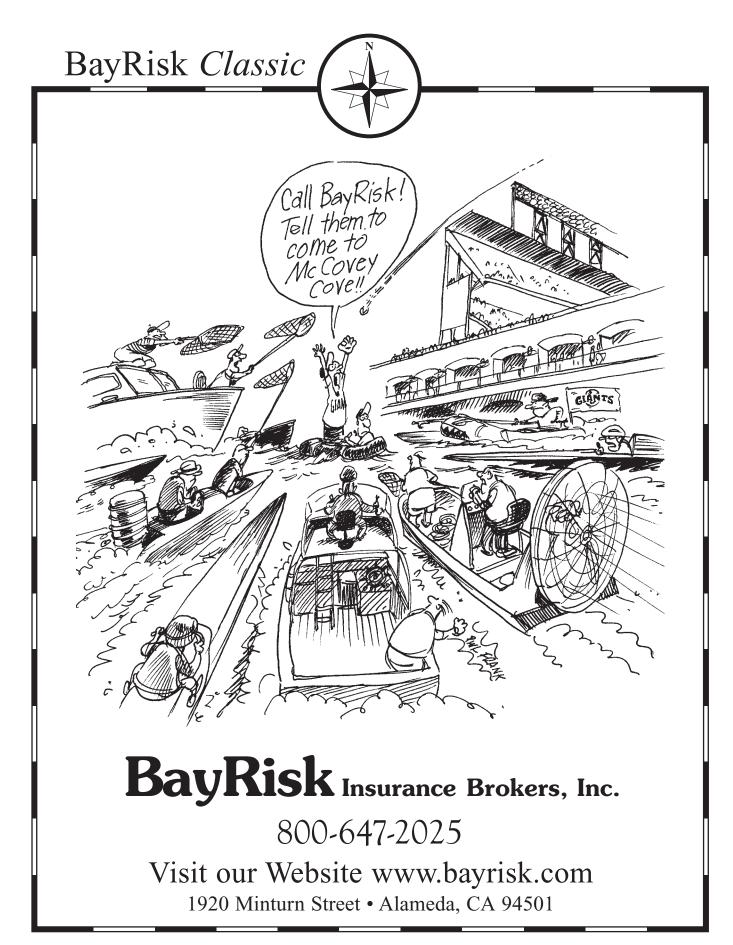
VALLEJO YC — Every Wednesday night through 9/27. Jerry Halterman, (925) 788-8283.

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 calendar@latitude38.com. If you're totally old-school, mail them to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941 or fax them to us at (415) 383-5816. 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.

September Weekend Currents

date/day 9/02Sat	slack 0354 1518	max 0701/2.3F 1819/1.5F	slack 1031 2057	max 1217/1.1E
9/03Sun	1129	0037/3.8E	0455	0807/2.8F
	2207	1326/1.3E	1636	1926/1.9F
9/04Mon	1216	0139/4.3E	0547	0858/3.3F
	2311	1426/1.8E	1735	2026/2.4F
9/09 Sat	0256 1516	0549/ 4.7E 1812/ 4.8E	0920 2144	1214/4.1F
9/10 Sun	1000	0043/4.2F	0354	0636/4.1E
	2237	1254/3.7F	1552	1857/ 5.0E
9/16Sat	0410 1613	0732/2.9F 1904/1.7F	1043 2132	1345/1.3E
9/17 Sun	1134	0112/3.6E	0510	0829/3.1F
	2237	1442/1.7E	1714	2009/2.0F
9/23 Sat	0232 1439	0516/3.4E 1732/3.8E	0851 2111	1140/3.0F
9/24Sun	0917	0005/3.1F	0315	0551/3.1E
	2146	1207/2.7F	1502	1806/3.9E
9/30 Sat	0207	0513/2.4F	0856	1046/1.2E
	1338	1643/1.4F	1912	2302/3.7E
10/01Sun	0315 1510	0625/2.6F 1756/1.6F	0958 2032	1155/1.3E





LETTERS

↑↓ESCAPADE, A TRUE VINTAGE YACHT

I'm glad to hear that the great old 73-ft Rhodes yawl *Escapade* is apparently going to be restored by somebody. Good on them! A famous vintage yacht like her brings back sea bags full of memories to the many sailors who were lucky enough to crew on her in the old days.

One memory of mine, although it's second hand, came from my father, Ray Wallace, who was navigator of *Escapade*



'Escapade' has been a legend in both the Pacific and the Caribbean.

in the noted '58 Acapulco Race. He actually filmed the demise of the ill-fated 69-ft ketch *Celebes* and the rescue of her crew. Dad's been gone for some six years now, but as I recall his story and the jumpy old 16mm film, the crew of *Escapade* did indeed sight smoke off their quarter and motored back to find, to their horror, that *Celebes* was ablaze amidships and there was no one in sight! They circled, yelled, and scanned the horizon, but still could not find the crew! Using their old AM radio, they managed to contact the Coast Guard on 2182, and were told to both stand by and help search. As the fire on *Celebes* intensified and there was still no sign of life, the skipper of *Escapade* decided to motor further south. They soon saw the frightened crew in the distance, waving from the orange liferafts.

The *Celebes* cook came aboard *Escapade* with his head bandaged from burns he'd suffered while trying to douse the accidental galley fire. The fire had started when the alcohol stove's flames got out of control and ignited the paint and varnish above the stove. In a matter of seconds the fire was out of control and the crew had to take to the liferafts.

The first few feet of Dad's film shows *Escapade*'s initial approach to *Celebes* with the ketch intact but with fire and smoke leaping from the main cabin. Nobody was on deck. Next, the crew of the *Celebes* can be seen in the liferafts alongside *Escapade*, smiling as they were brought aboard. As seamen are bound to stand by a sinking vessel until the end, the last bit of the film shows *Celebes* burning but with only her bow above water. The last frames show her slipping beneath the waves to her grave.

Dad told me that when *Escapade* resumed racing watchstanding had become a breeze — because they had 25 sailors aboard! *Escapade*'s owner, the cotton farmer Jim Camp, was a true gentleman yachtsman, so just before his boat crossed the finish line, he had the crew of *Celebes* gather on the bow — so they could cross the finish line first!

Rob Wallace Laguna Niguel

Rob — If you ever cruise to St. Barth and have dinner at Eddy's Restaurant — which every visitor to that island should — you'll notice an oil painting of Escapade hanging from the Balinese-style rafters. If you ask what the boat did around the

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island, the older sailors will give you a knowing smile, but won't say much. But after plying them with 'ti punches and assuring them that the statute of limitations has probably run out on the French Islands, you might hear some wild stories from the old days when the lovely yacht was apparently involved in importing the sticky icky to the island under the cover of darkness.

↑↓WHAT'S IN A NAME?

You showed remarkable restraint in not mentioning Longfellow's poem *The Wreck of the Hesperus* in your reportage of the recent Singlehanded Transpac entry *Hesperus* losing both her factory and emergency rudders. But talk about tempting the sea gods with such a name! I did a delivery from Vancouver to San Francisco a few years back aboard a boat called *Tropical Storm*. We were pleased to return home without getting hit by a waterspout.

David Demarest California

David — There really wasn't that close a connection, because the Hesperus we reported on is a sloop that was sailing to the tropics in the summer, while Longfellow's Hesperus was a schooner caught in snowy winter weather.

But if anyone would like a cultural moment, we can report that Hesperus is the personification of Venus. Even more interesting is that the ancient Greeks thought Phosphorus, 'the bringer of light', and Venus, the evening star, were two different celestial objects. It took Pythagoras, who famously philosophized that 'you can't step in the same river twice', to realize that Phosphorus and Hesperus were the same celestial object.

AUCOMMERCIALLY BUILT EMERGENCY RUDDERS

I've recently read about the boats that lost their steering either going to or coming back from Hawaii. Several of them still couldn't maintain a course after they fitted their emergency rudders.

I'm in the process of heading on a cruise to wherever, and am interested in emergency rudder systems. Do you know what emergency rudder was used by the boat that had trouble in the West Marine Pacific Cup? Are there any commercially made emergency rudders? A back-up rudder seems important to me, but if I get one, I want to make sure it will work if I need it.

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Larry Lawson Lizard II, Pearson 34 Pt. Richmond

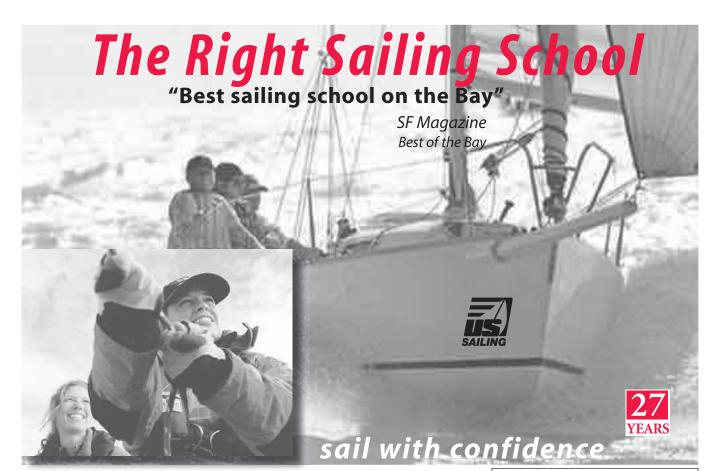
Larry — Most boats have custom-made emergency rudders, but obviously not all of them were designed or built as well as they needed to be. Scanmar, which builds the Monitor Windvanes right over by you in Richmond, is the only company we know that markets a semi-production emergency rudder.

Given the number of problems and/or failures that people have had with their emergency rudders, we'd like to hear from anyone who's had a successful experience.

↑↓THIS, THAT, AND THE OTHER THING

Thank you for printing Ken Brinkley's letter about the tragic loss of his son. You made it the first letter, which is right where it belonged. Poor man, I couldn't help but feel his pain as I read the letter.

However, I was a little dismayed to read that in the previous



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LETTERS

issue you referred to a photograph — which you didn't run — as being "too raw." For *Latitude*!?! I was beginning to fear that without the old curmudgeon in the office every day, the rag was going to be put out by a bunch of politically correct weenies, at which point the only difference between *Latitude* and *Yaaaaaachting* would be that you can't use the slick's glossy paper for wiping your ass.

Fortunately, some of the responses to last month's *Let*ters had the old fire in them, so I guess it's going to be all right after all. But maybe we should go back 25 years or so and revisit the topics that were hot back then. For example, I recall a series of letters regarding the effects of eating the stringy parts of bananas — or something like that. The next time the Old Man checks in, ask him if he remembers that thread. Talk about politically incorrect!

In the last couple of issues there have been references to "vandals" in stories about abandoned vessels that had been found floating on the ocean — as in "Vandals stripped everything of value from the boat." I think the legal term for that is 'salvage'. When a vessel is abandoned on the high seas, she's pretty much fair game for anybody who finds her. It's too bad for the owners, but that's been the law of the seas for a few millennia. So it's a serious decision to abandon ship. Besides meaning "I'm leaving now," it also means you've given her up. Of course, if somebody answers to a higher law and works to get the vessel back to her owner intact, well, King Neptune will smile upon them, as will the cruising community.

> Mark Sutton Ariolimax Scappoose, Oregon

Mark — Several clarifications — and one big correction — are in order.

First, in the world of sailing, the term curmudgeon is generally conceded to belong to Tom Lewick, the editor and publisher of Scuttlebutt online sailing magazine. If you want to refer to us as the 'Old Man', we won't object, although we think it's a little premature and generally prefer 'The Wanderer' or 'Grand Poobah'. Nonetheless, we thought we clearly stated that we never intended to give up editing Letters or setting the editorial tone of the magazine. As such, the decision not to publish the "too raw" photo was made by the same person who has made all decisions in the history of Latitude regarding what letters and photos go in the Letters section.

"Too raw" actually was a very poor choice of words on our part to describe why we didn't publish the photo. It wasn't 'raw' at all, but simply 'natural'. And much to our dismay, our "too raw" description apparently caused the author of that very fine letter a considerable amount of embarrassment. For that, we're very sorry.

The photo in question was of several women standing on the bow of a nearby boat, with nothing covering their pubic area except profuse — at least by today's standards — pubic hair. The photo wasn't salacious and, in fact, was about as 'raw' as a photo from Nudist Monthly.

Nonetheless, we made the editorial decision not to publish the photo because: 1) it wasn't a very dynamic photo, and 2) because in our opinion, female boobs and butts are fine, as are male butts, as long as the subjects seem to be enjoying themselves. Anybody looking for more graphic photos would make better use of their time mousing around the Internet, as Latitude isn't going there. It's a matter of taste, not political correctness.

As is the case with most swashbucklers, your views on marine salvage are completely in error. Ignoring the dubious

DIESEL ENGINE STOPPED?

THE ENGINE DYING SCENARIO

The engine just stopped with no real warning. There was a hiccup of sorts, nothing big; slight rpm changes, a cough and then just a "dead hollow" quiet.

WHAT HAPPENS NEXT?

The Captain generally reaches for the for the ignition switch, and the engine will run again for a few minutes and then stop come to it's final stop. Optimistic diesel owners can be puzzled when an engine just dies for no apparent reason. Remember - *The*

engine that runs today can stop tomorrow.

FUEL & FUEL FILTERS

Think about where your diesel fuel is stored onboard. The fuel tank is the perfect Petri dish for the growth of fungi that can clog any fuel



system in a heartbeat. The moral is - keep your fuel clean!

CAN ONE PERSON DO THIS?

At sea, changing a fuel filter is a Herculean task when you factor in sea conditions, with the anxiety to get the engine running, combined with the actual mechanical effort required of removing and installing the filters. Then the air bleeding process becomes the final straw.

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Above Deck: The Early Warning Panel (EWP) is mounted in the cockpit. Below Deck: A vacuum/pressure gauge is incorporated into the FilterBoss that monitors the online filter. If at any time the vacuum exceeds 7" hg the EWP signals the crew that the filter is clogging to unsafe limits and must be switched.



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LETTERS

moral aspect of profiting from the loss of others, the activities you describe as 'salvage' are actually looting. For example, if you come upon an unoccupied sailboat in the middle of the ocean, she's not yours for the taking — not any more than an unoccupied car along the side of a freeway would be. Just because the owners of boats and cars are no longer on or in them does not mean they've been abandoned.

Even though you might tow an unoccupied boat to shore or otherwise save her, she's still not yours. You can, however, claim reasonable compensation for your efforts, and almost certainly will get it. But remember the rule that's been in effect at Lloyds for ages — "No cure, no pay." So if you fail in your attempt to save a vessel, you're not entitled to any compensation at all.

Depending on the difficulty and expense of a salvage, the compensation due you might well be in excess of what the boat is worth to the owner and/or insurance company. In such cases, you might end up having the title signed over to you. But in most salvage cases, particularly those involving recreational boats, all that is owed is a towing fee.

Furthermore, the principle of the owner's/insurer's property still belonging to them, even after seemingly being abandoned, also applies to jetsam, which are goods thrown off a ship when



she is in danger of sinking, flotsam, which are goods that floated off the vessel while she was in danger of sinking or after she has sunk. and even lagan, which are goods left in the sea on the wreck or tied to a buoy so they can later be recovered by

Even though 'Chaton de Foi' drifted from Central America to Hawaii with nobody aboard, she was never available 'for the taking'.

the owners. Anyone who collects jetsam, flotsam or lagan must declare it to the Receiver of the Wreck or risk being charged with theft.

Of course, the above principles are only in effect in the few — and rapidly getting fewer — civilized parts of the world. *Elsewhere, the salvage laws are superceded by the law of the jungle, which is that 'might makes right.'*

$\Uparrow\Downarrow$ it's time to confess to the joke

Just in case some readers didn't get the joke, you should explain that the photo of the waterfront house that appeared on pages 112-113 of the August issue is of a villa on the Italian Riviera and not a new restaurant on Angel Island. This would prevent people from sailing all around looking for it. Mark Johnstone

Mark Johnstone Catalina 36 San Francisco

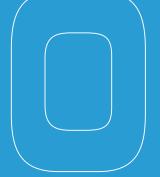
Mark — What are you talking about? Just last night we anchored off the restaurant and came ashore for some Osso Buco a la Ayala Cove. Scrumptious! And Doña de Mallorca loved her Pt. Blunt Gnocchi in cream sauce.

$\Uparrow \Downarrow \mathsf{PIRATES}$ for pupils booty went to good causes

I've got a report on what's happened to the contributions made to the Pirates for Pupils Spinnaker Run fundraiser from Punta Mita to Paradise Marina last March. As you know, I



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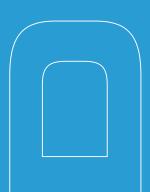
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LETTERS

never give money directly to any organization, but rather ask for their wish list, then buy accordingly.

So far I've purchased the following items for the Casa



Comunidad in Punta Mita: gardening equipment, sports balls of all sizes, jump ropes, educational games, cleaning supplies, and shelving. When the special-needs school in the El Pitillal district re-opens, they will be receiving similar equipment, plus stationery. Money has also been set aside for the purchase of medical supplies for the Punta Mita clinic; we are just awaiting a wish list. And when we get that list, we are going to need the help of Latitude, Baja Ha-Ha

'Tea Lady' works hard to make sure all donated money is spent intelligently.

participants, and other cruisers in purchasing the supplies and bringing them south on boats.

For those folks sailing south and wanting to make helpful contributions to the people of Mexico, candy is always appreciated by the kids, of course, but it would be far more beneficial if you could bring school supplies — crayons, pencils, paper, construction paper, paints and brushes, and so forth. It's also best to hand these materials over to a school of your choice rather than to individual kids. The teacher/principal will see that your donations are distributed fairly.

Toys are also always welcome, especially with Christmas approaching – small dolls, soft toys, anything that preferably doesn't require batteries. Bilingual reading books would really help the kids help themselves. It's not necessary to buy anything big or expensive, so check out thrift stores. And to the kids of Mexico, it doesn't matter if a piece is missing from a jigsaw puzzle. Wondering what to do with your old slow computer that you've upgraded from? It would be greatly appreciated in any school.

So many cruisers who arrive in Mexico say they would have helped if they'd only known what to bring. If you have any questions, please get in contact with me at *abmarine@hotmail. com.* But remember to bring your pirate costume for the Pirates For Pupils Spinnaker Run in March. When on Banderas Bay, I can be reached on VHF by hailing "Teapot Tony" or "Tea Lady."

> Ronnie 'Tea Lady' Banderas Bay, Mexico

Readers — We at Latitude are thrilled to be working with Ronnie in the Pirates for Pupils fundraiser, as she's honest beyond reproach, and we know she'll do everything she can to make sure the money is spent as wisely as possible. After all, when it comes to philanthropy, collecting the money is just the beginning of the job.

$\Uparrow\Downarrow$ the rodney dangerfield syndrome

Seafaring custom dictates that vessels visiting foreign ports display a courtesy flag of the country being visited. Chapman and other reference sources provide guidance as to how and

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LETTERS

where, as it varies according to type of vessel and her status.

The preeminent reason for displaying such a flag is to convey respect for the host country — respect for its sovereignty,



its people, and its customs. But take a look at some of the flags being displayed at Mexican marinas! Given the condition of many, respect is hard to find. See the particularly egregious example in the accompanying photograph. All I have to do is take a short dock walk to find more bad executions of the seagoing tradition.

Unfortunately, trashed courtesy flags are often paired with relatively pristine American national flags. What's the message there?

Does a tattered courtesy flag such as this express disrespect for the host country? Mexican might feel grateful for even a flawed gesture.

I think his reaction offers insight into the tolerance and kindness of most Mexicans, but I'd hope that we who enjoy the remarkable cruising grounds and generous hospitality available to us in Mexico could do a little bit better in showing respect for our host country.

> Steve Howard Adventure, Shannon 38 La Paz, Baja California Sur, Mexico

Steve — We're all for tradition, but don't you think this 'respect' business gets taken a little too seriously? People are always saying they got into a fight with someone else because they weren't shown enough respect. What a bunch of baloney! If the person had any self-respect, he/she wouldn't give a hoot what anybody else thought of them.

It's the same with countries. The smaller the banana republic or African dictatorship, the more medals the leaders and military officers have plastered all over their chests, and the stricter the country is about requiring freshly starched courtesy flags flying from the starboard spreaders of visiting yachts. If a boat from another country came into our marina with a raggedy courtesy flag, our reaction would be, "Man, those folks must really have wanted to come to the States!"

Besides, we think the world is more in need of humor than officiousness. Many years ago there was a South American couple who lived on the hook for a couple of months at St. Barth's Columbie anchorage. The gal wasn't all that cute, but she was fun-loving and mischievous as hell. So if she and her guy had had sex the night before, she'd get up in the morning and proudly replace the French courtesy flag with a pair of her panties. Every guy in the anchorage had the hots for that girl — and checked out her starboard spreaders each morning.

$\Uparrow\Downarrow$ our most exciting catalina cruise ever

In late July we did a five-day family cruise to Catalina aboard our Newport 30, and it turned out to be more exciting than we'd expected. We were sitting pretty in the Little Harbor anchorage on the backside of the island on Saturday the 22nd, with bow and stern anchors holding us securely near the East Wall. But having been there since Thursday, we knew the weather might get a little rough.

The weather became particularly unstable during dinner, as

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LETTERS

a lightning storm was clearly approaching from the southeast. There were three other boats in the anchorage at the time: a large powerboat with a totally drunk crew, a Panda 40, whose crew was having dinner with us, and a Catalina 30. When it became apparent that we were going to take a direct hit from the storm, we stowed everything below and removed the extra fuel from the deck in case the rig got hit by lightning.

Since the 40,000-lb Panda is much more substantial than our boat, and since it has a bimini, we all decided to go over there. I wasn't worried about our Newport 30, as her 30-lb Danforth was dug in well at the end of 90 feet of 3/8" chain.

As the storm approached, my wife took several pictures — including a breathtaking photo of what was supposed to be the kids highlighted by a big rainbow. But whoa, check



out the accompanying photo and you'll see that lightning struck just as she pressed the shutter!

The storm passed directly overhead and provided an unbelievable show. First, there was an amazing double rainbow. For two hours after that, there was lightning, thunder, and

were captured on digital the moment the lightning was lightning, bolt struck Catalina. thunder, and lots of wind from a variety of directions. In addition to the 20 to 30 knots of wind, there were super-heated blasts of hot air

coming from the lightning bolts that struck near us. After helping the folks on the Catalina 30 reset their stern anchor, we returned to the Panda and sat back and watched the continuing lightning storm. Around 10 p.m., we saw lightning repeatedly strike the island. Then I noticed black smoke rising from the highest ridge behind the Little Harbor campground. The orange glow grew, and soon flames reached the ridge and spread both east and west across the mountain.

The fire built all that night, and for awhile the smoke was blown down the valley into the campground and through the boats in the anchorage. It became so strong that we had to breathe through wetted hand towels. Eventually we could see the approach of fire crews, and others evacuating the Arabian horses and gear from the ranch above.

We finally returned to our own boat about 1 a.m., but didn't sleep that much, as we arose hourly to check on our anchors and to watch the fire and now distant lightning. At first light, the big choppers and planes started water drops that would continue all day in order to extinguish the flames.

On Sunday we departed for Cat Harbor, the Isthmus, and finally home. In 10 years of sailing to the island, it was our most exciting trip.

Scott Pickard Ohana, Newport 30 Southern California

Scott — We visited Catalina in mid-August, and the summer storm and fire were still the talk of the island. According to offiJacques Cousteau considered the Sea of Cortés the world's largest aquarium. Come view it from within.

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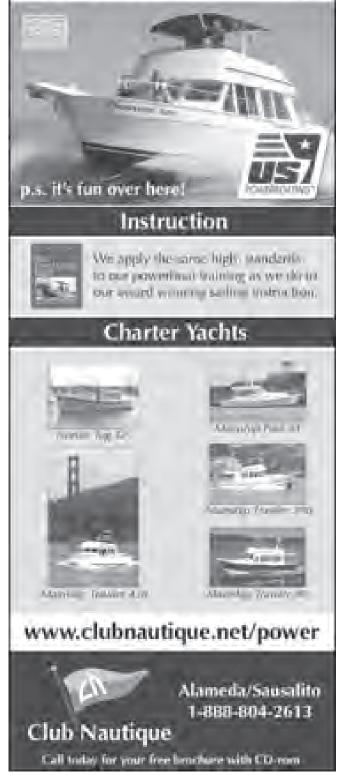


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LETTERS

cials, the 1,200-acre blaze was started by two lightning strikes, lasted for three days, and took 350 firefighters to contain.



The most unusual firefighting equipment were the two big hovercrafts from the Camp Pendleton Marine Base, as they shuttled 16 fire trucks from the mainland to the island. We had no idea the military and

It's hard to believe, but the United States Marines and the LA County Fire Department cooperated to get 16 fire trucks ashore at Catalina.

fire departments were capable of such cooperation.

$\Uparrow\Downarrow OH$ that shark bites with its teeth, dear

I swim in the Bay, and somebody told me that a recent *Latitude* had a photo and a description of a 10-ft white shark that had been spotted near Oakland. Is this true?

Marc Brandt Northern California

Marc — One of the workers on the new east span of the Bay Bridge sent us some photos of a sizeable shark swimming below. The photos weren't of very good quality, so we weren't able to run them — or even identify the person in the shark's mouth.

↑↓THE FOLLY OF THEIR WAYS — OR ALL OUR WAYS?

I anxiously await every issue of your excellent magazine, although it concerns me that you make almost no mention of global warming. We are at the tipping point, and all of us must do everything we can to try to mitigate this disaster. Promoting 'commuter cruising' — sailors jetting back and forth between their boats in Mexico and their work in California — might not be the best way to go about this, in my humble opinion.

Likewise, we should all try to educate powerboaters about the folly of their ways. There is nothing sustainable about boats that rely on fossil fuel for locomotion. Powerboats could be permanently moored on land and converted to low-income housing. The time to get this dialogue started is now — or never.

> Rob Sisk Boulder, Colorado

Rob — When it comes to threats to mankind and the environment, we think climate change runs a very distant second to — and we don't mean to be overly gloomy — the likelihood of significant nuclear devastation. Given such an outlook, you might assume that we'd have a 'what the hell, we might as well burn all the fossil fuel we can afford' attitude. But we don't. After all, there's a small chance the human race won't nuke itself to semi-extinction, and besides, we're against waste on general principles.

Although in our humble opinion it will be many generations before it can be accurately determined if: 1) The current climate change is significantly different than climate changes at other times in history. 2) The change is being caused by human behavior. And 3) that such changes will have more negative than positive consequences. Nonetheless, we're more than willing to act upon the assumption that all three propositions are true.

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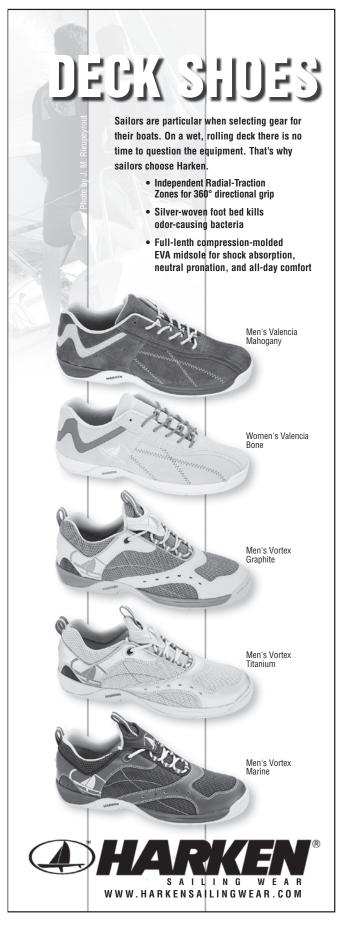
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LETTERS

As such, we've been trying to reduce our carbon usage by 10% for the last year, and hope to do much better in the future.

Given the fact that we folks in the Bay Area drive something like a collective 135 million miles a day(!), the most significant contribution the average person could make to possibly minimize effects on the climate would be to drive a very fuel-efficient car. As you might remember, we've pledged to buy a 49 mpg VW diesel — and will do so as soon as the State of California permits them. That will cut a major part of our carbon footprint by 67%.

By the way, we recently drove a small Peugeot diesel rental car in Europe for a few days, and were blown away. It had a lot of zip and was clean, quiet, and comfortable. Such cars would not be suitable for morns who have to chauffeur groups of kids all over, construction workers who have to haul big loads, and others, but they would be more than adequate for most of us. Such cars have to be adequate for Europeans, because they pay \$5 to \$7/gallon for fuel. Indeed, we hope that our state representative, Cadillac Escalade-driving Progressive Carole Migden, will ultimately be sharned into replacing her Pimpmobile with something fuel efficient enough to demonstrate a smidgen of leadership.

Actually, we think driving extremely fuel-efficient cars — and otherwise conserving energy — is even more important for geo-political reasons. So is the rapid development of other energy sources, such as wind, solar, tidal, nuclear, coal and all the rest. We suppose that most readers are aware that when it comes to energy, the U.S. has the largest reserves of any country in the world, primarily in the form of coal. Perhaps not as many realize that as early as World War I, the German war machine ran on fuel made from coal. The challenges, of course, are to find ways to mine and use coal cleanly and to prevent excessive harmful gases from escaping into the atmosphere. But with technology having reduced automobile pollution by 99% in the last two decades, we're reasonably confident that it can be done.

Of course, the biggest limiting factors on fuel consumption — and therefore pollution — are market forces. The relatively modest increases in fuel prices have already resulted in mariners somewhat modifying their behavior. For example, while at Catalina, we met some friends who had been given permission to use either a friend's 60-ft powerboat or his 60-ft sailboat for a weekend trip to the island. Originally they were going to take the much more luxurious powerboat, but then they realized that it would cost \$800 in fuel alone. So they took the sailboat.

With diesel going for \$4.21/gallon at Two Harbors, officials tell us that, so far, they've noticed only a small change in boatowner behavior. The smallest powerboats, which are usually owned by first-time and less-affluent boatowners, haven't been coming over in quite as large numbers as in previous years. In addition, some folks with larger powerboats have been leaving them at the island and commuting back and forth by ferry. But for the majority of folks, even those with big motoryachts, there has been little change. But when fuel reaches \$10/gallon — which we figure is only a matter of time — we expect the market forces to have a much greater effect on boat-buying decisions and boatowner behavior.

We're not going to tell anyone not to buy a powerboat, but we will mention that they can be very expensive to run compared to sailboats. For example, LaDonna Bubak, Latitude's 'new guy', and her partner Rob Tryon report that last summer's trip aboard their 37-ft sailboat from Seattle to Sitka, Alaska, only cost \$500 for fuel, a paltry sum compared to the fuel budget of their friends' 46-ft powerboat: a whopping \$20,000! And as the price of fuel continues to rise, one can only imagine that it

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FOR THE RECORD

Rolex New York Yacht Club Race Week at Newport Farr 40... 1, 2*, 3, 5, 7, 8, 10 J-105... 1*, 2 Swan 45... 1, 2, 3*, 4 Melges 32... 1, 2, 3 Farr 395... 1, 2, 3, 4 IRC Class 1... 1, 2, 3, 4, 5*, 6, 7, 8, 9 IRC Class 2... 1, 2, 3, 6* PHRF Class 3... 1, 2, 4, 6 PHRF Class 6... 1, 2, 3, 4

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ABOVE: Richard Hyde's Frers 36 *Freightrain* (#40926) leads PHRF Class 6 at the 2006 Rolex NYYC Race Week at Newport, RI. *Freightrain* carried North 3DL upwind sails and Gradient V-Series downwind sails. North also powered the 2nd, 3rd and 4th place Class 6 finishers. J.H. Peterson photo

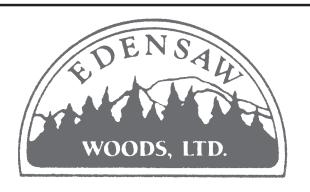


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will have a negative effect on the resale value of motor vessels that suck fuel.

As for your idea of using powerboats for shoreside low-income housing, we think it's half-baked. For one thing, California coastal land is far too expensive for such a use, secondly, such a community would look ridiculous and be inefficient, and lastly, no self-respecting poor person would accept the kind of accommodations mariners drool over. On the other hand, we're all for downsizing. Like a lot of empty-nesters, we'd love to get out of our empty four-bedroom house and move into a nice 750 sq.ft. apartment with a nice view.

Would eliminating 'commuter cruising' have much effect on fuel consumption? We don't think so. A full Boeing 737-4 gets 78 passenger miles per gallon — which in relative terms is even better than a Prius with a single passenger. A passenger's share of the fuel burned for a full flight to Puerto Vallarta, for example, would only be about 20 gallons. Thus if the commuter cruiser flew to P.V. and used his/her boat for three weeks of normal cruising, he/she would probably burn less fuel — and certainly use fewer other resources - than if he/she had stayed home.

On the other hand, we could always save massive amounts of fuel and eliminate a lot of pollution by banning all air travel. The only repercussions would be that everybody in the Caribbean and Mexico would have to come to the United States to try to find work, cities such as New York, London, Paris, Los Angeles and San Francisco would quickly go bankrupt, and the world economy would fall into such a catastrophic depression that even more wars than usual would break out. Otherwise it would be a really good idea.

We think innovation and efficiency, not denial, are the keys to a hopeful future, and that the leaders of both political parties have done a terrible job of guiding the country toward solutions.

↑↓HE'S OK BY OKOLE

I would like a big bunch of class act credits to fall into the lap of James Coggan, skipper of the Schumacher 40 Auspice, which took third in Class C in this year's West Marine Pacific Cup. When receiving the award, Coggan acknowledged the hard work of his crew, the excellent design work of Carl



An apple a day keeps crew hunger at bay. Light is right for 'Okole'.

Schumacher, and the two boats that pushed him and his crew so hard for the last few days of a very sublime Pacific Cup crossing. We aboard Dean Treadway's Sweet Okole and, I'm sure, the crew of Siderno, also appreciated the recognition and Coggan's act of corinthian sportsmanship.

Bob Henderson, Crew Sweet Okole, Farr 36 Kailua, Hawaii

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Bob — We always suspected that Coggan was a nice guy, and now we have evidence. But to tell you the truth, we were pulling for you Sweet Okole folks to do well in the Pacific Cup, and thought you had a good chance. After all, owner Treadway had won overall honors with the boat in the '81 TransPac, and at least once had the necessary competitive attitude. "We're going really light," he once told us before taking off on a Pacific Cup. "For example, while most boats normally would take an apple for each member of the crew, we're just taking one for the whole boat. After all, it's the first bite that's always the most satisfying, and since there are six bites to the apple, we only need one. Think of the weight we'll be saving and therefore how much lighter and faster the boat will be."

It's probably been 20 years since Treadway told us that, but we haven't bought an apple since without remembering it. In fact, when provisioning for the Ha-Ha each year, we always get into a dispute with Doña de Mallorca about apples. She always wants to buy a couple of bags for the 12 crew, but we tell her that, if she'd just listen to Treadway, we'd only have to take two apples.

↑↓WHY DON'T THEY USE ROUTING SOFTWARE?

Having read the article on the 2006 West Marine Pacific Cup, I'm mystified as to why the winning boats needed to "toss the dice" in electing to take a southerly — albeit longer — course. With all the technological advances in building materials, design and sails having been embraced by racing sailors, I don't understand why more folks racing to Hawaii don't utilize routing software. Given multi-day — and even multi-week — wind forecasts of greatly improved accuracy, calculating an optimal route for a given type of boat is pure mathematics.

I found a site on the web — www.goflow.com/pacp2006. htm — that predicted the best route for the Cal 40s, and posted it right after the start. I don't know if the crew on the Cal 40 California Girl used the software or were just inspired, but they followed the predicted route almost exactly. Indeed, anyone using such a program would have gotten it right.

Likewise, "*Lightning's* decision to run 50 miles south of [her] originally planned course" took her right along the course predicted on this website — which led to finishing first on elapsed time and first on corrected time in class and fleet.

The author of the site also claims to have furnished *Basic Instinct* with pre-race routing, and she ended up second in division and third overall. The pages on the site convince me that these wins were no fluke. In fact, the "surprisingly" northerly course taken by *Inspired Environments* in the 2004 Pacific Cup was based on the same software, which also predicted Stan Honey's winning route in the 2003 TransPac.

Maybe it is some kind of macho thing about navigating by seat-of-the-pants or computer-phobia, but it seems to me that racers who put so much time and money into their equipment, and time and effort in the race, are foolish to bypass a relatively inexpensive technological aid that could gain them much better results.

Arne Ruse Lake Tahoe

Arne — We've talked to some veterans of numerous Trans-Pacs and their biggest knock on the program is that the graphics and design aren't very appealing. Some work on that aspect of the software might go a long way in the product finding greater acceptance.

By the way, Tom Akin, the skipper of Lightning, tells Latitude that he and navigator Jeff Thorpe had their route all



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LETTERS

picked out days before the starting gun was fired, and didn't deviate from it.

*<i>I***ULEARNING TO PLAY WITH CATS**

Some *Latitude* readers may know that Nancy and I have agreed to deliver the John Hughes 46-ft catamaran *Zephurous* from New Zealand to Japan in two stages. The first leg is New Zealand to Fiji, where the boat will be kept in a berth for three months until the seasons become more agreeable for approaching Japan. Once we get the boat situated in Fiji, we will fly back to New Zealand to prepare our Wylie 39+ *Flashgirl* for a few months of cruising in Tonga and Fiji.

In early November, we'll return to *Zephurous* for the second leg to Japan, leaving around the 15th of November. The owner may join the boat from Kosrae to Chuuk, which would make for a nice layover in the Caroline Islands. At this writing, our ETA to Japan is between the10th and 15th of December.

Right now we're on our second night at sea. Nancy and I have the midnight to 0400 watch together, which is nice. We met Dave and Anna Fourie, the other couple on the boat, while cruising in Tahiti and Moorea last year. They sail a S&S Hughes 38 and, when not doing this delivery, live aboard and work in Brisbane, Australia.

We departed New Zealand one overcast evening by motoring with both engines. The engines are 20-hp four-stroke outboards that have been cleverly installed so they can be raised or lowered using a halyard. It only takes about 30 seconds to get them into running position.

The breeze came on about midnight of our first evening, and we knocked out nearly 200 miles in the first 24 hours. It



Commodore, slipping over to the 'dark side' on a yellow cat.

went light about noon, and the angles were such that we could carry what they call a gennaker. This is an asymmetrical spinnaker that sets off a housing bowsprit. In about 20 knots of true wind we were seeing 12 to 14 knots of boat speed.

As one might expect, the motion of a catamaran is quick and a little jerky. After a lifetime of learning to accommodate monohull motion, I am having some difficulty and am not enjoying the motion. But it's strange to merely place things on a counter and have them stay put — even while sailing!

When the boatspeed gets over 10 knots, things tend to slide. Nancy made dinner earlier and mentioned that the pots and pans were sliding around on the non-gimballed stove!

This cat was built completely of carbon and vacuumbagged, and the hull and super structure are 30 mm thick. The wave action under the bridgedeck frequently sounds — and feels — like a collision with a floating object. Striking the hull with one's knuckles or a winch handle makes it ring like a bell.

We are getting great new weather information off the internet at *www.metvuw.com* as well as *www.buoyweather.com*. Check them out. NOAA also generates something called 'grib files', which are like very detailed pilot charts. These latter seem pretty accurate. Thanks to Nancy's computer skills, we're getting lots of weather info.

Zephurous has Zen-like simplicity — to the point of the interior being barren. There are no hooks for jackets, there

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are no strong points on the deck, there are no places below to hang hammocks — or anything — for that matter. The two queen-size berths have no handholds for getting in or out, and it's a 4.5-foot ascent aided with two steps. Nobody has fallen — yet.

Nancy and I are very much enjoying all the room, but when we returned to *Flashgirl* shortly before leaving, she felt like home to us — and very good! Despite the great speed of this cat — and it is great — I think there is little chance that I will become a multi-hull devotee.

By the way, readers can follow our progress at *www.skpr. net* by typing in 'Zephuros'

Warwick 'Commodore' Tompkins *Flashgirl*, Wylie 39+ Mill Valley / New Zealand

Readers — It's fun reading the reactions that people like Commodore — who has been sailing the oceans of the world for seven decades — have to catamarans. It's sort of like that of our friend Matthew Sheahan, who writes the fine boat reviews for Yachting World. He recently did a comparison of whether it would be better to cruise aboard a Lagoon 410S2 catamaran or a Beneteau 50 monohull, two boats that cost about the same. We couldn't help but chuckle when Sheahan wrote that, while the catamaran was the "hands-down winner on paper," he would still buy the monohull. It's not easy crossing over to the dark side.

$\Uparrow \Downarrow \mathbf{A}$ wedding cake on the bay

In early August, I recently helped my friend bring his J/35C back from Half Moon Bay, and while near the Bay Bridge saw a boat that you, in the March 1, 2004 '*Lectronic*, described as ". . . a big, fat, 150-ft plus maroon cruising boat that, to our eye, has a striking resemblance to a multi-tiered wedding cake. . ."

This would be the 159-ft *Georgia*. As far as I'm concerned, she remains remarkably unattractive.

Anyway, we sailed next to them as they crawled along under power up to the bridge, with a girl high up the mast. They were



clearly debating whether *Georgia's* mast was going to fit beneath the roadbed of the bridge. The poor gal up the mast must have drawn the short straw,

The 'wedding cake' stern-to at St. Barth.

but she was in luck, as the boat's antennas cleared the bridge by maybe 15 feet.

Georgia later docked at some commercial docks by the South Beach YC. I knew you wouldn't want the chance to see her again.

Guy Sandusky New Mexico

Guy — In retrospect, we're embarrassed to have written something unpleasant like that about another person's boat. It's like writing that the owner's wife is ugly.

Georgia was built at Alloy Yachts in New Zealand in 1999 for John Williams of Atlanta, and features a 200-ft-tall mast.

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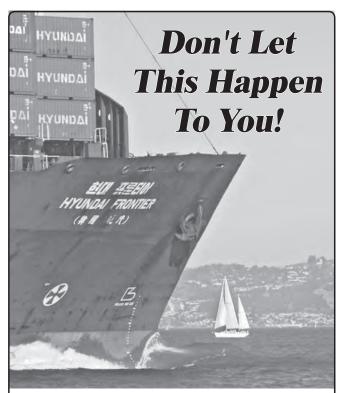
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LETTERS

To our knowledge, this is the tallest mast that's allowed under the Bridge of the Americas in Panama, and is something like a foot taller than the mast on Jim Clark's 156-ft Hyperion — which reportedly made Clark very unhappy. Owners of big boats do care about little things like that.

Anyway, Johnson went on to spend a reported \$30 million building the 135-ft J Class yacht Ranger, which has never quite lived up to racing expectations. After that, Georgia, which had been designed as the ultimate family cruising yacht, became the tender to Ranger. For instance, the two boats were tied up next to each other during the St. Barth Bucket a few years ago. After each race, the owner, crew and guests would retire to Georgia for socializing. There was plenty of room for everyone because the string quartet played on Georgia's spacious fold-out transom.

Boats like Georgia seem really huge on San Francisco Bay because all the other sailboats are so much smaller. But everything is relative. At events like this year's St. Barth Bucket, Georgia would have been only the third largest yacht, with a number of other, sleeker boats in her size range.

For folks with 35-ft boats, it must seem as though it would be really great to own what, at the time, was one of the largest sailing yachts in the world. But that's also setting oneself up for disappointment, because as Jim Clark, Joe Vittoria and Tom Perkins proved with Athena, Mirabella, and Maltese Falcon, there's always going to be somebody who will come along and build a boat that's not just bigger, but much, much bigger. Fame is so fleeting.

About the girl up the mast, trust us, they don't pick straws for assignments like that.

According to reports, Georgia was recently sold and is now available for charter in the Pacific Northwest at a base price of \$150,000/week.

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Here's my two bits regarding the August letters discussing Fuji digital cameras. Motivated by *Latitude's* praises of the Fujifilm cameras, we bought a Fujifilm S3000 a couple of years ago. It was a great camera and we loved it!

But being Americans, we know that bigger and newer is better, so we gave our trusty S3000 to a friend entering the digital camera world and got serious by buying a Fuji FinePix S9000, which seemed to have everything. Actually, that new camera had too much — at least for those of us with slipping memories.

Even though I study the manual every time I sit on the crapper, I can't keep all the features straight under the heat of the moment. And I'd never dare take the camera anywhere without the manual.

I've determined that the S9000 is really a computer with a great lens. Nerdy types will wallow in its capabilities. Others will flounder. So just a warning to everyone, it's often better to KISS.

Steve Bunnell Seattle

Steve — Keep It Simple Stupid (KISS) is great advice for just about every aspect of life. But by now you probably know that almost all digital cameras have two modes, the KISS mode and the 'creative mode'. In the KISS mode, you simply turn the camera dial to the appropriate mode for the kind of shot you want, be it close-up, portrait, landscape, sports, nighttime, etc. If you do that, 96.8% of the time you'll get the best photo possible. Those who fancy themselves to be the next F/Stop Fitzgerald can, if they want, get creative with all the camera's





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LETTERS

bells and whistles, but will rarely end up with a better photo than the KISS mode. But since digits are free, you could take one in each mode just to be sure you get what you want.

We'd like to remind our readers that we no longer specifically recommend the Fujifilm cameras. We still think they have the best color programs in the business, but their competitors have so narrowed the gap that it's nearly impossible to find a bad late-model digital camera.

For what it's worth, our always-in-the-pocket camera is a Fujifilm E900 that can shoot at up to 9 million pixels. As such, we can use shots from this camera for beautiful two-page spreads in Latitude.

↑↓WHAT DO YOU MEAN, 'BORING BIKINI BABES'?

Congratulations to LaDonna Bubak, the 'new guy' on the *Latitude* editorial staff, for nailing the ideal hunkalicious pin-up shot on page 116 of the August issue. It makes up



for at least 100 boring bikini babes. Keep up the good work and more, more, more!

> Linda Lloyd Spirit of Elvis, Santana 35, San Francisco

Linda — We're not sure if your response means that women have

This "bikini babe" is a Dartmouth grad, and not the least bit boring.

finally liberated themselves to be able to enjoy eye-candy as much as men, or have merely become as shallow as males.

↑↓CHAIN GANG

I'm in Puerto Vallarta and have decided to go to an all-chain rode for my Santa Cruz 40 *Kokopelli*. What do you think is the best way to get 300 feet of chain down here? I've heard that you can buy chain in Mexico, but it's of questionable quality. Is it feasible to buy chain in the States and ship it down, or do you get killed with import duty?

P.S. The '04 Ha-Ha started us off on the cruise of a lifetime. Thanks.

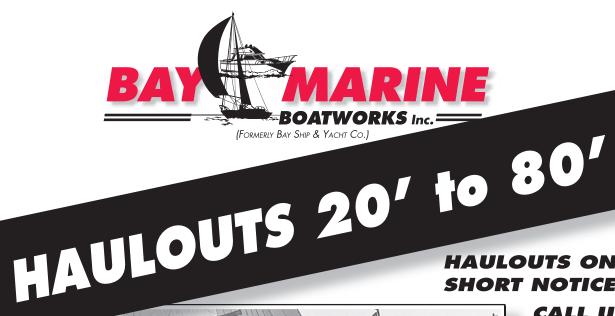
Kevin Rooney Kokopelli, Santa Cruz 40 Davenport

Kevin — We're not sure what type and quality of chain is available in Mexico, but if you couldn't find a brand name and a perfect fit for your gypsy, we'd pass. Our second option would be to pay one of the boats heading south in this year's Ha-Ha a couple of hundred bucks to bring the chain down for you. A third option would be to advertise for someone driving down to bring it in their vehicle. We don't think duty would be an issue in any of these scenarios.

Funny that you write about anchor chain at this time, as we're in the process of replacing the now-very-rusty 250 feet of 3/8" hi-test chain that we've carried on Profligate for the last 10 years. We're still 'in the process' because the driver for a well-known marine vendor showed up at the boatyard with 250 feet of chain — cut into five worthless 50-ft lengths!

↑↓HELP FROM FRIENDS

Your Looking Good piece in June's issue that featured



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LETTERS

Chorus was terrific — thank you. To be completely fair, the rebuilding would not have been such a successful experience without the hundreds of cumulative hours contributed by Bill Riley, Bob Rogers, and Steve Sarsfield. They helped me renovate the damaged hull and decks, contributed unique design ideas, and shared the values of Scott Easom and Gordie Nash. And when it came time to step the mast, Hank Easom told me to come over to his yard. Since he was putting *Yucca's* new stick in, he thought we should do them at the same time.

What class guys. They, plus the support of my family, are what has made *Chorus* special.

P.S. My apologies for frowning in the photo. I was happy as hell, and promise to smile forevermore when on the water.

Peter English Chorus, Kettenburg 38 Sausalito

$\Uparrow \Downarrow CAN I PLEASE GET SOME HEP$

'Hep' is Southern for help.

I'm a longtime traditional monohull sailor who is thinking of going over to the dark side — yes, a multihull. Since I'm shopping for boats, what better way to do it than on the '06



Yet another "bikini babe" looking for a ride on the 'dark side' to Cabo.

resumé and photo I can send to anyone who emails me at slooplessnca@yahoo.com.

Ha-Ha? I don't just want to crew on the '06 Ha-Ha, I want to do it on a different boat for each of the three legs. And I want at least one leg to be on a multihull.

My experience includes three deliveries, 8,000 ocean miles, one season cruising Mexico, the '04 Ha-Ha, and too many Bay and ocean races to count.

I don't get seasick, I carry a small sea bag — okay, I am a girl and therefore must pack my Halloween costume — have good galley skills, a good sense of humor, and fabulous references.

Here's the rub — I don't think I can attend the Crew Party in October. But I do have a sailing anyone who emails me at

> Jan 'Red' Brewer Northern California

Jan — Well, let's see if publishing your letter might hep.

↑↓HE PUT HIS LIPOSUCTION EXTRACT WHERE!?

I love *Latitude*. Always have, always will. I'm writing because, although I've been a reader for years, I've never touched base — even though my wife Sujata and I cruised for three years aboard our Norseman 447 *Maajhi-Re*. We had a couple of excellent years in Mexico, then cruised across the Pacific, landed in New Zealand in November '04, sold our boat, got residence, and bought a small Kiwi racer/cruiser. All the usual stuff. We love living in New Zealand, as the sailing down here is excellent, the water is clean, and the fish are plentiful. Just don't tell anyone.

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control. Better sail control we make steering easier. The hassle of adjusting the topping lift will be eliminated. Garhauer Rigid Boom Vangs

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LETTERS

Actually, as it turns out, I'm telling everyone. Another expat American and I have launched a magazine, *New Zealand Magazine*, that's all about New Zealand for North Americans. We cover destinations and travel stuff, but we strive to be much more than a travel mag. Anyway, it can be found in Borders, Barnes & Noble, and so forth. We're having a great time doing this out of a little office in Auckland.

Speaking of New Zealand stuff, I saw the July 26 '*Lectronic* pic and item on the Earthrace boat. Now there's an interesting story, as Pete Bethune is quite a character. I met him when they were in the early stages of building the boat here in Auckland, and walked through the hulls as they were being vacuum-bagged. It's a serious project, and Bethune has pretty much put everything he has into it. In fact, I believe he sold his home and worked like a dog getting sponsors to make it happen.

Here's the funny thing about Kiwi Pete — even though he's going to try to set a record going around the world in a powered boat, he's never been offshore before. Not in any kind of boat. Already at the point of having adopted some Kiwi mannerisms, I said "Hmmmmmmm," — which can mean "Holy shit, you're kidding, you must be out of your mind" or "I have no idea what significance that may have". (A very handy little expression, "hmmmm").

Anyway, I was pretty impressed by the fact that the guy had been too busy getting his boat together to go try out the feel of the ocean, to find out if he was prone to seasickness, and to get the hang of handling a boat offshore. Quite like a lot of cruisers, I suppose. And like them, he's just doing it. Good on him!

Pete's seriously passionate about promoting bio-fuels, too. A couple of months ago, when the boat was still in Auckland, he had liposuction on his belly — and turned what was extracted into bio-fuel for his boat. A publicity stunt, of course, but it worked, as he was all over the papers here.

P.S. Latitude's digital edition is a great move!

Greg Frame, Managing Editor New Zealand Magazine Auckland

↑↓A PARTICULARLY GOOD 'LECTRONIC

I read 'Lectronic Latitude everyday, even when I'm travelling to who knows where, which I often have to do. I particularly enjoyed the one on July 19 because I go to England with some frequency and can relate to what you're saying about the sense of maritime history, prices for meals, and everything else. I also enjoyed the bit about *Dogbark* towing *Hesperus* into Hanalei Bay because I'm a big fan of the Singlehanded TransPac (we watched the start, and I followed them all the way). These guys are all a bit wacky, but they do have a very special relationship with each other. I also lived in Honolulu for a while, so I knew what you were talking about with the problems at the Ala Wai. Finally, the boobie atop the turtle topped it off. Thanks for the continuing good work.

P.S. We plan to do the Ha-Ha next year aboard our Catalina 42 *Destiny*.

John Foy

John — We're glad you like it. We love doing 'Lectronic — especially when we can find enough time to do it well.

↑↓FIRST WORLD SALARIES FOR THIRD WORLD LABOR

My boat is in a boatyard in Grenada for work on the engine, sails, the woodwork and so forth. But I'm having second thoughts about the wisdom of coming here to get the work

Profile of a Vixen...



Steve and Linda KIbler with Vixen, before and after.



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Vixen – definition: a female fox; a spiteful or quarrelsome woman.

S teve Kibler thinks his 31 ft. wooden yawl Vixen's name was well chosen by her first owner in 1904. "She's lively and you've got to watch what she does," he says. Steve took ownership of Vixen three years ago, and plans to maintain her in the lifestyle to which she is accustomed. Her recent restoration at Berkeley Marine Center will allow Vixen to race and cruise the Bay as she has for the past 100 years.

Vixen was built as a racer by the historic Stone Boat Yard in Tiburon. A fixture on the Bay, she has spent her entire life here. Her displacement is a mere 8,800 pounds, an ultralight by woodie standards. "We must have taken 300 pounds of paint off of her," says Steve, discussing Vixen's most recent "50-year maintenance."

After six weeks of 10-12 hour days, Steve and Linda were able to finish the restoration project with hours to spare for the 2006 Mariners Cup, where Vixen placed second in her division.

Thank you Steve and Linda for taking good care of one the Bay's treasures, and for choosing Berkeley Marine Center.



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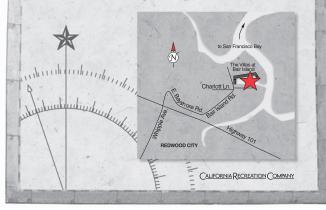


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LETTERS

done.

First of all, the 'professionals' who call the shots and oversee work fancy themselves to be First World experts — and therefore demand high compensation. When we boatowners complain about the costs compared to elsewhere, the response is always the same, "Well, you're not in X country now!" In their minds, this catch phrase somehow justifies very high charges.

And how about the workers? Are they getting fat, First World salaries? Today I found otherwise. With great hesitation, one Grenadian worker confided that he was paid about \$1.40/hour for skilled labor. This worker is being billed out to me at \$20/hour! Such a whopping mark up seems unconscionable. Understandably, there are some workers here who are disgruntled.

In another example, I was quoted \$250 for an engine bracket. It seemed exorbitant, so I took the bus to St. Georges, the capital, and inquired about a shop that could fabricate the part. I was immediately directed to a man who skillfully fabricated the steel part for \$28. The 'expert' in the yard was very unhappy about this turn of events, and announced that the locally produced part was inferior. "It's not painted," he groused.

If I had it to do over, I'd go to town and do the same kind of due diligence to find all the workers I needed. These islands are teeming with people who know about boats — especially sailboats. If the quality of this metal fabricator is any indication — and I think it is — I could get all my work done for perhaps 10-15% of what the First World 'experts' extort from cruisers. Naturally, I'd still have to use the yard's lift to haul the boat out and paint the bottom, but it would only be a two-day job, and I could do much of the work myself.

I like the local people who are actually doing the work, basically unsupervised, and they are doing a good job, too. They just are not reaping the benefits for their own work in their own country. The locals are friendly, smart and willing workers, and it's a pleasure to be in their company while the work is being done.

The 'experts', on the other hand, are always complaining about their situation and their latest injury that makes their job such a chore. I suspect these grousers are down here because they could not get away with such bad attitudes in the First World. I have to admit that I don't care for many of the experts, and neither do the much more well-adjusted locals who are forced to work for them for peanuts.

The fault may lie with us boatowners, as we think a 'white face' can do a job better. My recent experiences have proved this wrong.

We cruisers would be striking a blow for justice and improvement of the lives of the local island people if we used a little effort to seek out local skilled boat workers. They are available, and they are very happy to work on your boat — especially when you pay them quadruple what the fancy First World 'experts' pay them.

That \$250 part I had made for \$28 taught me an important lesson.

Name Withheld By Request Santa Clara

N.W.B.R. — How could somebody living in California possibly believe that you can't get decent work done from someone who doesn't have a 'white face'? If we're not mistaken, there' are only about 17 white guys left in the state who do manual labor and, based on our experience in a broad range of fields, they don't often do it as well as Mexicans, African-Americans,

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LETTERS

Croatians, Lebanese, Vietnamese and people from Arab countries.

But what confuses us is why you believe the locals in Grenada are "forced" to work for others. With the glaring exception of Cuba, it's a free market throughout the Caribbean. During our time in the islands, any reliable skilled local — meaning he/she was competent to work on engines, wood, sails and so forth — could either command a decent salary from an employer or do just fine as an independent. And why would a worker care if he/she gets paid by the owner of a yard or the owner of a boat?

On the other hand, if you serve as the 'general contractor' for all your boat projects, we think you'll soon discover that it's not so easy to find reliable skilled workers in the islands. For if a person is reliable and skilled, they usually have more work than they can handle — and from longtime clients willing to pay premium wages. And if they aren't reliable and skilled, you can find yourself with a real mess — such as the Latitude contributors who reported ending up with a half-rebuilt engine and the 'mechanic' nowhere to be found.

$\Uparrow\Downarrow A$ different view on thefts and outboards

Having been cruising for almost five years in Mexico and Central America, we read with interest Roddy Mac's advice to cruisers about to set sail for those waters.

We would agree that it is prudent to lock things on your boat, however we would not characterize theft as being "rampant" in Central America. We spent a year in Costa Rica, most of it in Puntarenas, and know of only one incident of theft from a boat there. We personally have never had a problem at any of the anchorages or marinas in Central America or Mexico.

As for locks not working very long, a simple application of an anti-corrosive spray will solve the problem of sticking locks. We apply it about every six months, and our locks have worked fine for five years.

We agree with Roddy's assessment of Honda outboards, but would extend it to four-stroke outboards as well. We had lots of problems with our Honda four-stroke, and know of other cruisers who had problems with four-strokes built by other manufacturers. We eventually bought a two-stroke Yamaha in Panama — and love it!

We have a watermaker, and it only died on us once in five years. But we're careful not to run it where the water is dirty. We also had a rain catcher made in Costa Rica, and it works great. While on the hook in Panama's San Blas Islands, we once caught 120 gallons of water in two days! We just let the rainwater wash the dirt off for a couple of minutes, then let the water flow directly into our tanks.

Joe Brandt & Jacque Martin Marna Lynn, Wauquiez 47 Alameda / Brunswick, GA

$\$

I'm having problems with the harbormaster at my marina. The previous harbormaster put me on the list for legal liveaboards, but in the meantime gave me permission to live aboard. About a year later, when I was at the top of the list to be a legal liveaboard, he gave the next liveaboard slip to a new tenant instead of me. The harbormaster died a short time later, and was replaced by the current harbormaster.

I continued to live aboard for a full year with the harbormaster's knowledge. But in February of this year, I fell behind in the rent. When I got a job as the principle performer in the string section of a local symphony, the harbormaster



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LETTERS

Croatians, Lebanese, Vietnamese and people from Arab countries.

But what confuses us is why you believe the locals in Grenada are "forced" to work for others. With the glaring exception of Cuba, it's a free market throughout the Caribbean. During our time in the islands, any reliable skilled local — meaning he/she was competent to work on engines, wood, sails and so forth — could either command a decent salary from an employer or do just fine as an independent. And why would a worker care if he/she gets paid by the owner of a yard or the owner of a boat?

On the other hand, if you serve as the 'general contractor' for all your boat projects, we think you'll soon discover that it's not so easy to find reliable skilled workers in the islands. For if a person is reliable and skilled, they usually have more work than they can handle — and from longtime clients willing to pay premium wages. And if they aren't reliable and skilled, you can find yourself with a real mess — such as the Latitude contributors who reported ending up with a half-rebuilt engine and the 'mechanic' nowhere to be found.

↑↓A DIFFERENT VIEW ON THEFTS AND OUTBOARDS

Having been cruising for almost five years in Mexico and Central America, we read with interest Roddy Mac's advice to cruisers about to set sail for those waters.

We would agree that it is prudent to lock things on your boat, however we would not characterize theft as being "rampant" in Central America. We spent a year in Costa Rica, most of it in Puntarenas, and know of only one incident of theft from a boat there. We personally have never had a problem at any of the anchorages or marinas in Central America or Mexico.

As for locks not working very long, a simple application of an anti-corrosive spray will solve the problem of sticking locks. We apply it about every six months, and our locks have worked fine for five years.

We agree with Roddy's assessment of Honda outboards, but would extend it to four-stroke outboards as well. We had lots of problems with our Honda four-stroke, and know of other cruisers who had problems with four-strokes built by other manufacturers. We eventually bought a two-stroke Yamaha in Panama — and love it!

We have a watermaker, and it only died on us once in five years. But we're careful not to run it where the water is dirty. We also had a rain catcher made in Costa Rica, and it works great. While on the hook in Panama's San Blas Islands, we once caught 120 gallons of water in two days! We just let the rainwater wash the dirt off for a couple of minutes, then let the water flow directly into our tanks.

> Joe Brandt & Jacque Martin Marna Lynn, Wauquiez 47 Alameda / Brunswick, GA

$\$

I'm having problems with the harbormaster at my marina. The previous harbormaster put me on the list for legal liveaboards, but in the meantime gave me permission to live aboard. About a year later, when I was at the top of the list to be a legal liveaboard, he gave the next liveaboard slip to a new tenant instead of me. The harbormaster died a short time later, and was replaced by the current harbormaster.

I continued to live aboard for a full year with the harbormaster's knowledge. But in February of this year, I fell behind in the rent. When I got a job as the principle performer in the string section of a local symphony, the harbormaster



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LETTERS

expressed pleasure — I would even describe his reaction as 'joy'. Nonetheless, he wasn't interested in my taking five months to catch up on slip fees. No, he really wanted me out of the marina. With me behind in slip fees, it was his chance to achieve his objective.

When I failed to sell my boat during two months of record rains, the harbormaster turned off my marina key. Not only did I lose my place to live, but he wouldn't give me access to the houseboat on my dock where I had been practicing for several months — and occasionally giving lessons.

I am a professional musician, and music is my sole income. The actions of the harbormaster had a direct impact on my playing — and therefore my reputation and opportunities for advancement.

I would sue, but have only been able to find one lawyer who is familiar with both tenant rights and the applicable Admiralty law and California law, and I didn't have the \$2,500 he required to take the case on a contingency basis. He said he was virtually certain that I would win.

Now that my car is repaired and I could sell it to pay for the lawyer's out-of-pocket legal expenses, he is full up with other cases. In addition, I have exhausted all of the charitable law options in the East Bay.

I wanted to prevent my boat from being sold, and intended to move it to a place where I wouldn't be billed \$35/day — an arbitrary rate for being behind in the rent.

From a legal standpoint, I suppose the worst thing the harbormaster did was to take my boat's rudder prior to a lien even being recorded at the DMV. I discovered that the rudder was gone the morning I planned to leave. Apparently the harbormaster took the rudder because he was afraid that I was going to disappear with the boat.

I finally got the rudder back from his office with the help of the local police. But it wasn't easy, as the harbormaster argued with them, then stalled and stalled before finally handing it over to me.

If you want all the details, I wrote them out for my Public Defender. You see, I was arrested for trespassing on the dock where my boat is berthed when I attempted, for the second time, to move it. Before I cast off, I discovered there was no prop. Perhaps it corroded off.

I thought that maybe if your readers knew of the situation, I might get some assistance. And maybe the harbormaster would be thrown in jail — or at least lose his job to teach him a lesson.

My boat is going up for auction, but I'm hoping to postpone it with an injunction. If I can do that, I'll have a better chance of selling my boat. Unfortunately, the harbormaster has interfered with my injunction effort as well. What's more, he's lied to the police.

I kept a record, have notarized photos of bad deeds, and kept my advising lawyer updated as the events occurred. Paul Mitchell

East Bay

'Paul' — We've given you a fake name and left out the name of the marina because, frankly, we don't have the time or interest to delve into the minutia of the dispute and the veracity of your accusations. Nonetheless, we'll give you our perspective on the whole mess.

We realize that, as a musician you may tend to think more lyrically than logically, but is it not possible for you to recognize that your being so far behind in slip fees — not the harbormaster — is the real cause of all your problems?

We could understand your falling behind in slip fees if the

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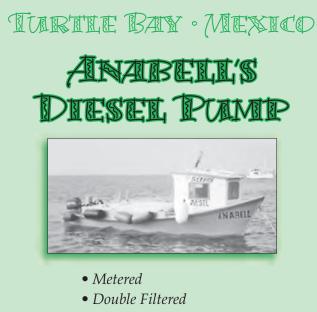


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country was going through very difficult economic times or if you lived in France or Germany where unemployment rates are so terribly high. But in relative terms, these are actually quite good economic times in the U.S., there's virtually no unemployment in Northern California, and \$10/hour jobs go begging. If you were to work 60 hours a week — like illegal immigrants and small business owners are accustomed to doing — you'd quickly have enough money to pay for your slip for many months, giving yourself a chance to try to make a living as a musician and an instructor.

The fact that your only income comes from being a musician is a choice that you make, but only you can decide whether it's more important to you than being able to provide for yourself. When we were young, we wanted to be a gigolo, pro surfer or Indian chief. Unfortunately, nobody was interested in paying us to be any of those things, so we had to start banging on a typewriter. If you can't provide for yourself through just music, maybe you need to diversify your efforts.

We're not saying all this because we're hard-hearted, but because we're trying to liberate you. To our way of thinking, there's nothing more important in this world than taking personal responsibility for one's actions and being self-reliant. For if you can't do those things, you lose control of your life, and end up having to talk with lawyers and having to try to squeeze money out of the government. The one thing we've learned in life is that there are no bigger ways to waste time then by trying to get lawyers or the government to do something on your behalf. So we say cut your losses and get on with your life. We're speaking, of course, as someone who can't carry a tune.

${\ensuremath{\Uparrow}}{\ensuremath{\Downarrow}}{\ensuremath{\top}}{\ensuremath$

We want to take our boat, a Farr 58, to the Caribbean. Our plan is to depart Santa Cruz in the fall of '07, sail south and through the Panama Canal. Then, instead of sailing across the Caribbean Sea against the trades, we want to sail up the western Caribbean, to Costa Rica, Nicaragua, Honduras, Belize, and Mexico. We would then sail around the west coast of Cuba to Florida, and eventually on up toward the Chesapeake Bay and New England for the summer. Towards fall, after the end of hurricane season, we would sail south to the Caribbean for the winter.

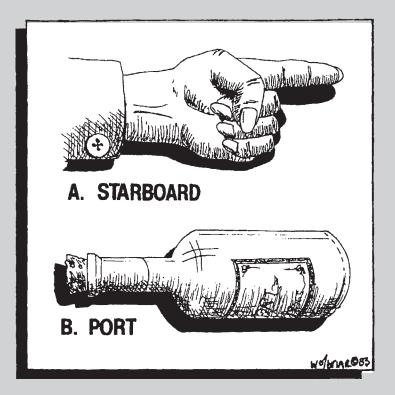
We are in no hurry, and might take a couple of years to get to the East Coast. But we want to pick the right time to sail north from the Panama Canal. We have no interest in sailing through hurricanes. And we do want to spend some time along the coast of Belize.

Our cutter-rigged Farr design is well-found and weatherly. Although we've both been sailing for a long time, we haven't made many ocean passages. We did, however, charter a large monohull in the Eastern Caribbean for two weeks this spring, and had a lot of fun and no problems.

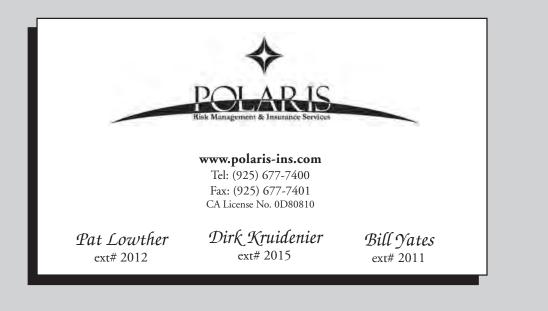
Would you advise such a trip, and which month is the best to go through the Canal? The western Caribbean waters appear shallow from what we have learned so far. What are the hazards? What are the best books to buy? Any advice would be greatly appreciated.

Neil & Fran Kaminar *Tribute*, Farr 52 Santa Cruz

Neil and Fran — It sounds like a terrific plan to us. With any luck, you won't be needing much of your Farr's great upwind ability, but unless you have one of the Farr 58s with a 6-ft Scheel keel, the deep draft might occasionally be limiting.



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Here's our overview of what you'll be looking at: The season from Mexico down to Panama is November through May. In the summer, the weather is far too hot and rainy for pleasure cruising, and along mainland Mexico there is also the threat of hurricanes. So your options for summer are as follows:

1) Keep the boat in a marina in Mexico that offers good protection from possible hurricanes — and most of them do. 2) Put the boat in storage in El Salvador, Costa Rica or Nicaragua. Alas, given your boat's draft, we're not sure you'll be able to safely cross the bars to get into the lagoons where the marinas are located in El Salvador. The problem with Costa Rica and



Nicaragua, both of which have good marina facilities, is that they get hit by more summer lightning than almost anywhere in the world. A number of boats get zorched each year. 3) Sail down to Ecuador, where the

It shouldn't be a problem to transit the Canal safely any time of the year.

summer weather is like springtime, and there is little or no rain. This has become a more popular option in recent years. 4) Sail through the Canal, and either keep your boat at the new Shelter Bay Marina on the Atlantic end of the Canal, or a marina in Bocas del Toro. 5) Sail through the Canal and spend the summer at Cartagena. You can get that far across the Caribbean without beating your brains out sailing into the trades, and it sets you up for a nice reach up the western Caribbean the following season. It's also a great city. 6) Lots of boats spend the summer up the Rio Dulce on the Caribbean side of Guatemala. Unfortunately, your boat will draw too much to enter the river, even at high tide.

The bottom line is that, while there is nothing to stop you from transiting the Canal at any time of year, the most popular times are at the end of one cruising season — May or June — or the beginning of the next — October to December.

We haven't personally cruised the western Caribbean, but we know that shallow water can be a problem. In addition, there are a lot fewer good places to visit than many folks expect. For example, there's nothing really worth seeing on the Caribbean coasts of Costa Rica and Nicaragua. Indeed, the only two stops most people make prior to getting to the mostly shallow Bay Islands of Honduras and Belize are Isla Providencia and Isla San Andreas. North of that, you've got the Yucatán coast of Mexico, which is also shallow, but nonetheless features the popular stop at Isla Mujeres.

Assuming that you left your boat anywhere from mainland Mexico to Ecuador to Cartagena for the summer, you could resume your cruising anytime from October to December and leisurely enjoy whatever parts of Central America you hadn't gotten to the season before. You could also visit the western Caribbean before getting far enough up the East Coast of the U.S. by the following summer to avoid the likelihood of being whacked by a hurricane.

Probably the most common itinerary is for people to spend a winter and spring cruising Mexico, then leave the boat somewhere in Mexico for the summer. The following year they do Central America and the Western Caribbean, continuing up the East Coast of the U.S. for the summer cruising season, then

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heading down to the Eastern Caribbean in the fall. By the way, the draft of your boat is going to somewhat limit where you can go in the Chesapeake Bay.

The dicey thing about getting from the East Coast to the Eastern Caribbean is that hurricane season doesn't end in the Atlantic until December 1, by which time the cold winter storms may have started howling. While there are a number of strategies for getting from the East Coast to the Eastern Caribbean, the most popular is probably a variation of the West Marine Caribbean 1500, which leaves Norfolk for the British Virgins this year on November 6. But mind you, there is a much higher probability that you'll get thrashed in that run to the tropics than you would in the Ha-Ha run to tropical Mexico.

The interesting thing is that if you absolutely insisted on it, you could do almost all of these routes without having to make any overnight passages. Not that we'd recommend it.

There are all kinds of books on the places you intend to cruise to, and you can find them in chandleries and from vendors of nautical books. However, the latest and often best information you'll be getting is from cruisers you meet who have just come from where you want to go. But don't be rigid. Cruisers are notorious for "not making any plans, and sticking to them" — and it's a good idea.

By the way, if anybody who is very familiar with the Western Caribbean would like to write up a brief review of the best places to stop in that area, and the restrictions on draft, we'd very much appreciate it.

$\Uparrow \Downarrow AFTER I YELLED, HE TOOK A SMALL BREATH$

Kirby and I cruised Mexico aboard our Ericson 32 *Lena* between '89 and '99, but eventually became anxious to check out the Atlantic. So we outfitted our Freedom 35 *Tobias* in Maryland last winter, with plans to explore the Eastern Seaboard. We're currently in Nova Scotia.

While in Lunenburg, Nova Scotia, recently, we spent the day sailing aboard the British Virgins-based Leopard 45 catamaran *Seabbatical* with Ron Bokenfohr and his family. While having an onboard cocktail that evening, we heard a cry for help, and looked to see someone who appeared to be struggling in the water.

It only took half a minute before we were in our dinghy and on our way, but before we could reach him we could see that the struggling had stopped. As we got closer, all we could



Lifesavers Suzie and Kirby.

neighbor Steve, aboard the New Zealand flagged ketch *Long White Cloud*, appeared in his dinghy. He helped us get the victim out of the water and onboard. With his head in my lap and his feet sticking out the stern, we raced to Steve's boat.

Paula, Steve's wife, had already called an ambulance and was waiting with blankets. She jumped into the dinghy with us and we headed for shore. During the trip ashore, we were

see was a man floating face down in the water — one of the most horrible things we've ever seen.

When we reached him, I pulled on his belt and Kirby grabbed his shirt in order to get his head out of the water. He wasn't breathing, so I just yelled at him to "Breathe!"

And he took a small breath! We then knew that although he was already blue and cold, he'd be all right if we could get him help soon. Just then our

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LETTERS

able to get the man to tell us his name and identify himself as a local. He also told us that he had been pushed off a boat and couldn't swim! He did have shoes on, but it was still pretty hard to imagine him being pushed off a boat. Within minutes of reaching the dock, the paramedics were there to take over.

The young man recovered enough to walk, with some assistance, up the ramp to the waiting ambulance. Fortunately, his face hadn't been underwater very long, and he was going to be fine once his body recovered from the shock and ingestion of saltwater. I think the four of us were more shook up than he was! Kirby and I certainly didn't sleep too well that night!

It wasn't until late the next day that we learned that our young man had ended up in the water "by his own choice." It made us understand why he seemed embarrassed and didn't want to look at us.

We are now in Mahone Bay, which is just another little piece of northern paradise. We shop each day for fresh-fromthe-farm veggies and wonderful French baguettes, and go to the local coffee house/used book store to do internet. Life is good when you're cruising!

Suzie & Kirby Townsend *Tobias*, Freedom 35 Nova Scotia

↑↓THE SAME WONDERFUL CLIMATE AND SCENERY

I enjoyed your *Blog Of The Sea Of Cortez* article, but since Steinbeck's book is probably out of print, I wondered how many readers caught the pun in the title? Erle Stanley Gardner's *Land of Shorter Shadows* also was a good book on the early Baja.

In the early '60s I started flying down there in small planes, fishing at the various camps from Mulege to Cabo, and took my own Cheoy Lee Offshore 50 down in '72. It will be hard for current sailors to visualize the surface changes — although you are correct in saying the rocks and water have remained the same.

The *Blog* certainly stirred memories of the earlier days of cruising in the Sea. I had some familiarity with the area from my fly-in fishing trips, but cruising information was mostly limited to Leland Lewis' *Baja Sea Guide*, which had been published the year before. La Paz and Cabo were connected by mostly paved road, but the road north to the border had not been improved, so there were no travel trailers on the beach. The fiberglass *pangas* and big outboard motors had not been introduced, so there were very few local fishermen other than guys on shrimp trawlers, the shark fishermen — who also caught a lot of turtles (*Caguamas*) — and subsistence fishermen. Fuel and water was obtained in Cabo from the fish cannery pier, and it required two or three people to handle the boat while the fuel was being taken on.

We were the only boat in both Frailes and Muertos anchorages on our way north, so it was quite adventurous. There was nobody on the beach at all, and at Frailes my anchor fouled what had to be a very old anchor of about 250 pounds. My deckhand and I finally got it up with blocks and tackle, and were able to tie it off to unwrap our chain. We then cut the rope and let it drop. We could have used a few more cruisers that morning.

La Paz was a charming *little* city back then, and everything was just a short walk. We anchored off the main wharf and left our dinghies unattended on the beach. Most of our provisions were bought at the *mercado*. There were about 6 to 12 boats around the harbor, but we preferred anchoring at Pichilingue.

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

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LETTERS

We were the only boat there on Christmas Day of '72 — until late in the afternoon when a schooner from Fort Bragg came in. The lady on the schooner needed a small item to complete her Christmas dinner and came over with a fresh-baked loaf of bread to borrow whatever it was she needed.

We proceeded north, and part of the time were alone at Partida, and other times there would be one or two other cruisers. I am writing this without checking my log book, and I do not remember all the stops we made on our way to Mulege, as I have visited most of them on later trips. However, we did stop at Amortejada as well as Salina. The salt works



were still being used, but not very actively.

The next stop I remember was Escondido, but there were no boats inside. There was one German boat in the Waiting Room, and he had an enormous drum full of steel cable

Puerto Escondido, Baja, in April of 2006. Would it have looked any different to John Steinbeck many decades before?

on his foredeck as anchor gear. He anchored in the middle and let out about 300 feet, so he was pretty well sweeping the harbor.

We anchored just inside Conception Bay as close to Mulege as we could, and met our friends who were flying in. There were no other cruisers around Mulege at the time we were there. We then started south, fishing and cruising as we went. One anchorage was at Pulpito, which as I remember was about opposite the south end of Conception Bay. The Yellowtail were swarming, and we caught and released them until we were exhausted.

I do not recall seeing or meeting any other boats until we were again close to La Paz. So, as was reported in the *Blog*, the country itself has remained the same, but to see it as it was, you have to blot out all signs of humanity for several days at a time. Of course, without all the fishermen who are there today, the waters were just teeming with fish and the bird life that thrived on the fish.

With so few other boats, when we did happen to share an anchorage, it was an exciting event. I remember making friends with the crew of a shark fishing boat. One day we went out with them to help bring in the sharks they'd caught in gill nets. It was still legal to catch and eat turtles back then, so we barbecued one of the turtles on the beach. The procedure was to butcher it, leaving a lot of the meat attached to the shell. You'd then prop the shell up facing the fire, and allow the reflected heat to cook the meat. I didn't much care for the meat, but some people liked it. Turtle was a popular item on most restaurant menus at the time.

We also met a shrimp boat that had broken an outrigger at sea. The crew was struggling to repair it, and I thought they might appreciate a drink, so I came close to them and held up a bottle of scotch. They waved back, showing an interest in it. The seas were pretty rough, so I put the bottle in a five-gallon bucket, and had Steve Hersey, my crew, pass it to them with the boat hook as I eased my bow in as close as I dared. They grabbed it and filled it with huge shrimp — some as much as six inches long — and passed it back. Steve now has his own boat in either Mazatlan or San Carlos, and is preparing to go

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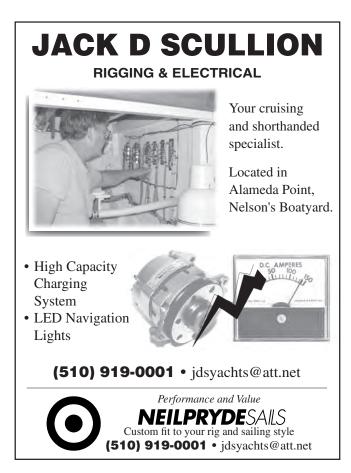
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LETTERS

further south.

I've been down to the Sea several times since, the last two times being in 2000 and 2002, and have seen the changes to the present situation. It is, of course, much more crowded now, but it is also much easier to enjoy the same wonderful climate and scenery, so it all balances out.

> Ernie Copp Orient Star, Cheoy Lee Offshore 50 Alamitos Bay Marina, Long Beach

Ernie — The only thing we're bitter about is that the organized environmental groups have done so little to protect the once-spectacular Sea of Cortez fishery. They made a gigantic deal about preventing a salt plant — like the one that had been operating up the coast for 50 years — at Laguna San Ignacio. But to date have been MIA when it comes to saving the thousand-times-more-important Sea of Cortez. Shame on them.

$\Uparrow\Downarrow BAJA AS IT IS AND WAS$

I love the Baja as it is, and don't want to be one of those 'You should have seen it in the good old days' guys.

Reading your *Blog Of The Sea Of Cortez* article, I found your comment about Steinbeck being able to recognize the area between La Paz and Puerto Escondido to be very interesting. Several times in recent years I have thought that he would hardly recognize the area. I say this because I think Steinbeck was focused on what was in the water and, as you pointed out, that part has changed dramatically.

I first ventured down the peninsula in the summer of 1970. The road was a one-lane dirt trail, and it took 10 days of hard driving to reach La Paz. The unforgettable thing about that trip is that every time we were camped by the Sea or had it in sight, it was literally teeming with life! We almost never looked



Isla San Francisco, Baja. The difference between now and 30 years ago is that there are more boats and fewer giant manta rays.

at the water without seeing schools of dolphins or various unidentified fish, huge jumping rays, and so forth. We helped a shark fisherman run his net and collected several sharks, ate oysters harvested in five feet of water, and scooped up little clams in our fingers. While in La Paz, a charter boat skipper came to our camp and sold us on a day of marlin fishing. We were barely out of the harbor before we caught a 135-pound fish and had a much larger one on the hook.

In our state of ignorance 35 years ago, I'm sure we contributed to the Sea's decline.

In the summer of '72, I joined a friend in sailing across

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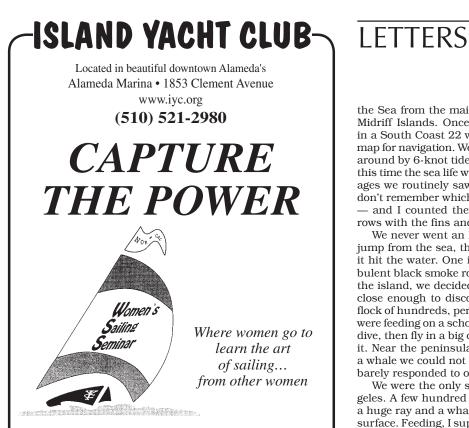
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the Sea from the mainland to Bahia de Los Angeles via the Midriff Islands. Once again ignorance prevailed. We sailed in a South Coast 22 with five gallons of fuel and a AAA road map for navigation. We rode out a chubasco at sea, were swept around by 6-knot tides, but generally had a grand time. But this time the sea life was even more amazing. At most anchorages we routinely saw sharks swimming around the boat. I don't remember which island it was at, but we saw 150 plus - and I counted them - shark carcasses lying in perfect rows with the fins and fillets cut off.

We never went an hour without seeing a huge manta ray jump from the sea, then send up a great white splash when it hit the water. One island appeared to be on fire with turbulent black smoke rolling out of an inlet. As we approached the island, we decided the cloud was insects. Finally we got close enough to discover that we were actually watching a flock of hundreds, perhaps thousands, of pelicans. The birds were feeding on a school of some kind of fish. Each bird would dive, then fly in a big circle, and dive again. I will never forget it. Near the peninsula we approached within a few yards of a whale we could not identify. It appeared to be basking and barely responded to our presence.

We were the only sailboat in the bay at Bahia de Los Angeles. A few hundred yards from shore we sailed along with a huge ray and a whale shark swimming in tandem near the surface. Feeding, I suppose. The shark was much longer than our 22-ft boat. When I got too close, he dove under the boat, and the long tip of his tail came in the cockpit. It brushed across the top of my thigh like sandpaper.

On shore, some gringos had set up a scallop processing plant. When pangas came in loaded practically to the gunnels with scallops, someone would ring a bell and all the women in the village would come down to clean them. They were stored in small refrigerated trucks until there was a full load for the drive to the States.

I heard somewhere that Mexico has allowed big factory ships to harvest in the Sea. I wonder if anyone really knows the reason(s) for the decline.

On that first trip I hooked up with the old 135-ft bluenose schooner Goldfield. She was owned by a couple of merchant mariners who used her primarily as a party retreat. She was later moved to Guaymas, and then I lost track of her. Have you ever heard of her and her fate?

Lonnie Spencer Between Boats At Present Palo Alto

Lonnie — We think the reason for the decline in sea life in the Sea of Cortez is that there are close to 100,000 hooks lowered into it each night. Greater protection is way overdue.

As for the Goldfield, we're sorry to report that we have no idea what's become of her or where she might be.

↑↓SUCCULENT SONJA, MEET RINGWORM RON

Thanks for publishing your 'eight bells' for Hal Schell, a genuine River Rat and Delta booster.

As just one of many to have called Hal a true friend, I'd like to pass along a brief glimpse of his life and influence up here in the Delta. Some years ago, Hal and a few fellow Rats were sitting in a local watering hole discussing the boating scene and how the larger and more lofty Bay Area yacht clubs probably wouldn't allow River Rats such as themselves to be members.

"No problem," declared Hal, "we'll start our own club!" After it was agreed that it couldn't have the words 'yacht club' at



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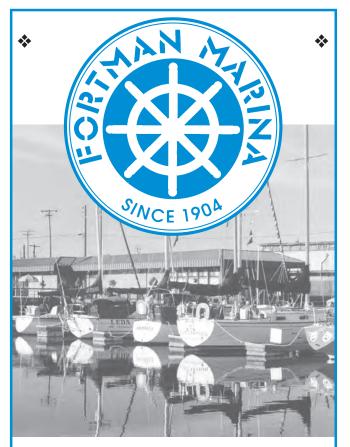
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LETTERS

the end, the Rats settled on Super Secret Ship Club. Hal was installed as Commodore, and a round was hoisted to confirm the choice. Hal insisted the SSSC should have no charter, no clubhouse, no meetings, and just one rule. Prospective members would have to recite the words 'Super Secret Ship Club' rapidly 10 times in a row in front of the commodore, preferably after they'd had a few sundowners.

As word of the SSSC got around the Delta, Hal and the



It the Delta, Hal and the other members decided they should be identified by the wearing of purple 'wind breakers' — Hal no doubt meaning the pun. The color purple was probably chosen because it suggested robes worn by ancient secret societies.

Commodore Hal was charged with giving nicknames to all the members, nicknames to be embroidered on the purple windbreakers. A few of the more colorful names included Horny Hal the Commodore (of course), Freaky Freddy,

Hal 'River Rat' Schell.

Pushover Patty, Vee Dee, Cow Patty, Groggy Grogan, Georgia Prune, Loud Linda, Split Pea Pat, Dumpy Don, Dangling Dick, Hari Carrie, Fill-Em-Up-Phil (the bartender at Lost Isle), Up Chuck, No Stick Pam, Dim Jim, Wong Way Wendell, Prrr-Rick, Lusty Lynne, Soupy Cellar, Wobbly Walt, Wicked Wanda, Derelict Don, Succulent Sonja, Ida Mite, Bill Will, Ringworm Ron, and many others! Hal took great pains to see that personalities and names matched.

An unofficial gathering of the Purple Jackets was held in early spring of each year. Members would bring their boats to a secret river location where Hal would host an SOS (Shit On a Shingle) feast. More widely known as creamed chipped beef on toast, SOS remains popular with sailors and soldiers the world over. Hal's version of this gray, gruel-like concoction truly lived up to its name!

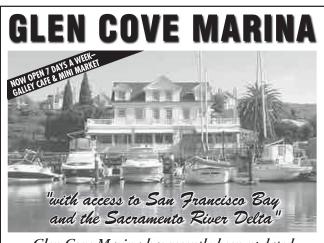
Hal's primary vision of a Delta 'yacht club' was simply for people to have fun on their boats. His extensive writings on the California Delta followed a similar philosophy, whether he was writing about being on the river or on the pavement. As such, he lured many to explore the Delta's history, beauty and boating opportunities. Come to the Delta and help celebrate Hal Schell's love of the unique merging of California's great rivers.

> Ray Cellar, Stinkpotter Trickle Charge, Marine Trader 40 Light 19, San Joaquin River Near Stockton

In a typical month, we receive a tremendous volume of letters. So if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications.

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





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LOOSE LIPS

The accessible knight.

As charter skipper Peter Whitney observed in our May edition, Sir Richard Branson is known to be a very down-to-earth



Sir Richard and Miss Heather — tough duty in the BVI.

guy, despite his wealth and knightly status. We saw further evidence of this at the recent Highland Springs HIHO international windsurfing regatta in the British Virgins.

Branson had invited the entire fleet to enjoy lunch at his private hideaway, Necker Island, but was unable to attend due to business demands. He showed up a couple days later, however, at the Last Resort's pirate party to personally greet fleet members. Mixing with the crowd, he seemed to genuinely enjoy being treated as a 'regular guy'. Ultimately, though, he could not escape his celebrity, as Mill Valley sailor Heather Funkhouser sheepishly asked to have her

picture taken with the dashing entrepreneur. As the gorgeous UCLA coed took a seat on his knee, Branson grinned broadly and said, "Oh, this is tough duty!"

Tale of a fateful trip.

In an incredible 'developing' story, three Mexican fishermen were rescued off the Marshall Islands on August 9 after — they claim — more than nine months adrift on a twin-engine 27-ft fishing boat. If this claim is true, it would be a new survival record. The longest confirmed survival time up to now has been the odyssey of a 24-year-old Chinese steward named Poon Lim, whose ship was torpedoed in the South Atlantic in 1942. The only one of 55 crewmen to live through the sinking, he drifted on one of the ship's liferafts for 133 days — almost five months — before being picked up off Brazil.

But there is more to the Mexican fishermen story. Much more. So much more that Quentin Tarantino is probably working on the screenplay as we speak.

First their claims. The three men, all in their 20s, say that they left San Blas, Mexico, on October 28, 2005, to do a little shark fishing. They encountered mechanical problems, the engines wouldn't start, and they were thereafter at the mercy of wind, wave and current. They say they survived on rainwater and fish, and by reading a Bible they had aboard. They kept track of days and months via one crewman's digital watch.

Now the odd stuff:

• One thing the 'early reports' failed to mention is that there were originally five guys aboard and that two had died. However, when questioned, the three survivors didn't know the last names of the dead men.

• Family members of the survivors claimed the men had been missing for only three months.

• Just before presstime, we got word from a cruiser friend in



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LOOSE LIPS

Mexico who has been following the case. Now it seems that two of the guys were indeed fishermen — but were hired by local drug runners to transfer a shipment of cocaine. "That would explain why there were five on board, but not why they didn't know the last names of the two that died," says our source, who shall remain anonymous. "If you spent 24 hours a day with 2 strangers for a month and a half (the two apparently died on or about the 45th day) wouldn't you have discussed every detail of their lives?"

• The boat was 27 feet long and had twin engines, a bit rare for *pangueros* though not impossible. Our Mr. X says the fiberglass boat "had enough integral compartments to collect and store rainwater and prevent wholesale swamping. A good design to take your chances on Big Blue for nine months." It's also a bit unusual for *both* engines on a twin-engine craft to go out at once. The men claim to have scavenged parts from one to make the other run, but were, obviously, unsuccessful.

But Mr. X says the big thing everyone was wondering about — if drugs *were* involved — was if the delivery was made before or after the boat became disabled.

If it was before, says X, "At least they had a good time until they ran out!"

Eight bells.

We are sad to note the passing of Norman S. Wright on August 9 in Lafayette. We were unable to confirm his age, but friends say he was in his early 90s.

Norm was an entrepreneur, inventor and inspiration to all who knew him. In 1959, he bought a small marine hardware company in the East Bay called Nicro Marine Metal. In the following nearly four decades, his imagination gave the sailing world its first chrome-plated bronze fittings, soft-cheek snatchblocks, solar-powered deck vents and stainless steel snap shackles, just to name a few innovations. An import agreement with Australian marine hardware company Fico in the '70s turned the newly named Nicro Fico into one of the world's major marine hardware suppliers. (And beyond — one of Nicro Fico's titanium snapshackles was left behind on the moon after the Apollo astronauts packed too many rocks and had to leave some gear behind.)

Beyond his business savvy, Norm was a true old-school gentleman, and one of the most honest and honorable men ever to hoist a sail. He helped countless young enterprenuers get started in the industry, and instilled a value system that many carry to this day. "Norm Wright gave me my start in business and continued to be an influence in the lives of young businessmen and business women around the world," wrote Bruce Brown

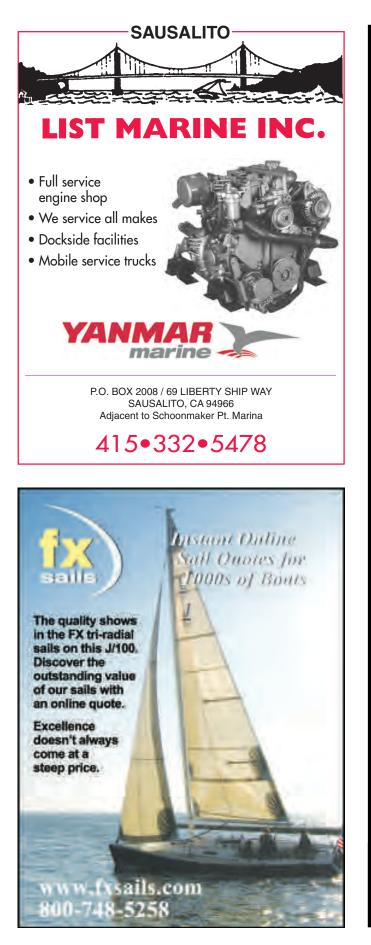
Norm retired in 1996 after selling the marine hardware end of Nicro Fico to Ronstan, and the ventilation division to Marinco.

Correction.

We misplaced a decimal or two in our coverage of the collision between the Sea Scout boat *Viking* and a Catalina 36 on July 8. Damage to the former vessel, which capsized after being T-boned, is close to \$50,000 (not \$5,000 as was printed). "The hull repair alone is estimated to exceed \$25,000, and that doesn't include the original salvage bill, transportation to the yard, rig, gear, or anything else," notes Sea Scout Director Nick Tarlson.

Our apologies for this error.

At this writing, despite the fact that *Viking* was on starboard tack (and therefore had the right of way), the insurance company was charging 'comparative negligence' and offering the Scouts a settlement of 70% of the boat's value. If accepted, that would mean the Scouts would still be out of pocket approximately \$15,000 for repairs to *Viking*. Anyone wanting to donate to this worthy restoration can contact Tarlson at *ntari@dictyon.com*.





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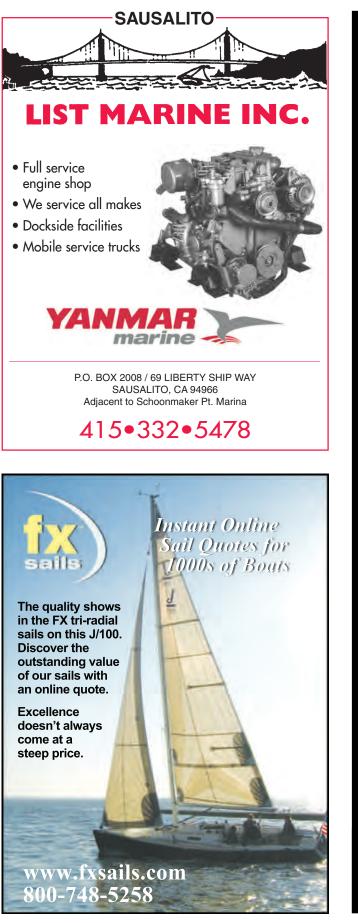
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an inconvenient truth

Al Gore's film *An Inconvenient Truth* purports — and is pretty persuasive — that the world is undergoing climate change that's being caused by human activity. If this is indeed true, there's a big problem because, while there will certainly be areas and people that are and will be losers, there will also certainly be people and areas that are and will be winners. It's been reported, for example, that the milder temperatures in Greenland are allowing more crops to thrive and dissuading some species of birds from flying south.

Based on this summer alone, the climate change has also been great for the California coast and sailors. Folks who live aboard and/or spend a lot of time on their boats in Sausalito, for example, say it's been the most wonderful summer they can recall. Unlike in years

continued on outside column of next sightings page

autopilot sex

As *Profligate* was sailing out the Gate in early August for Santa Barbara, the crew heard the skipper of another vessel contact the Coast Guard to report that a sailboat near Red Rock was going around in circles with the mainsail up. The person making the report didn't see anybody on deck, and was concerned that the skipper might have fallen overboard. The Coast Guard responded by issuing a *pan-pan* advisory.

About five minutes later, another mariner called the Coast Guard to re-



Clockwise from above, 'Journey' takes a trip around the Bay; 'Thunderbolt' looks like greased lightning; Watching pretty sailboats like 'Gaucho' go by must have been tough for prisoners on The Rock; mellow yellow — Gordie Nash's ultra-custom Santana 27 'Arcadia' sails the Bay; 'Altura' makes a splash on a lovely day.



etiquette

port they'd come alongside the vessel in question, seen somebody on deck, and ascertained there was no problem.

"Sex under autopilot," was the verdict of the *Profligate* crew, as though there could be no other possible explanation.

We doubt there are very many sailboat owners who haven't had sex under sail. And there's nothing wrong with it as long as proper safety precautions are taken. For example, it's not smart to indulge around bridges, islands, breakwaters continued in middle column of next sightings page

an inconvenient truth — cont'd

past, the days of warm sunshine and mild afternoon breezes have far outnumbered the days when foggy 30-knot winds howl down the hills for afternoons on end, forcing sailors to dress like Eskimos.

Along the California coast, the winds have been abnormally light. Sure there have been a number of windy days, such as during the Coastal Cup Race from the Bay to Santa Barbara, but there have been countless days when the winds have blown 8 to 20 knots instead of the more common 15 to 30 knots. And what sailor would complain about that?

As Mark Twain said, everybody talks about the weather, but nobody does anything about it. As the Looking Good photos taken on the Bay in the last month show, that's not necessarily true, as these sailors are doing something about it — they're enjoying it!





BOTTOM: LATITUDE / JR

america's cup 32 on the horizon

In the big picture — the big, general, non-sailing picture — the America's Cup occupies that same odd netherworld as the Indy 500, Kentucky Derby and, lately, the Tour de France: it is the tiny segment of one sport that is aimed, packaged and consumed by American TV audiences — who the rest of the year couldn't be bothered with any sport which doesn't require a ball. As any horse person will tell you, the Kentucky Derby is just one of many horse races run at Churchill Downs that Saturday in mid-May. But the Derby is the only one that Joe Public watches or cares about. Thus it is with sailing and the America's Cup.

Should American sailors care about the Cup? (In almost every other country with sailboats, by the way, they care about it a lot.) Should continued on outside column of next sightings page

autopilot sex

and other hard things. After all, there have been well-documented cases where amorous mariners got so carried away with their frolicking that they forgot where they were for a little too long. It's also irresponsible to have autopilot sex in shipping lanes, or while racing. The last safety consideration is the most important — wear a condom.

But don't you think mayday, mayday, mayday — it must be spoken three times - securite (pronounced 'say-cur-i-tay'), and pan-pan ('pon-pon') are pretty weird



— cont'd

terms for English speakers in emergency situations? Wouldn't we Americans be better off with our own terms? We can live with *mayday*, even though it comes from the French word m'aider or 'help me'. But what about *pan-pan*, which comes from panne and means 'breakdown'? Or *sécurité*, which comes from the French *sécurité*, the meaning of which we have no idea. Oddly enough, when the French are in serious emergencies, they don't say "mayday, mayday, mayday," but rather "au secours!" or "à l'aide!"



america's cup — cont'd

we care that it is actually a relatively poor example of sailboat racing to tout before the public? That even the sailing part sometimes seems to take a backseat to the exercise in vanity between guys who have way more money than they know what to do with? Beats us. We've

run warm and cold so many times in the past over the Cup that we're developing hot flashes. Our usual attitude when it's over is "Thank the heavens we won't have to endure *that* for another four years." In the 'tween years', it's "Who cares?" But we have to admit, when the glow of the next Cup appears on the horizon, our interest starts piquing. And it's piquing now.

The best of seven match races for America's Cup 32 begins off Valencia, Spain, on June 23, 2007. Before that, the Louis Vuitton Challenger Series — which usually features the best match racing action ever captured on video — will take place from mid-April through mid-June. If



you want to watch the best sailors in the world at the top of their game, the LV Series is a don't-miss.

It's a foregone conclusion that Switzerland's defending Alinghi team (*www.alinghi.com/en/*) will meet one of three challengers: BMW/ Oracle Racing (*www.bmworacleracing.org*), Emirates Team New Zealand (*www.emiratesteamnz.com*) or the Luna Rossa Challenge (*www.lunarossachallenge.com*). Not so coincidentally, these are the three teams with the biggest war chests, and they have done the best in a series of racing events called 'Acts' over the last year and a half which the Cup powers-that-be created to keep the event in the public consciousness.

It's also a foregone conclusion by most pundits that the other syndicates will drop like flies once the hardball racing begins. The doomed include Spain's Desafio Español (*www.desafioespanol2007.com*); China Team (*www.china-team.org*); France's K-Challenge (*www.kchallenge.com*); Italy's two other syndicates, the +39 Challenge (*www. piu39challenge.com*) and Mascalzone Latino (*www.mascalzonelatino. com*); South Africa's Team Shosholoza (*www.teamshosholoza.com*); the United Internet Team Germany (*www.united-internet-team-germany. com*); and Sweden's Victory Challenge (*www.victorychallenge.com*). As you probably already know, this Cup series marks the first time China and Germany have ever participated.

What would be great to see — and in our opinion a real shot in the arm for the whole America's Cup — is for a dark horse to emerge from that group, win the right to challenge, and go on to win the Cup. In the real world, it has yet to happen. The reality is that the more money you throw at the America's Cup, the better you do. Even the victory of Ernesto Bertarelli's Alinghi team in 2002 was not that much of a surprise, since it was second only to BMW/Oracle in terms of funding. So in a sense, the only real cliffhanger of the Cup is which billionaire will win.

We could argue semantics all day. But in the evening, we'd still kick back and turn on the tube and watch the racing. Love it or hate it, the America's Cup is back on the radar, and we're kind of excited about that.

hawk flies under the golden gate

One thing we love about sailing on San Francisco Bay is meeting cruisers who pass through the area. Last month, Beth Leonard and Evans Starzinger dropped by the Bay on their custom 47-ft Van de Stadt-designed *Hawk*, fulfilling their goal to sail under the Golden Gate Bridge. The pair, well-known in cruising circles from Beth's many articles in sailing magazines as well as her three books, are nearing the completion of their second circumnavigation, but they had yet to sail under the Bay's most recognizable landmark. "Of course, we'd been to San Francisco many times," explained Evans, "but never by boat. To sail under the Golden Gate was a lifelong dream." Former "Type A" corporate consultants, Beth and Evans have logged more than 90,000 miles, completing one circumnavigation aboard their former Shannon 37 *Silk*. They're on their way to Chile where they will complete their second trip 'round.

Interestingly, while they had some previous sailing experience before setting off 15 years ago aboard *Silk*, they were completely unprepared for actual cruising. "We didn't have a clue what we were doing," Beth said. "Oh, Evans had read all the books — and had finally convinced me this would be a good idea — but we'd only taken *Silk* out

on one daysail and one overnighter before leaving to sail around the world." As it turns out, their first major ocean pas-

sage — a trip across the Gulf Stream in a Force 10 storm — was the worst weather they've seen so far.

Despite Beth's concerns about continuing after that, they pressed on, ("Evans' first gray hairs started showing up at the Cape of Good Hope.") finishing what



Beth Leonard and Evans Starzinger stopped in the Bay last month on their way to Chile aboard their custom Van de Stadt 47 'Hawk'.

they'd started, but more importantly, learning tremendous amounts and finding out what they did and did not want in their next boat.

They spent a few years working to build the kitty back up before setting off again on *Hawk*. They are now on the last leg of their second globe-trot.

Beth and Evans will be spending the fall in Ventura before heading south, taking the opportunity to present two cruising seminars at Orange Coast College's sailing school on December 1 and 2. Go to *www.occsailing.com* for details.

The second, expanded edition of Beth's first book, *A Voyager's Handbook*, will be released this fall, along with her third book, *Blue Horizons*. You will find them at most marine retailers. All those old salts who think modern navigators have it waaaaay too easy, now have yet another new-fangled high tech aid to bitch about. The National Oceanographic and Atmospheric Administration (NOAA) has recently posted more than 1,000 of their U.S. coastal and Great Lakes nautical charts on the Internet, and made them easily accessible through their user-friendly On-Line Chart Viewer — free of charge. Even U.S. Territorial waters such as Guam are included.

All details of NOAA's paper and electronic charts are viewable and, like other popular mapping programs such as Google Earth, you can zoom in and out, and pan the image up, down and sideways with the click of your mouse. Similar to looking up street directions



line chart source

before a road trip by using programs like MapQuest, the Chart Viewer is ideal for route planning, doing research, deciding which paper charts to buy — or procrastinating while you are supposed to be working. An added bonus is that each chart is updated weekly for Notice to Mariners corrections.

While most boats are not equipped to use this resource while on the move, we can imagine scenarios where a guy with a satphone and laptop or a web-enabled cell phone or PDA could log on and use this new service to actually navigate safely into a port for which he had no charts. Check it out at *www.NauticalCharts.gov/viewer*. Despite what those crabby old salts say, we'd place the Chart Viewer under the heading of 'very cool'!

baja ha-ha deadline looms

If you picked up this copy of *Latitude* on September 1, you have but 10 days to get your completed entry form and check sent in to be eligible for Baja Ha-Ha 13, which departs San Diego on October 30. The Ha-Ha, of course, is the 750-mile cruiser's rally from San Diego to Cabo San Lucas, with stops at both Turtle Bay and Bahia Santa Maria. As you probably know by now, it's open to boats 27 feet and longer that were designed, built, and have been maintained for open ocean sailing. A minimum of two crew with overnight offshore experience is required.

The goals of the Ha-Ha are for everyone to make it safely to Cabo San Lucas, enjoy some great sailing, and make lots of friends with both cruisers and the wonderful folks of Mexico. The event is for folks who would have sailed to Cabo anyway, and is not an offshore babysitting service. There will be a roll call each morning, and weather forecasts provided by Commanders Weather, a service that has guided many of the great racing boats of the world. There can be no guarantees, of course, but in the 12 previous Ha-Ha's, the weather has generally been mild with following winds and seas.

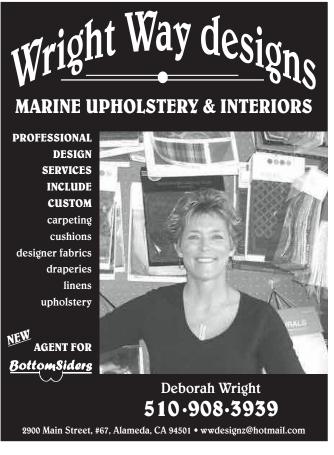
The Ha-Ha starts out with the October 29 West Marine Kick-Off BBQ



and Costume party, followed by the 360mile leg to Turtle Bay which, depending U on the winds, might take anywhere from two to four days. After several days of socializing, exploring, and a beach party at Turtle Bay, the fleet will do the 240-mile leg to Bahia Santa Maria, which usually takes 36 to 48 hours. Spectacularly beautiful Bahia Santa Maria, home to great hiking, surfing, and exploring, is traditionally the fleet's favorite stop. It might have something to do with local folks appearing out of nowhere to serve 550 lobster and fish dinners while a rock 'n roll band plays on the bluff overlooking the fleet. Surrealistic! After the final 175-mile leg, most of the fleet will arrive in Cabo on November 9th. The lucky crewmembers will be met by spouses or lovers who have flown down to greet them, and will no doubt be eager for some of that I've-missed-you-so-much sex that is so steamy and sweaty in the tropics. The event wraps up with a beach party - by which time everyone will have made dozens of friends - on Friday and an Awards Ceremony on Saturday. After that. it's back to work for many of the crews, while it's off to La Paz. Mazatlan. or Puerto Vallarta for the boats.

As of August 25, a total of 97 boats had sent in their paid entries. The smallest entry will be a Cal 25, which received special dispensation for being undersize from Ha-Ha Honcho Lauren Spindler. The largest entry looks to be the legendary S&S 80 *Kialoa*, which will be sailed by The Sailing School at Orange Coast College. One of the seven multihulls, Bob Smith's 44-ft high-performance custom cat *Pantera* might turn out to be the fastest sailboat in the fleet. The typical entry, however, is about a 44-ft production boat continued on outside column of next sightings page





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ha-ha — cont'd

- be it a Catalina, Passport, Tayana, J-boat, Swan, Cheoy Lee, Island Packet, Seawind cat, or what have you. As always, the fleet will also include a handful of motor vessels. Many of the participants have done more than one Ha-Ha already, and/or long cruises.

LATEST HA-HA ENTRIES

54. Palapa Catalina 350 55. Avrio Globe 41 56. Volare Catalina 42 57. Peregrine Tayana 460 58 Serenity Catalina Mk II 59 Yohelah Baba 40 60. Vallee Cachee Endeavour 40 61. In The Mood Formosa Yankee 62. Brier Patch Bowman 57 63. Timeless Tayana 48 CC 64. Camaraderie II Beneteau 423 TB 65. Talerra Cape George 38 66. Walela Amel Maramu 46 67. Sea Breeze Swift 40 68. Charm Island Packet 380 69 Quantum Cooper 416 70. Georgia J Passport 47 71. Bluebird J/120 72. Athena Beneteau First 36.7 73. Sea Fox Moorings 38 74. Renegade Tayana 48CC 75. Seventh Heaven Catalina 470 76. Sailors Run Baba 40 77. Adelia Jeanneau 49 78. Patricia Belle 79 Aztec Cape North 43 80. Sea Peace Passport 40 81. **360**° Passport 41 82. Niki Wiki 83. Libertv Formosa 46 84. Rhodia Pacific Seacraft 31 85. Beaudacious Catalina 470 86 Gemini Albin Numbus 42 87. Catatude Lagoon 42 cat 88. Ecco Bella Island Packet 350 89. Chére 90. Nicole II Cooper 416 91. New Moon Hunter 410 92. Deborah Rae Pacific Seacraft 40 Beneteau 473 93. Escapade 94. Flying Hlgh C&C Landfall 95. Flying Fox II Dragonfly 1200 tri 96. Heart 2 Heart Iriwn 41 97. Kind of Blue Island Packet 380

Roger Hayward Evan Jacoby Greg Cockle Bill Chapman David J. Albert Rob Sicade Leonard Bisgrove Stan Dodd Phil Kinnison Sheila Hubbard Stuart Strachan David Boots Carl McDaniel Chris Arnold Doug Sanford Quantum Sails LLC Redwood City Kim J. Barr Tom Cullen Paul Brocchini Andrew Vik Paul Butler James Mills Jeffrey R. Hartjoy Kip Stumbough Traditional schooner Patrick Hughes **David Cammack** Donald Cass Joel Thornton Gulfstar Sailmstr 50 Jonesy Morris Carl Nichols Donn Tatum Paul C. Klein Les Sutton Tom Wurfl Michael Addis Bnteau Oceans 461 Charles Simon Donald McInnes, Jr Danville, CA Gerald Elder Dick Johnson KMMC, LLC Ed Lungren D. Steven Fox Jeff Overlev Jim McGihon

Long Beach Lake Stevens, WA Sydney, Aust. San Diego Oceanside Seattle San Diego Martinez, CA San Diego Santa Cruz Redondo Beach Anacortes, WA Fiddletown, CA Gardnerville, NV Lacey, WA Tiburon Santa Barbara Carmel, CA San Francisco Fair Oaks Newport Beach Coupeville, WA Oxnard Coronado, CA Stockton Menlo Park Sammamish, WA Chula Vista Friday Harbor Santa Barbara Carmichael. CA Menlo Park San Diego Tucson, AZ Bellevue, WA Albuquerque, NM La Habra Heights Sun Valley, ID Sunnyvale, CA Malibu Cucamonga Gig Harbor, WA

Latitude's 63-ft cat Profligate will be the mothership for the 10th year in a row, and the event will be managed by the volunteer group of The Wanderer, serving as the Grand Poobah, Andy 'Banjo' Turpin as the Assistant Poobah, and Doña 'No Whining' de Mallorca, the Chief of Security. They have over 30 Ha-Ha's among them, and wouldn't miss the event for their lives. "We can't wait to see all you folks at the continued on outside column of next sightings page



Spread; An aerial view of the Ha-Ha participants on the beach at Turtle Bay for the Beach Party celebrating the end of the first leg. Above; The Ha-Ha is G-rated and therefore a lot of fun for kids. This is the under-12 flock from last year.





ha-ha — cont'd

costume party," they say in unison.

If you haven't gotten a berth or all your crew yet, the next best opportunity will be at Encinal YC on October 4 from 6-9 p.m., where several hundred Ha-Ha folks will be in person. Other options include taking out a Classy Classified or showing up, sea bag in hand, at the Costume Party in San Diego on the 29th.

Costume Party in San Diego on the 29th. For an entry packet, send \$15 to 21 Apollo Road, Tiburon, CA 94920. Please do not send it express mail or via a service that requires a signature. The Ha-Ha fee is \$299 — but wait until you see all the swag! And if you don't get your entry in by the 10th? The late fee is a beer for each boat in the fleet — and about 150 are expected.

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an ambitious goal, but no promises

If Newport Beach sailor Ken Barnes completes his ambitious goal of solo circumnavigating nonstop via 'the three capes', he will earn himself a spot in the record books as the first to have done so from the U.S. West Coast.

Barnes' campaign, however, is not the sort that's fueled by deeppocketed sponsors with P.R. machines churning out constant email





Ken Barnes with his lovely lady friend Cathy Chambers.

updates and online position reports. He has absolutely no outside backing and no lofty agenda such as saving the planet or winning a bet. He's just a regular guy trying to achieve a formidable personal goal. "If it wasn't something I thought I could do," he says, "I wouldn't attempt it." That said, he's savvy enough to realize that there are a million things which could keep him from completing his lap around the globe, even though his bulletproof steel ketch appears to be well suited for the punishment it will surely endure.

After a great deal of boat hunting, Barnes, now 47, settled on *Privateer*, a Gulfstream 44, designed by Maurice Griffith, and built in Gozo, Malta. With her bowsprit, she is 50 feet overall and carries a cutter rig. During recent months Barnes has fitted her out for every contingency he can imagine, adding multiple drogues, radars, GPSs, generators and wind generators, plus a complete new suit of sails, 1/2" Lexan ports, both a windvane steering system and autopilots, as well as a satphone and an SSB with an email setup. You name it, this boat's got it.

Despite his preparations, though, Barnes is sober about the 'unknowns' out there, and is certainly not foolish enough to think this trip will be a cakewalk. He'll be happy to be greeted by a brass band if he makes it, but for now he's not eager for too much publicity, especially since he doesn't actually have much offshore experience — a fact that he's sure will send armchair know-it-alls into overdrive dismissing his chances of success.

Born and raised in SoCal, Barnes has surfed and sailed all his life. The idea of making this solo sprint came about at least a decade ago, but now that his son and twin daughters are on their own, he's no longer married and he's sold his pool maintenance company, there's nothing holding him back. The plan is to dive south on October 28, then turn towards Cape Horn at about 45° S. Once around, he'll face a tough ride through the South Atlantic at the wrong time of year. "Whether I make it or not will likely be based on weather," says Barnes. "I've prepared so well, if I don't make it, it will probably be due to the one thing that I haven't prepared for!"

Although a number of sailors have attempted it, the only successful nonstop solo circuit from the West Coast of North America was achieved by Canadian Tony Gooch on his 43-ft sloop *Taonui*, a 176day trip completed in 2003. But no Americans have ever made it. We wish this gutsy sailor the best of luck — undoubtedly he'll need it.

the uss iowa's

With the San Francisco Board of Supervisors recently nixing the plan for the battleship USS Iowa to become a tourist attraction in the City (don't get us started), the homeless ship is down to two remaining possibilities: Vallejo or Stockton. The former has a nice ring to it, as the ship (which was towed into the Bay from the East Coast in 2001 and has been moored with the mothball fleet since) would be docked at historic Mare Island Shipyard. But Stockton would work, too — anything's better than the third possibility, which is the scrapyard.

If you have any interest in preserving one of the great ships of history here in the Bay, we urge you to get involved in

aground on

Sailing on the Bay can be tricky, even in the most benign conditions, but throw in a little wind or current and it can get downright dangerous. This was demonstrated on August 12 by three sailors on a chartered GibSea 33 (shown below) when they sailed a little too close to Angel Island and wound up running smack into it.

David Forbes of Alameda's Club Nautique reported the sailors, who were not unfamiliar with sailing the Bay, simply tacked away from the island too late. "He also wasn't agressive enough with his maneuver so he fell back on the same tack, driving him onto the rocks," Forbes said. Now hard aground, the skipper tried using



last battle

this one final 'campaign' for the Iowa. The Secretary of the Navy decides on the fate of the ship on September 29, and one of the things he'll be considering is infrastructure — enough money, bodies to plan and build the facilities to house the ship in perpetuity. You can do this by the simple act of sending \$61 (the Iowa's designation is BBS 61) to become a member of the Historic Ships Memorial at Pacific Square, or by volunteering your time (in fundraising, planning, design, or exhibits) to get *Iowa* to Mare Island.

For all you need to know, log onto www.battleshipiowa.org, email info@battleshipiowa.org, or call (415) 905-5700.

angel island

the engine to back off, with no luck. The Coasties arrived on-scene quickly, as did Vessel Assist, but *Monet* wasn't budging.

The sailors, who were unharmed though undoubtedly shaken, simply stepped off the bow onto the island and were pulled to safety by park rangers.

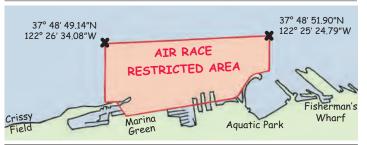
Monet was finally pulled free the next day at high tide and taken to Anderson's where minor repairs to her bow pulpit and gelcoat are underway.

If Forbes could give sailors one bit of advice, this would be it: "If you know you'll have to tack away from something, be aggressive — don't pinch up and lose all your speed. And don't wait so long."



full speed ahead for fleet week

Fleet Week returns to the Bay Area October 5-9, and we're happy to say that in 2006, it will be back in all its flag-waving, red-whiteand-blue, chest-pounding glory. The event — which traces its roots back to Teddy Roosevelt's Great White Fleet visit in 1908 — is, these



The official restricted zone for the air shows extends from the waterfront to the two waypoints noted in the map.

days, a weeklong celebration of the City's long association with the U.S. Navy. We know it seems a bit counterintuitive that ultra-liberal San Francisco would cozy up to the military machine, but during this one week of the year, most of the doves seem happy to mingle with the hawks.

As always, much of Fleet Week happens ashore with various rallies, fun runs, adopt-a-sailor programs and official ceremonies. Also, as always, the most exciting part of the festivities are best viewed from a boat on the Bay: the parade of ships and the incomparable Blue Angels peformance.

The Parade of Ships is on Saturday, October 7 from 11:30-12:45. Participants this year will include the USS Boxer, an amphibious assault ship that looks like a small aircraft carrier, the guided missile destroyer USS Hopper and the missile cruiser USS Mobile Bay. Several more Navy ships, one Coast Guard cutter and three Canadian Naval vessels round out the nine-ship contingent, one of the largest ever. Following the parade, most ships will be open to the public at various piers around the Bay.

From 1-4 p.m. on Saturday and Sunday, spectators will once again thrill to the incredible flying of the Navy's Blue Angels. The Angels and their famously blue F-18 Hornets haven't attended Fleet Week for the last year or two, and it's great to see they're coming back. Warming up the audience each day prior to the Angels' arrival will be Sean Tucker and his bright red *Team Oracle* biplane. (Yes, that Oracle.) This modern 'Red Baron' can make an airplane do things the real Red Baron never dreamed of (and his Fokker triplane would never have withstood). If you want a preview, fasten your seatbelt, put your seatback up and check out the video at the Team Oracle website: *www. oracle.com/cluboracle/teamoracle/index.html.* The parade of ships is Saturday only, but the airshow will repeat, same time, same place, same show, on Sunday as well.

As always during the parade and airshows, there will be a strictlyregulated 'off limits' corridor along the Cityfront — no boats allowed during the parade and airshow. And once you're on one side, don't think you're going to get away with 'running in front of the parade' to get to the other side, cause it ain't gonna happen. The Coast Guard has always been strict about the boundaries (shown above), and are doubtless ever more so in these days of heightened security. The good news is, you can tool around all you want outside the corridor — and the spectating is good no matter where you are on the City side of the main Bay. The better news is, none of this will cost you anything and it's a terrific activity for friends and family (especially kids) — and is exactly what we're going to do.

For more information on any aspect of Fleet Week, log onto *www. fleetweek.us.*

'transpac row' to be ready by july?

Anne Stevens, the Hawaii State Representative for the 23rd District, which includes the pathetically mismanaged and rundown Ala Wai Yacht Harbor, told Latitude in an early August telephone interview that she expects F Dock, the so-called 'TransPac Row', to have new docks in time for the finish of next July's Los Angeles to Honolulu race. The \$1.65 million for the docks was appropriated in April by Governor Linda Lingle.

Thanks to Stevens' success in getting members of the governor's cabinet to come down and have a look at the disgrace that is the Ala



Above: The marina facilities at Monaco have always been good, but officials continue to invest to make them bigger and better. Right: In comparison to Monaco — and many other major harbors — the Ala Wai Yacht Harbor, except for the Hawaii and Waikiki YCs, seems nearly dead. It's an insult to both Hawaii taxpayers and those seeking access to the ocean.

Wai, there have been changes. Richard Rice, who used to head the state's Department of Boating and Ocean Resources, is gone, as are a lot of the department's district managers. This is a good thing, as Rice, a nice fellow who had a long career in banking, used to try to convince us that one of the Ala Wai's biggest problems was that we and others published stories that reflected badly - albeit accurately - on the state's mismanagement of the yacht harbors. Indeed, the only real problem is that the State of Hawaii legislators and bureaucrats couldn't successfully manage a Sno-Cone monopoly in hell.

Also thanks to Steven's efforts, the announced plans for an additional 171 boats being evicted from the 600-berth marina have been put on hold. According to Stevens, the DOBOR engineers merely assumed that because the previously-closed D docks were unsafe, the B and C docks must be unusable also. Before 171 more boats are evicted with nowhere in Hawaii to go, she wants to know for a fact that the docks can't be used safely or made safe until a longer-term solution can be found. In other words, she's using common sense and giving a damn about the plight of Ala Wai tenants who are the victims of government incompetence.

According to Stevens, there have been a lot of problems at DOBOR. For example, they lost out on \$1 million in federal funds because they didn't fill out the necessary paperwork on time. In addition, even though a much-needed 28% increase in slip fees - currently they are about the lowest in the country - was approved for the Ala Wai long ago, it hasn't been implemented because the DOBOR hasn't gotten around to completing the necessary paperwork.

When Governor Lingle said she wanted dilapidated 'TransPac Row' ready for next July's arrival of TransPac boats, the DOBOR bureaucrats apparently came up with every excuse in the world why such a little project couldn't be planned and completed in a year. Fortunately, somebody pointed out that plans for new F docks had been drawn up way back in 2001, making completion in time so much easier.

continued on outside column of next sightings page

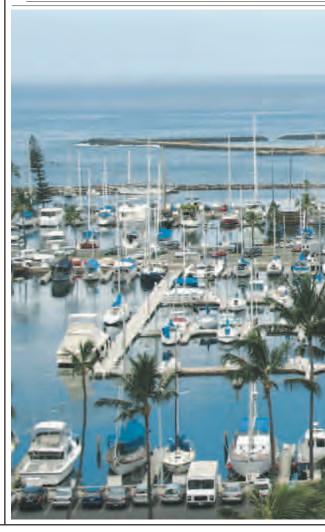
calling

If you're a Cal sailboat owner, a Cal afficionado or a former worker at the West Coast Cal plant, take note: The Encinal YC will host a unique, three-day rendezvous, dubbed Caltopia, September 8-10, at which all Cal enthusiasts are welcome.

At this writing, close to 20 vintage Cals of all sizes - from 25s to 40s - have reserved berths at the Club's Alameda docks and there's room for plenty more (at a nominal charge).

As Caltopia coincides with the Club's annual Saturday morning flea market, there will be a special Cal booth where owners can sell or swap their Cal treasures. (For the uninitiated, diehard flea marketers typically show up and start bargain-hunting before 6 a.m.)

At a more civilized hour, a concourse d'elegance will take place, where the sweetest Cals will receive prizes.



all cals!

The day's highlight will be fleet racing between at least five Cal 40s including Rodney Pimentel's *Azure* and Steve Waterloo's *Shaman*; both are club members. No doubt a few extra crew will be shanghaiied from the throngs of dockside spectators.

There will be a dinner Saturday night, of course, and live music by the swing jazz group Article 19 — a couple of whose members are club members.

The event is also intended to serve as a homecoming for salty old Jensen Cal workers such as Rog Jones of Reno, who helped fuel the heyday of California boatbuilding. "Luckily for me," says Jones with a laugh, "the boats are out of warranty now, so I don't have to fix anything unless I absolutely want to just for the fun of it!"

To reserve a slip, email Jim at cruisecaptain@encinal.org.

'transpac row' — cont'd

"I still can't guarantee it," says Stevens, "but there shouldn't be any reason why the TransPac Row docks won't be in place for the end of next year's race."

Stevens, who was appointed by the governor to fill a vacant seat and who comes with a Coast Guard and shipping industry background, seems to have brought a new attitude and badly needed resolve toward bettering the well-known problems at the Ala Wai. She told us that she recently took a cruise ship vacation that started in Southhampton, England, and included stops at many of the major yacht harbors in the Med. She couldn't help but be impressed by what other government agencies have done or are doing with their yacht harbor resources, and what's possible at the Ala Wai.

As we've said many times before, the only thing standing between the Ala Wai becoming the gem of yacht harbors in the Pacific — as well as better accomodating surfers, joggers and cyclists — and becoming a cash cow whose moo could be heard from the Big Island to Niihau

on behalf of state of Hawaii taxpayers, is government and legislative incompetence. Which is why the Ala Wai should have been privatized yesterday.



When Monaco needed more marina space — and a larger country — they merely extended the breakwaters, which are indicated in yellow stripes. -ATITUDE / RICHARD

mexico-only crew list

E(S):	SEX:
	ACT:
(check as many	as apply in all categories)
WANT TO CREW:	
For the trip down	
	, the cruisers' rally to Cabo
starting October 3	30.
Doturn trin un Baia	
Other	
c) foreign cruisin	sailing; b) extensive cruising;
CAN OFFER:	novice sailor
Skills of a normal	hand: watch standing, reefing,
B) Skilled and experience of the second sec	rienced sailor. I can navigate, set er and handle basic mechanical
	oning or other food-related skills
-) (Local knowledge	e a) i nave cruiscu morare a
b) speak pass	sable Spanish
6) Companionship	
Mail completed form and	\$7 to: Mexico Only Crew List, 15 Locust Ave
Mill Valley, C	A 94941 by September 15, 2006.

mexico only

Welcome to the 2006 Mexico Only Crew List. Whether you're planning to sail down on the Baja Ha-Ha Cruisers' Rally (starts October 30, see article elsewhere in *Sightings*), on your own, or hope to catch a ride on someone else's boat, the Crew List can help you out.

Here's how it works: fill out the appropriate form and send it to us with the proper fee. In the October issue, we'll run a list of all the names in two categories — *Boat Owners Looking for Crew* and *Crew Looking for Boats*. All names will be followed by information about the individual, including skill level, desires, special talents, experience, a contact number and, in the case of boat owners, the size and type of boat. All you do then is go down the appropriate list and call up the most appealing prospects.

Through the Crew List, lots of people have had lots of neat adventures. But there are risks, which is why we insist that, ultimately, you must take responsibility for your own actions. Let's face it, sailing is an inherently dangerous sport. And sailing long distances with people you haven't known that long on boats you don't know that well is a whole other can of worms. So, for the record, the Latitude 38 Crew List is an advertising supplement intended for informational purposes only. Latitude 38 does not make or imply any guarantee, warranty or recommendation as to the character of individuals participating in the Crew List or the conditions of the boats or equipment. You must judge those things for yourself.

Still with us? *Bueno!* Here are the ground rules.

1) We must receive all Crew List forms by September 15. That doesn't mean 'postmarked by.' It means 'here in the office by.'

2) All forms must be accompanied by the appropriate fee. That's \$7 apiece for everyone. And don't fax the forms to us. We have to receive the fee *with* the form.

3) One form per person, please — unless you and a friend want to go only if you can go together. Whether you're a couple or just friends, applying for a 'group rate' does diminish your chances of finding a boat. But holding out for a skipper who will take you both will certainly enhance the adventure. In these situations, both parties should fill out one Crew List form and send in one fee. If you think you'll need additional forms, or want to send some to friends, simply make copies of the ones on these pages.

4) Be honest. The simplest rule of continued in middle column of next sightings page

crew list

all. In this case, being honest means not inflating your experience or skill level because you think it's what someone wants to hear. In sailing, perhaps more than any other sport, if you don't know what you're talking about, people who do can recognize it instantly. BS'ers don't get rides.

Contrary to what you might think, honest folks with little or no experience often get rides. It has to do with some experienced skippers preferring to train people in their way of doing things.

5) Women can use first names only. If vou are female, vou will get calls. Possibly lots of them. We've talked to women who say they have gotten hundreds of calls, sometimes months or even years after the Crew List was published.

For this reason, we recommend that women use first names only, and that they not use a home phone number as a contact. Instead, use a P.O. Box, answering service, fax number, email or other contact that insulates you a bit. It also makes screening easier. Finally - guys and women — please keep the hormone thing out of the Crew List process. Once your crewing situation is worked out, if you mutually like what you see, then let nature take its course. But please, not before. Thanks.

6) If you take part in the Crew List, you get into the Crew List party free! Back in the old days, the Crew List party used to be a relatively low-key affair. It has now grown into an event of epic proportions, complete with T-shirt giveaways and all kinds of other neat stuff. And it's not just for Crew Listers anymore, but serves as a rendezvous point and reunion for Baja Ha-Ha Rally participants past and present. How big is it? This year, the entertainment lineup includes Carlos Santana, Dave Matthews, J-Lo and of course Jimmy Buffett. We haven't actually asked any of them yet, but surely one simple evening can't pose any problems.

This year's party will be held at the Encinal YC on Wednesday, October 4. If you haven't lined up a boat or crew by then, come on by for a last chance at the party itself. (Everyone wears color-coded nametags, so spotting crew or boat owners is easy). If you already have a boat/ crew spot, plan on coming by anyway for an enjoyable evening with like-minded people heading south.

We'll have more on the Crew List/Ha-Ha party in the October issue. You can find the Crew List forms online at www. latitude38.com. But why wait? Clip and send yours in right now!

crew list — cont'd

I NEED CREW FOR MEXICO

NAME(S):___

AGE(S):___ _____ SEX:_____

PHONE OR OTHER CONTACT:

BOAT SIZE/TYPE:

(check as many as apply in all categories)

I NEED CREW FOR: 1)____ For the trip down 2) ____ While in Mexico For Baja Ha-Ha 13, the cruisers' rally to Cabo starting 3) October 30 4) ___ Return trip up Baja

5)____ Other_

MY EXPERIENCE IS:

1)____ Bay

- 2)____ Ocean
- 3)____ Foreign Cruising

I AM LOOKING FOR:

1) ____ Enthusiasm — experience is not all that important Moderately experienced sailor to share normal 2) crew responsibilities 3) Experienced sailor who can a) share navigation and/or mechanical skills; b) who can show me the ropes Cooking, provisioning or other food-related skills 4) 5) 'Local knowledge': someone who has a) been to Mexico before; b) speaks passable Spanish Someone to help me bring the boat back up the coast 6) Someone to help me trailer boat back up/down the coast 7) Someone who might stick around if I decide to keep going beyond Mexico 9)_ _ Other Mail completed form and \$7 to: Mexico Only Crew List, 15 Locust Ave.,

Mill Valley, CA 94941 by September 15, 2006.

two projects in one

Oscar Wilde once observed "Life imitates art far more than art imitates life." If you don't understand what that means, read on.

You may know by now about the *Morning Light Project*, Roy Disney's take on reality TV. Or more accurately, the Next Big Thing: reality movies. Grand in imagination and simple in concept, the plot goes like this: put the youngest crew ever on one of the hottest boats ever and unleash them on the next TransPac race. Film all of it, from the crew selection trials to training to the actual race itself. Nothing made up, nobody voted off any islands and no professional ringers brought in to oversee decisions during the race. It's the kids' race, win or lose. Edit it, add a cool soundtrack and release it in theaters in 2008. Even if they don't win, we can't help thinking it'll be the biggest shot in the arm for sailing and the TransPac since the invention of the Cal 40.

And if that's not enough reality, it now appears that one of the kids' toughest competitors is going to be Roy Disney himself. But let's not get ahead of ourselves.

In fact, let's go back even farther. After the 2005 TransPac, in which his maxZ86 *Pyewacket* took a disappointing third in class, Roy hung up his spurs. The love of the game was still there, but the years were catching up with the 75-year-old Disney, one of the most loved and respected figures in sailing. So he declared it quits, donating the mighty *Pyewacket* to the Orange Coast College of Sailing in Newport Beach, along with an endowment for her upkeep and the hope that many more folks, young and old, would get to enjoy the thrill of sailing aboard her. Not quite a year later he announced the *Morning Light Project*. More than 500 hopeful young people from all over the world sent in resumés.

Fast forward to this summer. By mid-July, 30 semi-finalists had been chosen. After intensive sail-offs on Catalina 37s in Long Beach, the 'final 15' were announced. In alphabetical order, they are Chris Branning (21, Sarasota), Graham Brant-Zawadzki (21, Newport Beach), Chris Clark (20, Old Greenwich, CT), Charlie Enright (21, Providence, RI), Jesse Fielding (19, North Kingstown, RI), Robbie Kane (21, Fairfield, CT), Steve Manson (21, Baltimore), Chris Schubert (21, Rye, NY), Kate Theisen (19, Socorro, NM), Mark Towill (17, Kaneohe, HI), Genny Tulloch (21, Houston), Piet van Os (22, La Jolla), Chris Welch (18, Grosse Pointe Park, MI), Kit Will (21, Milton, MA), Jeremy Wilmot (20, Sydney, Australia). Starting January 2, these young men and women will fly to Hawaii for four months of intensive training and practice on *Morning Light*, followed by a few weeks of 'liberty' in May and two more months of training out of Long Beach prior to the start of the '07 TransPac on July 15.

No one's quite sure when Disney's short retirement from TransPac took a U-turn, but it's tempting to think the epiphany came when he took an unscheduled swim while watching the *Morning Light* trials. Roy was transferring from one of the sailboats to a chase boat in bumpy water when the boats suddenly separated and in he went. Disney was unhurt in the incident and actually was smiling when they pulled him out, noting, "I'm surprised how warm the water is." (We're assured this won't be part of the movie, though.)

A week later, Disney announced that he and *Pyewacket* will be coming out of retirement for one more go at the Barn Door, the coveted first-to-finish trophy which he has won twice before (in 1997 and 1999) aboard his previous *Pyewackets* (he's owned a succession of four ever-larger boats all named *Pyewacket*) — and possibly another TransPac record, which he set in '99 (and has since been broken). About the time this issue hits the streets, the boat will have doffed her mild-mannered school duds for a refit into full battle regalia, including the reinstallation of her 18-ft racing keel. Already on tap are former boat captain Robbie Haynes and navigator/sorcerer Stan Honey. Other former band members are likely to sign on soon — kind of the nautical version of *The Blues Brothers*.

Now there's a cool idea for a movie.

After surviving one of the most bizarre boating accidents we've ever heard of, longtime Catalina vacationer Vickie Guy is on the mend, and displaying a remarkably upbeat attitude.

Late on August 10, after returning to her 25-ft Tollycraft, *Ms. Sociable*, in the mooring field at Two Harbors, she fell while standing on the swim step adjusting her bimini. Inexplicably, she somehow impaled herself on a metal dinghy davit clamp, which penetrated her left temple and exited through her eye socket, miss-



be alive

ing her brain by a mere centimeter. "I could easily have been killed," explained Vickie while convalescing after eye surgery. "I took it as a message that I needed to make some changes." Already she has beaten her 40-year smoking habit and lost 15 pounds.

Hearing Vickie's calls for help, a neighboring boater jumped quickly in the water to help, and soon after called the Shore Patrol, as Vickie was submerged up to her neck and unable to move. Shore Patrol

continued in middle column of next sightings page

a fond farewell

A few months ago, we announced that Herb McCormick was joining the staff of *Latitude 38*. Most of you already knew Herb as the very talented former sailing correspondent for *The New York Times*, and former editor of *Cruising World*. The plan was that he would assume similar managerial responsibilities here, and at the same time take over local racing coverage.

As often happens, it was an idea that looked good on paper but just didn't work out in real life. The details are not important. What is important — to us — is that the sailing community understand that there were no hard feelings before, during or after our mutual decision to part ways. Herb was our friend before, and remains even more so now, having gotten to know our longtime staff during his continued on outside column of next sightings page



farewell — cont'd

couple months in the editorial trenches. We wish him luck in all future endeavors and hope to share lots more laughs and beers in the years to come — actually, as soon as next month, when he will once more take part in the Baja Ha-Ha Cruisers Rally to Cabo.

(Herb's article on last year's Ha-Ha appears in this month's *Cruising World*. His last piece for *Latitude*, an interview with Lyn and Larry Pardey, will appear in the October issue.)

This leaves us one person short of a full editorial team. Specifically a full time racing editor. Anyone interested? This position requires the ability to write, sometimes under pressure — as well as deep interest, knowledge and experience with racing sailboats. Ideal candidates don't have to know every rule (does anybody?), don't have to have skippered an America's Cup boat, and don't even have to have any trophies on their mantels. You do have to have enthusiasm for covering racing and racers, from millionaire heads of industry, to Joe Blue Collar and his Beer Can 24, to the 8-year-old kid who just won his first Opti race.

It would also be nice if you knew a bit of photography, how to drive a twin engine Bertram 28 (our photoboat) and were familiar with In-Design and other publishing software. But if you're not, don't worry too much. We'll teach you that stuff — and you will need to learn it. Unlike most magazines, at *Latitude*, there is little division of labor when it comes to putting a story together. With few exceptions, all in-house articles are put together by one person, soup to nuts, from taking the photos to writing the piece to laying it out. It's enough to drive any sane person crazy, but it's how we've always done it. At this point, none of us would have it any other way.

We offer a competitive salary, a health plan, often ridiculous work hours (including some weekends) and a great group of people to work with. Anyone interested should email a resumé and a bit about who you are to *richard@latitude38.com*.

the warm, slow route

When 23-year-old Ken-Ichi Horie crossed the Pacific in 1962 aboard his 19-ft plywood sailboat *Mermaid* —becoming the first Japanese to cross the Pacific solo — he inspired a world of adventurous young men to follow in his wake. Kazuo Murata was one such young man, vowing to make the trip himself someday.

Murata was 28 at the time, and had just begun work at "the company," as he refers to the famous battery maker Yuasa. He rose through the ranks, retiring at 65 as a Senior Managing Director. But the



dream of crossing the Pacific was always in the back of his mind.

At 55, Murata took up a new hobby: sailing Lasers. He tackled this new challenge with the same enthusiasm that propelled

him through the ranks at Yuasa, and soon was winning races. In fact, he won the Laser Masters World Championship . . . *four times*!

But the desire to follow after his hero burned ever brighter. A few years after retiring, Murata commissioned *Sakura maru*, a 26-ft coldmolded Japanese design, which was delivered last December. He spent the next four months readying her for his trip of a lifetime. continued on outside column of next sightings page

alive

and Bay Watch personnel were on the scene quickly and, to their credit, were able to free her within about 10 minutes. She was initially treated at the on-island USC medical facility before being medivaced to a Long Beach hospital.

With her mangled eye now removed, and a prosthetic in its place, Vickie — who works as a longshoreman — stoically joked that she'll volunteer to be the



— cont'd

mascot of the annual Buccaneer Days festivities at Two Harbors October 7.

In the coming weeks, however, she will have to endure complex facial reconstruction, as bones in her nose, chin, forehead and eyebrow were broken. Despite everything, however, she is very thankful just to be alive: "God must have something in mind for me, and I can't wait to find out what it is."

warm and slow — cont'd

Leaving from Wakayama YC on Osaka Bay, Murata tried the 'typical' west-to-east route, which takes sailors nearly due north to skirt the doldrums of the North Pacific High. But it was just too damn cold for his taste — "Shorter is not much enjoyable." — so he headed back south and enjoyed a lazy, warm sail to San Francisco. On August 23, Murata, having celebrated his 71st birthday two days before, sailed under the Golden Gate Bridge after 96 days at sea.

Murata plans on shipping *Sakura maru* back home, where he'll continue sailing her on Osaka Bay, content in the knowledge he did what he set out to do nearly 50 years ago.



SUDDEN IMPACT

David Smith was the first to spot the whales. About 7:30 on the morning of July 25, he saw spouts a mile or so ahead of the Joubert/Nivelt 40 *Mureadritta XL*, which was then



Above, 'Mureadritta's crew (I to r) — Natalie Criou, James Clappier, David Smith, Nick Barran. Right, the total impact zone was about 3 feet square.

about 400 miles northeast of Hawaii. He announced the coming encounter to watchmate James Clappier and the two folks resting below, Natalie Criou and the boat's owner, Nick Barran. All but Barran grabbed cameras and perched topside in anticipation. Nick, who has seen his share of whales in his 64 years (and who had just gotten off watch), chose to stay in his pipe berth and get some shuteye.

James and Natalie -17 and 34. respectively - marveled at the experience, snapping multiple photos as they passed by three or four boatlengths to starboard of a small pod of four whales. Even Smith, who had also seen lots of the big animals in his 60 years, enjoyed the encounter. But it wasn't over. Just as Natalie had gone back below, the boat was dealt a tremendous blow forward on the port side. A loud bang! reverberated through the hull, the boat skewed to starboard, and a torrent of blue Pacific instantly started flowing into the cabin. Nick Barran's first thought as he jumped out of his rack was that they had hit a submerged container. But James, who was on deck forward, saw flukes disappear under the boat. They'd been rammed by a whale.

through it.

Up until that point, the 9-year-old, Marina del Reybased ILC 40-footer had been making great time on her delivery back from Pacific Cup. She had taken fourth in her division in the event, skippered by Nick's co-owner son Antony. 'Papa' Barran was sailing the boat back to the mainland with Smith, a friend those. At one point, the headsail was wrapped diaper-like under the front of the boat, with the hope that it would 'suck' against the hole. When it became apparent none of these tactics could get ahead of the inflow, Nick got on the SSB and put *maydays* out on 2182 and 8A (the Pacific Cup frequency), but got no response. That's when he set off the ACR Rapidfix 406 EPIRB and said,



with whom he had done deliveries before, and 'newbies' Natalie, an electrical engineer who took time out from her Google career to do the trip, and James, an Eagle Scout whose parents had given the okay for this trip of a lifetime. He would certainly get his money's worth on that latter count.

At the time the hit occurred, *Mureadritta XL* — 'starboard tack' in Italian; the 'XL' refers to her length in Roman numerals — was exactly 415 miles northeast of Oahu (28° ll.6'N; 156° 02.4'W). They had been sailing on starboard tack in 10-15 knots of breeze under jib and double-reefed main (it had been a squally night). The waves were small; the water and air were warm and crystal clear.

Nick called for a tack, which would

A loud bang reverberated through the hull. . .

"I could tell by the huge crash that it was bad," says Nick, who immediately ran forward to check the damage. "But when I saw the size of the hole, I knew this was really, really bad." The hull was stove in just forward of the chainplates, and the jagged 6 by 18-inch hole extended well below the waterline. A staggering amount of water was flowing get the port side — and the hole — as far out of the water as possible. While David and James tended to that, he and Natalie stuffed the boat's soft nylon drifter into the breech. Then they started the pumps — the boat's electric one and two manual Gusher-type pumps. When that couldn't keep up, everyone grabbed buckets and started in with





- MUREADRITTA'S LAST VOYAGE

"Let's get ready to leave."

(Nick also managed to get off two quick satphone calls, one to son Antony — who had just boarded a plane for the flight home — and one to a ham operator friend. Both, as requested, relayed details and position information to the Coast Guard.)



Above, time to get off. Note the raft painter is still attached in this photo. Spread, the view after being swept through the foretriangle. The crew never saw the boat sink any farther than this. Below right, the culprits? Later analysis of this and other photos taken just prior to the incident revealed that these are sperm whales, whose reputation for ramming boats was known long before Herman Melville wrote 'Moby Dick'. The Avon 8-man valise-style liferaft was unfolded (but not inflated) in the cockpit. Supplies were brought up more or less in the following order: food (MREs) and drinking water (in gallon plastic bottles), warm clothing, handheld VHF, satphone, EPIRB, GPS, first aid supplies, flares and, finally, a few personal items and some paperwork. The last thing Nick



SUDDEN IMPACT

grabbed was his personal laptop. By then, the boat's bow was three feet under and it was time to get off.

An hour almost to the minute after they were hit, they inflated and deployed the liferaft, loaded the gear and climbed in. Nick severed their last link with the boat when he

cut the painter with a knife he'd owned since his boy scout days 50 years ago — then threw it back into the cockpit for fear it might somehow pop the raft. They drifted free, thinking they were going to watch the pretty boat slip under the waves. Instead, the liferaft drifted back toward the boat, eventually colliding with it. For a few anxious moments,

UNRECKLESS ABANDON

Not many people will experience boats sinking out from under them, much less being rammed by whales. Combining his 50 years of sailing experience with this unique perspective, what advice does Barran have for others caught in a rapidly sinking boat?

* "Have all numbers programmed into the sat phone, including those for Coast Guard emergency. 9-1-1 does not work out there."

* "Sat phone batteries don't last a long time. If your batteries are low (as mine were) or you want to conserve them, when you make contact with someone, arrange a schedule when you will turn the phone on — once an hour at the top of the hour, for example."

* "Make sure you have a strobe. Of all the gadgets we had — personal EPIRBS, phones, direction finders, reflective clothing — no one had a strobe. The Coast Guard later told me that strobes are the main way shipwrecked sailors are found at night — with their night goggles, strobes apparently 'pop' out from all the surrounding clutter and are very easy to see."

* "Have a grab bag ready with basic stuff — flares, water, first aid, etc. If we hadn't had the luxury of at least a little time, we would not have been as organized."

everyone was frantically fending off for fear something might puncture the raft. The E-ticket part of the ride was passing through the foretriangle between the mast and headstay — right over the submerged bow! — before once again popping free and moving safely out of harm's way.

(Although their last sight of the



'Mureadritta' at the start of Pacific Cup. The circled area shows the approximate size and location of the whale hit

boat was of her with decks awash, they never did see *Mureadritta* sink. In fact, they kept her mast in sight until nightfall. Later, a former owner had informed Nick that he had 'run the numbers' and discovered that the foam-cored hull and other 'floatables' inherent in her construction would keep the boat from sinking completely.)

Once Nick made sure everyone was okay, he observed, "Well, I'm sorry I don't have *The Rhyme of the Ancient Mariner* to read to you. We could be out here a while." Even if no one had heard the SSB *maydays*, or the EPIRB wasn't working, or the phone messages didn't get through or were misunderstood, he tried to convey confidence that many more Pac Cup boats would be heading home through these waters in the days to come. Surely one would run across the shipwrecked sailors.

Lappily, the full impact of the situation barely had time to sink in before they heard airplane engines and, shortly before noon, a Coast Guard C-130 roared overhead. They couldn't raise the plane on their handheld VHF, but during one of many passes, the aircrew dropped a parachute canister that landed about 40 feet away. Young James - properly outfitted in a lifejacket like everyone else - swam over and retrieved it. It contained a VHF, and they were soon talking to the pilot. He said they'd been easy to find: he'd flown right down the EPIRB signal, and when he got close, Mureadritta's carbon rig and mylar sail "showed up on our radar like a 100-footer."

Meanwhile, back at Coast Guard headquarters (where both the EPIRB signal and phone calls had indeed been received) a call had gone out over the AMVER network, a computerized system that keeps track of thousands of commercial ships worldwide for just such emergencies. The nearest vessel to the *Mureadritta* crew was the 970-ft container carrier *Maersk Darwin*, about 90 miles away. They immediately altered course to assist, arriving on scene at twilight. The pickup was made by the ship's boat — again, without injury. It was now shortly after 7 p.m. Incredibly, only 12 hours had passed from the time *Mureadritta* had been hit until Nick and his crew were

standing safe and sound aboard the *Darwin*.

But the adventure wasn't quite over. Because the *Darwin* was headed to China, the C-130 flew out and found some fishing boats, arranging for the 85-ft longliner *Kami M* to rendezvous with the big ship to take the four sailors aboard and carry them back to Honolulu, which is what they did. They arrived back in Hawaii, none the worse for wear, on the morning of July 28.

No salvage effort was mounted for Mureadritta because, at the time, Nick believed she had sunk. It wasn't until a week later that he heard from the former owner that she might not have. By that time, as he says, "The math didn't work." He would have had to hire a plane to find the boat; find a boat or salvor capable of doing an 800+ mile round trip to go get it, stabilize it and tow it. Then it would have to be hauled, the hull repaired and everything mechanical or electrical replaced - which by that time would likely cost more than the insured value. And that's assuming you could find it in the first place.

Fortunately, the boat *was* insured, which will help get Nick and his sons (son Daniel is the third co-owner) back on the water sooner rather than later. This Pac Cup was to be the last big race for *Mureadritta* anyway, as the family had contracted several months ago with Jim Antrim to design a new boat. That project may now get accelerated. Nick vows that, if it's in their power, they'll be on the starting line of the '07 TransPac in that new 40-footer.

Nick has nothing but praise for everyone involved in the rescue, from his cool and efficient crew, through Captain Yuriy Vernygora of the *Maersk Darwin* and his crew, Captain Kristopher Honings and the *Kami M* fishermen, Coast Guard Lt. Mike Rogan and his C-130 crew, and everyone else at the Coast Guard SAR headquarters. "It was textbook coordination all the way through. It doesn't get any better than this," he said. "I can't thank everyone enough." — latitude/jr

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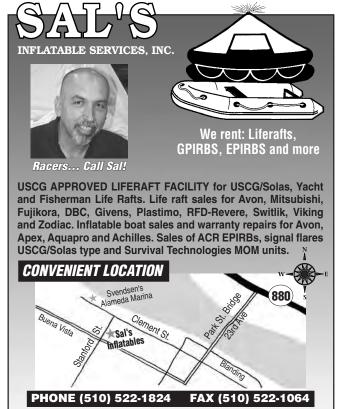
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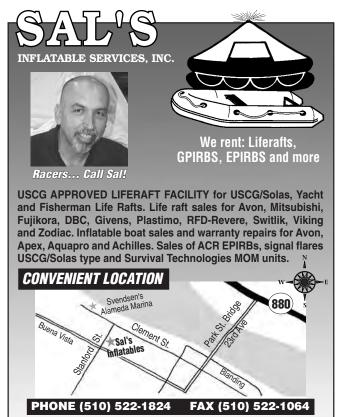
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MAKING SENSE

If ever there were a sporting event that achieves a perfect blend of style and substance, San Francisco's annual Rolex Big Boat Series has got to be it. Great sailing, great people, great management — those have been the hallmarks of the BBS over the years. No doping scandals, no labor disputes, no court battles (well, except for that Secret Love





thing) . . . We're not saying it's a bastion of good sportsmanship and political correctness, just that its blend of dignity, indignity, delight and debauchery has always maintained a healthy balance.

We were hoping to preview the 2006 series, which takes placeSeptember 14-17, in this issue. But at presstime, exact entries and division breaks had not been firmed up. Like any big regatta, many BBS boats don't sign up until the last minute. Among the boats which did get their entries in early is this year's largest yacht, Isao Mita's beautiful blue Reichel/ Pugh 72 Beecom which took second in IRC Division A last year. The two-yearold boat has been sailing a lot since then - including setting a new speed record from Hawaii to Japan — and may be the boat to beat this year. Other returning 2005 trophy recipients include IRC-B winner Zephyra, Robert Youngjohns' DK 48; and top IRC-C boat Scorpio, John Siegel's veteran Wylie 42, both of which are local boats.

The 'glam' fleet for Big Boat Series 2006 — and the rest of the world right now — is the TransPac 52s, which will race as a one design class. Again, exactly which ones will attend had not been finalized, although we can tell you that John Kilroy's squeaky new Samba Pa Ti will be among them (this will actually be the first race for the boat), and that Philippe Kahn's 2005 winner *Pegasus 52* will not. The latter boat was bought by Roy Disney after the last BBS for his *Morning Light* project and will be tied up through next summer.

Rounding out the 2006 field are sev-

2005 BBS Images — Above, J/105s parade down the Cityfront. Spread, the R/P 72 'Beecom' powers to weather.



MAKING SENSE OF THE BBS

eral more one-design classes: 1D-35s, Sydney 38s, J/120s, Express 37s and J/105s — with the latter once again the largest class. Altogether, a total of about 100 boats is expected.

In its early years, the Big Boat Series used to be stretched out over an entire week. In 1990, it was shortened to a seven-race series over four days — all buoy races for most classes except the last, which is a Bay tour. Last year, the IRC A boats twice ventured out the Golden Gate to round a mark near Point Bonita. It was a successful experiment that's expected to return this year.

There are no fewer than six perpetual awards up for grabs at the BBS. Here's a quick look at each.

• The **St. Francis Perpetual** Trophy goes to the top invited yacht which rates 40 feet or more under the current measurement rule, in this case IRC. This is the 'original' award given out way back in 1964 when the first Big Boat Series took place. But it's not the original Perpetual. That spectacular item — a \$10,000

gilded cup that was for awhile the most expensive trophy in yacht racing — was destroyed in the big St. Francis YC fire of 1976.

• The **City of San Francisco** perpetual is nicknamed 'the shovel' because it is one — in fact, it's one of two gold plated spades used to break ground for the Golden Gate Bridge in 1933. Last year, it was awarded to the IRC B class winner; this year it may go to the top TP-52.

• The **Richard Rheem** perpetual was established in 1972 in memory of Rheem, whose famous schooner *Morning Star* was the elapsed time winner of the 1949 and 1955 TransPac races. Awarded to the top IRC Class D boat.

• The **Keefe-Kilborn** Trophy was established in 1976 to honor the memory of early StFYC members Harold Keefe and Ray Kilborn. The top boat in the J/120 gets this one.

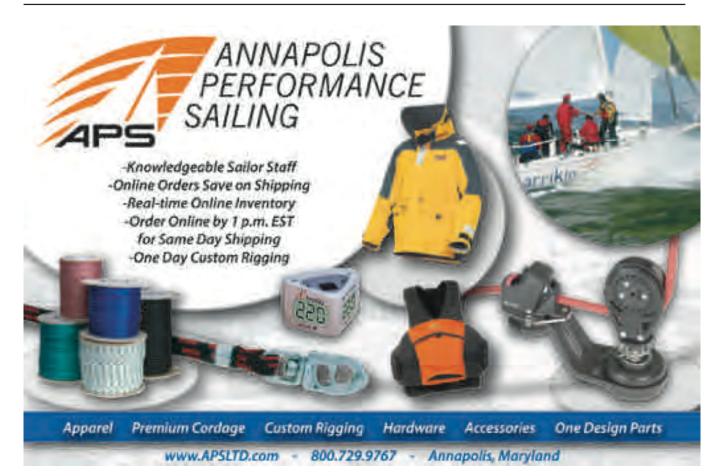
• The **Atlantic Perpetual** was established in 1978 and features the ship's bell of the 185-ft schooner *Atlantic*, which in 1905 set the west-east transatlantic record that stood for 70 years before another monohull broke it. Last year it went to the winner of IRC Class C.

• The **Commodore's Cup** is the newest BBS award. It was created in 2004 and is awarded to the winner of the largest one design fleet — which for the forseeable future means the J/105s.

Of course, all class winners get trophies. But only those who win one of the perpetuals also get an engraved Rolex watch.

The Rolex Big Boat Series can be a spectators' delight or nightmare, depending on how you look at it. Our best advice — if you're on the water, do like they do in road rallies: station yourself at a turning mark and wait for them to come to you. Please do not get too close to racers or in front of race officials' boats. They must have a clear view of marks and racers.

Ashore, unless you're a racer or otherwise intimately involved with a racer or the event, you won't be able to get into the St. Francis YC. However, you can often catch a good bit of action from Crissy Field, the San Francisco Marina breakwater or Pier 39, as boats will often hug the shore for tide relief.





Like greased 'Lightning' - "The water practically evaporated leaving Lightning's transom..."

Thomas Akin's Santa Cruz 52 *Lightning* took first overall, first in class, and fastest elapsed time in the 2006 West Marine Pacific Cup. This was no coincidence. Like sistership *Winnetou*, the 2004 winner, Akin and his project manager, Quantum sailmaker Jeff Thorpe, came to Easom Rigging to 'grease' *Lightning*'s performance. A new spar, Future Fibres rigging, new Quantum sails, deck layout, hardware all tuned to race-winning perfection gave *Lightning*'s crew the tools for the job and they used them to take home the silver. Congratulations Thomas Akin and *Lightning*!

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GOING SOUTH

f you're one of the many folks getting ready to head south for the Ha-Ha, or to just enjoy the fine fall cruising in Southern California, this article is for you. Our goal is to give you an overall picture as well as detailed information on how to get the most out of the experience. And make no mistake, if you do it right, messing around Southern California on a sailboat in the fall can rank right up there with the better cruising experiences in the world.

The Big Picture

In our view, there are two distinctly different areas between San Francisco and San Diego. The first is the 275-mile stretch between San Francisco and Point Conception that we somewhat inaccurately will refer to as Northern California. The two salient features about this stretch of coast are: 1) that the air and water are, with too few exceptions, cold; and 2) that although the conditions are generally much milder in the fall than in the spring and early summer, there is still a good possibility that you can get smacked by strong winds and big seas somewhere between San Francisco and Conception. Fortunately, those strong winds and big seas are almost certain to come from aft.

The second segment is the 210-mile Southern California coastline between Point Conception and San Diego. Once you get south of Conception and turn almost due east to follow the coast, the entire weather environment changes. The air is generally warm, and the wind is usually so moderate that you wouldn't want to be without a spinnaker or gennaker. Although this year has been an exception, the water is usually still too damn cold for pleasant swimming. Unfortunately, it really doesn't get warm enough for pleasant swimming until you reach Cabo San Lucas.

In addition to these two distinct areas,

Santa Barbara is the only place we know where the boatyard's Travel Lift has to drive past restaurants, stores, fishermen and tourists. there are three distinct regions within Southern California itself, and once you leave one of the regions, it takes a bit of effort to return.

The first is a triangle that runs between Santa Barbara, Oxnard, and Santa Cruz Island. The sailing is good, the cruising out at Santa Cruz Island is fabulous, and Santa Barbara is as nice a coastal city as you'll find in the United States. All in all, it's a very mellow area.

The second region is a triangle that runs from Marina del Rey to Catalina to Newport Beach, and includes King Harbor, Two Harbors, Avalon, L.A. Harbor, Long Beach Harbor, and Newport Beach. It features everything from the urbanity of Greater Los Angeles, and all the good and bad that entails, to the becoming one with nature possibilities to be found on the backside of Catalina.

The third region is San Diego, which despite being only 80 miles south of Newport Beach, is a waterfront world unto itself.

Northern California

Pillar Point Harbor — This mostly fishing boat harbor is some 20 miles south of the Golden Gate and is often shrouded in fog. In the days before GPS, first-timers often had a heck of a time finding their way through the double breakwaters. Once inside, you can get a berth for \$.60/ft/night, with multihull owners getting to pay 150% of the normal rate. Nobody ever gets turned away, and you may stay as long as you want but you may have to be willing to move around and raft-up. There are also 40 mooring balls which go for \$10/night. You can also anchor for free outside the inner breakwater, but few people stay very long. Call (650) 726-5727.

Santa Cruz — About 70 miles south of San Francisco, you can anchor off the wharf for free and even tie your dinghy there. However, anchoring is only allowed through the end of September, as it

can become dangerous once the storm surf starts rolling through.

If you're looking for a berth, the only option is the Santa Cruz Small Boat Harbor, where they always accommodate transients — even if they have to make yours the third boat up in a



raft-up. You can stay as long as you want for \$.70/ft/night, water and electricity included. The later in the year it gets, the more you want to call the harbor on VHF 9 or at (831) 475-6161 in advance to make sure the entrance hasn't shoaled up and/or isn't blocked by the dredge.

Santa Cruz is a great place for folks who like to walk, bike, and mess around in the Redwoods. It's also been the home of many great sailors, designers, and boat builders.

Monterey — It's just 20 miles from Santa Cruz to this city made famous by John Steinbeck and the area adored by people with golf clubs. The Municipal Marina, (831) 646-3950, can accommodate boats to 120 ft, or several smaller ones, at \$.60/ft/night, electricity and water included. Key deposits are \$10 to \$20, depending on if you want to take a shower. The Harbormaster reports they seldom have to turn boats away,





Spread; The owner of this Cal 33 has his boat looking fine on a sweet SoCal summertime reach between the mainland to Catalina. Inset left; Santa Barbara's dirty secret — the beaches are lined with fly-covered seaweed. Inset right; You make a nearly 180° turn to get into the S.B. Harbor.

and transients can stay at least two weeks. The mooring balls are private, so don't mess with them. However, you can anchor to the east of wharf #2 in a sand bottom, but there's a 30-day limit in a six-month period. The dinghy dock is on the end of Fisherman's Wharf. The private Breakwater Cove Marina, (831) 373-7875 ext 11, has limited availability of slips that go for \$1/ft/night. Reservations are highly recommended.

Monterey is a city with a wonderful history, and on foggy days it's a great place to bundle up and have Steinbeck bring it alive. If the cool and fog become too much for you, rent a car and take a drive up Carmel Valley for a change of pace and temperature.

Stillwater Cove, Carmel — About 10 miles around the corner from Monterey

and right off the famous 18th green at Pebble Beach Golf Course, Stillwater Cove provides decent protection in northerly winds. It's sometimes pos-

sible to dinghy ashore and walk to Carmel for supplies and meals, but most folks just use it for an overnight anchorage in magnificent surroundings.

San Simeon Bay — Some 85 miles south of Monterey and 25 miles northwest of Morro Bay, San Simeon Bay is very scenic but doesn't have the best holding ground. You can land your dinghy at the wharf if you want to visit Hearst Castle, but it's best to leave somebody aboard your boat who can handle things if the wind comes up strong.

FOR PLEASURE

There is an historic general store near the foot of the wharf that carries basic supplies.

Morro Bay - This is one place where it's usually a good idea to call the harbormaster on VHF 16 or at (805) 772-3981 before trying to enter, as the entrance has the potential to be wicked in a big swell. Actor George C. Scott's big powerboat almost went vertical trying to leave here once, and another time 23 children and nine adults were dumped into the water when their whale watching boat capsized. Fortunately, they all survived. The harbor has docking at two T-piers, which aren't very suitable for sailboats. Fortunately, the Morro Bay YC, (805) 772-3981, offers some of the best hospitality on the California coast, and has a 150-ft long dock where transients can stay for an unlimited amount of time at \$20 and up per night. There are also six mooring balls at \$15 to \$20/night.

Port San Luis Bay — This bay offers great protection from northwesterly weather, but is closed from November to March because it's wide open to southerlies. Mooring balls go for \$6 to \$12/night with a 14-day limit, but you can also anchor between the two most easterly piers. Call the Harbormaster on 16 or at (805) 595-5400. These are very friendly folks, and we've had good reports on the boatyard, too.

Southern California, North

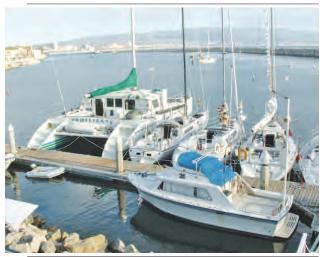
Point Conception — Approximately 275 miles south of San Francisco and 40 miles west of Santa Barbara, Conception is the very distinct border between Northern California and Southern California. It's also very lovely because there is no coastal road for another 20 miles and, thanks to very limited develop-Two distinctly different views of Santa Cruz Is-Iand, which is just 20 miles from Santa Barbara,

and is one of the gems of the Southland.





GOING SOUTH



The free anchorage behind the Redondo Breakwater as seen from the the King Harbor YC. You must check in with the Harbormaster.

ment, looks pretty much like California did hundreds of years ago. If you're into surfing, you know about dropping the hook at Government Point and hitting the breaks on the stretch of coast known as The Ranch.

While you may have been in a howling northwesterly all the way down the Central Coast, chances are that once you get to Conception and tuck into the Government Point anchorage, or just follow the coast as it turns almost due east, the wind is going to quickly die. On the other hand, if it's windy and you continue out to San Miguel, the windiest of all the Channel Islands, or Santa Rosa Island, the wind will usually hold far down the Santa Barbara Channel. This 'further out you go the more wind you get' tactic often allows you to regulate how much breeze you get to Santa Barbara.

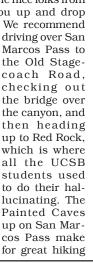
Given the generally light conditions, you can often anchor anywhere between

Isthmus Cove at Two Harbors can be delightfully uncrowded, but still a lot of fun, on weekdays in the fall. Weekends are very busy. Conception and Santa Barbara — the exception being when residual swells from the northwesterlies have monohulls rolling from rail to rail.

Santa Barbara — Less than 300 miles south of San Francisco, Santa Barbara is perhaps the garden spot of the California coast. You can anchor for free for as long as you want to the east of Santa Barbara Pt. or to the east of Stearn's Wharf in a designated area. But if you want to use the dinghy

- and you'll need to - you have dock to register with the Harbormaster on the second floor above the West Marine store. When entering the harbor, watch out for shoaling, as appearances can be deceiving. If in doubt, call the Harbormaster on 16 for advice. Santa Barbara usually has transient slips in the fall, with rates of \$.60/ft/night for the first two weeks, and \$1/ft/night for the second two weeks, with 28 days being the maximum stay. The harbor at Santa Barbara is the site of nonstop activity, and provides endless cheap entertainment from early in the morning to last call at night. If you haul out at Harbor Marineworks, (805) 965-0887, please give our regards to Profligate's original mast — still in great shape - on the roof of the carpentry shop.

Santa Barbara is such a nice and clean city, with such nice and clean people, that after a few days it starts to creep us out. Nonetheless, the city's Old Spanish architecture and plant life are terrific. If you have the time, you should rent a car, remembering that the nice folks from Enterprise will pick you up and drop you off at the harbor. We recommend





and exploring. And if you enjoy driving by the hedges built to hide the mansions of Oprah and her friends, take a left on 192 as you come down from the mountain, and drive through Montecito. It's one of Californian's great two-lane roads, but you may want to have rented a Maserati so as not to feel out of place.

Santa Cruz Island — Just 20 miles from Santa Barbara, 20-mile long Santa Cruz Island offers endless possibilities for hiking, diving, surfing, and sailing. We've known people who have spent the better part of their summer here. Cruising guides have been written about the island, and you should consult one because we don't have the room to cover the subject here.

Ventura — If you anchor at the eastern end of Santa Cruz Island, it's often a lovely spinnaker reach right to the entrance to Ventura Harbor. If there's a big swell running, be careful entering or leaving the harbor, as people have been



Spread; Quiet Cat Harbor on the backside of Catalina. Inset left; The sun sets behind the Pavilion in Newport Harbor. Inset above; Despite the calmer conditions down south, you still have to be careful. This Catalina 27 ended up on the Federal Breakwater off Los Angeles.

killed. Ventura Isle Marina, (805) 485-5044, has a couple of transient slips for \$1/ft/night with a two-week limit. Ventura West Marina has about 10 transient slips they rent out for \$15/day plus \$1/ft/night over 20 feet. Ideally, you can get one in the Phase II section, which is right across the street from waves that often offer great bodysurfing, boogieboarding, and surfing. But be careful, as when the Mexican hurricane surf rolls through, you can get humbled and even hurt. There's also a sheltered beach for those of you with kiddies. The maximum stav at Ventura West is 30 days. Ventura Harbor Village Marina might also have transient slips at \$1/ft/day. Ventura often has a good afternoon breeze, which is why the Oracle America's Cup team used to train there. It's also subject to thick fog that can develop quickly in the

afternoon.

Ventura is also home to the Ventura Harbor Boatyard, (805) 654-1433, which is a longtime Baja Ha-Ha supporter that can handle any size boat and any type

of boat problem. The only downside to Ventura is that it's not close to any place to provision.

Channel Islands Harbor, Oxnard — There's a T-shaped breakwater at the entrance to Channel Islands Harbor, and it can be dangerous. We were there last month, and were told that nobody enters from the west side, and that there is shoaling off the tip of the breakwater on the east side. More than a few boats, including the *Irving Johnson*, have come to grief

FOR PLEASURE

here, so don't hesitate to call the Harbor Patrol for the latest information. This is particularly true if a big swell is running. The Channel Islands Harbor Patrol, (805) 382-3007, can also direct you to the West Channel's 240-ft dock and additional guest slips, or the East Channel's 140-ft long side dock and additional guest slips in the East Channel. The transient fees are \$.65/ft/night, with a maximum stay of 10 days. It's been a few years, but the last time we stayed on the East Channel dock, it was a mess and the facilities were disgusting. Anacapa Isle Marina, (805) 985-6035, might also have a transient slip for \$1/ft/night, but call ahead. We're told Channel Islands is soon to add about 500 slips thanks to an intelligent reconfiguration of the docks. By the way, if you've got a beamy cat and need a place to haul, Channel Islands Boatyard is a good place. Call (805) 984-9273.

Like Ventura, Oxnard is on the quiet side because it's bypassed by Highway 101 and there's not all that much to do. On the other hand, both are great gateways to the Channel Islands.

Cruising Strategies — For maximum cruising pleasure, the best way to cover this region is by sailing from Conception to Santa Barbara, to Santa Cruz Island, and then to either Oxnard or Ventura. If you've got more time and are more adventurous, you could do Conception, San Miguel Island, Santa Rosa Island, Santa Barbara, Santa Cruz Island, Anacapa Island, then Ventura or Oxnard. These itineraries will give you the most off-thewind sailing and the best breezes.

When leaving this region, no matter if it's from Santa Barbara, Santa Cruz Island, Ventura, or Oxnard, it's best to time your trip so you'll be sailing past Pt. Mugu, L.A. County Line, and Pt. Dume in the afternoon, as it's likely to give

The beach at Isthmus Cove is private, so you can legally drink alcohol around the campfire. But don't get drunk and play the fool.



GOING SOUTH

you some of the best downwind sailing to be found in Southern California. We've often enjoyed gybing along the beach, past the houses, surfers, and kite sailors along this lovely stretch of Southern California. The only good tenable anchorage along the coast is Paradise Park around the corner from Pt. Dume, although folks with cats can anchor off Malibu.

Southern California, Central Marina del Rey — After

a 50-mile passage from Oxnard, you'll come across Marina del Rey, the largest marina in the United States. If you arrive on a weekday in the fall, you can almost always get a slip or side-tie at the Burton Chase Park guest docks, (310) 305-9595, where the rate is \$.50/ft/night with a maximum stay of seven days in a 30-day period. The office is right there in the park. If it's closed, just take any open space. If you're on a really low budget



We won't lie to you, it's packed at Avalon during weekends in the fall. But all those people wouldn't be if there if it wasn't worth it.

and there's not much of a swell, you can also try anchoring just outside the Marina del Rey channel in Ballona Creek with the semi-abandoned boats.

Marina del Rey is the gateway to all things that are L.A., of course, so if you

want to do Hollywood, Venice, the Getty Museum and all that, this is your stop. If you're into a more natural way of living or have developed an aversion to traffic, we recommend that you not go east of the Pacific Coast Highway. Marina del Rey is a great place for friends to join or leave your boat, as LAX is just a five-minute cab ride away.

King Harbor, Redondo Beach — Although

you have to check in with the Harbormaster, and must set bow and stern anchors, you can get four free days of anchoring behind the big breakwater at Redondo Beach. The odor of birdshit fills the air, but you get used to it. This is a quiet place, but you can rent bikes and ride along the edge of the beach from Palos Verdes all the way up to the end of Santa Monica Bay, stopping at Venice Beach to flex your muscles and ogle the



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FOR PLEASURE

exhibitionists.

We once had a very funny experience singlehanding out of King Harbor. We were reaching along a couple of hundred vards off the beach, trying to see how close we could get the daggerboards to the bottom without actually hitting, when we heard this faint noise that we couldn't identify. We looked all around the boat thinking it might be some tired bird, but still couldn't find it. Then we

looked ashore and saw what appeared to be David Hasselhoff and Pam Anderson clones in their red Baywatch suits, blowing their whistles and waving wildly in our direction. Wanting to be friendly, we waved back — which sent them into a frenzy of whistle-blowing and wild gesturing. We finally got it — they didn't want our boat so close to the beach. But since there was nobody swimming that far out, and it was so damn entertain-



You know that life is pretty sweet when you can walk from your boat to fine body surfing, such as next to Newport Beach's Balboa Pier.

ing to watch the temporarily impotent authority figures throwing hissy fits, we kept waving like a mindless idiot, pretending we didn't understand what they wanted us to do. It was very naughty, as eventually the two lifeguards had to be taken away in straitjackets, but it was almost worth it.

Two Harbors, Catalina — It's usually a close reach from Marina del Rey or Redondo to Two Harbors, which are 30 miles and 23 miles out respectively. If you leave too early, you're going to have to motor half the way. If you wait until the seabreeze comes up about noon, you can often have a nice crossing under sail. In fact, we've made the pas-

sage from Redondo to Two Harbors about a dozen times, and have enjoyed some of the best sailing ever — 14 knots of true wind, a flat sea, blue water, and clear sky. And even as late as early October we've been able to do it in just shorts and a T-shirt. But watch out for those ships coming in and out of L.A. and Long Beach Harbors.

When you approach Isthmus Cove, you'll be met by a Harbor Patrol person.

Michael Carroll's New Wave won the Melges 32 class at 2006 Key West Race Week with 1, 1, 2, 1, 3, 1, 2 finishes. New Wave carried a North 3Dr main and jib.

Billy Black photo.

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GOING SOUTH

These are about the nicest and most helpful people in the world, and they'll tell you where to sign up for a mooring or anchor. To give a couple of examples, a buoy for 31-40-ft boats is \$25/night, while a buoy for 41-50-ft boats is \$32/night. The only downside is that you have to vacate the buoy at 9 a.m. or pay for another night. On the busiest of summer and fall weekends — such as the wild Buccaneer Days on October 7 — all the moorings in the area can be taken. At such times, you might have to anchor in 70 to 100 feet of water. Once you've done this a few times, you'll find that anchoring in Mexico is a snap in comparison.

Two Harbors is a rustic base for boaters, campers, divers, hikers, paddleboard freaks, scouts, daytrippers, and everyone else you can imagine. There's a basic snack bar, restaurant, two bars, a general store, fuel dock, lots of BBQ facilities, volleyball courts, bonfires, and live music on weekends. Although technically just 25 miles from Los Angeles, it might as well be a million miles away. If you're going to be doing



Newport has a number of docks where you can tie your dinghy for up to 12 hours — depending on what side of the dock you tie to. the Ha-Ha and are having trouble finding a low-cost place to stay on your boat in the weeks before the San Diego start, we highly recommend Two Harbors as a base. For a change in surroundings, you can go around the west end of the island and drop your hook in well-protected Cat Harbor. In calm conditions, you can anchor at many other locations on the face of the island.

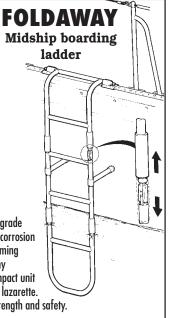
Avalon, Catalina — If the urge for bright lights and a greater selection of restaurants and groceries overcomes you in Two Harbors, but you don't want to go back to the mainland, you can make your way nine miles down to Avalon. As you approach the cove, you'll be greeted by a similarly pleasant Harbor Patrol man or woman, who will once again give you the poop on anchoring or assign you a mooring. Moorings can be hard to come by on

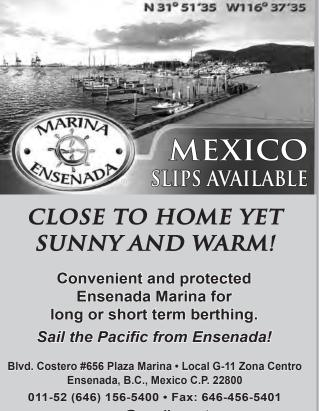
hosts all kinds of activities to keep the tourists coming over after summer has ended. In reality, there's no really good anchoring in less than 100 feet around Avalon, so you might end up towards White's Landing. The moorings in Avalon are a couple of bucks less expensive than



Constructed entirely of polished marine grade stainless steel for superior strength and corrosion resistance. Extended it serves as a swimming ladder as well as for dockside and dinghy boarding. It folds twice to become a compact unit which secures to lifelines or stows in the lazarette. An innovative locking system assures strength and safety.







FOR PLEASURE

those around the rest of the island, and are actually a good deal if you can get inside the breakwater and away from the nautical mayhem out front.

There's so much more to Catalina than we have space to mention here, that it's worth investing in a guidebook. An important thing to remember is that most locals and veteran visitors believe that September and the first half of October are the very best times of the year on the island, as the weather is the best, the water is the warmest, and it's usually not too crowded. We'll see you there.

The Port of L.A. — If you love the industrial look, you won't want to miss this, but there are few places to stay. Westrec's Cabrillo Way Marina, (310) 514-4985, has some mooring balls, while Cabrillo Marina, (310) 732-2252, has a few transient slips over 30 feet which go for \$1/ft/night. Slips over 40 feet go for \$1.50/ft/night. But you can stay for two weeks, and they do take reservations.

Long Beach — If you're looking for a good sailing angle on a trip from Catalina to the mainland, Long Beach is the best destination. Alas, the Long Beach Shoreline Downtown Marina is being rebuilt, so there are no transient slips this year. The city-run Alamitos Bay Marina, (562) 570-3215. has about 40 end-ties that go for \$.60/ft/night. but they often don't have room for larger boats. You can, however, make reservations to stay for up to two weeks, but you must pay in

advance. Try not to get a slip on the Long Beach YC side of Alamitos Bay, as it's a long walk to stores and restaurants. Jet Blue flies from nearby Long Beach Airport to Oakland, which makes it convenient for going back and forth. If you're shaking down your boat or a crew for a trip to Mexico, Long Beach to Catalina



Oddly enough, there's often a better sailing breeze inside Newport Harbor than there is out on the ocean.

and back isn't a bad place to do it, as it gets about the most consistent wind in Southern California.

Newport Beach — In addition to being a fun and cruiser-friendly place, Newport Beach is the boat owner's friend for those looking for a place to stay just



GOING SOUTH

FOR PLEASURE

before heading to Mexico. Although there is a maximum stay of 15 days in any 30-day period, after checking in with the Orange Country Sheriff's Patrol, (949) 723-1002, you can leave your boat unattended on most moorings for just \$5/night. That's not a typo. The only downside is that you need to use your own dinghy to get to and from shore. When we've left our boat for a couple of weeks in Newport, we've left our dinghy - with outboard - at the dinghy dock near the Coast Guard Station. It hasn't been stolen yet. There's also a free fivenight maximum anchorage between Bay and Lido Islands, but somebody has to be aboard at all times. If it's absolutely necessary to leave the boat to get provisions or such, you're required to leave a big note with your cell phone number on it. In addition, there are five slips for boats to about 32 feet for \$.60/ft/night right near the Coast Guard Station. The maximum stay is 15 days out of any 30

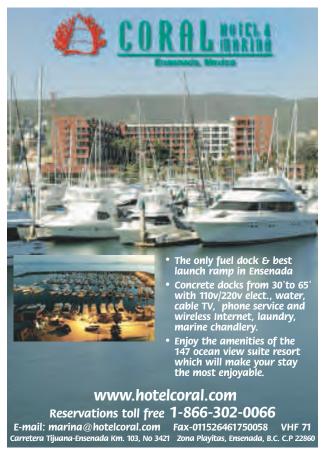
Before taking any mooring or berth, all boats must tie up at the Sheriff Department's Guest Dock, which is just past the Coast Guard station on the starboard side on the way in, and sign in. With so many boats and such a wide area to cover — their territory goes down to and includes Dana Point — the Orange County Sheriff runs a pretty tight ship. But follow the rules and you'll be just fine. The patrolmen usually bend over backwards to help. For example, if the wind or current are strong, it can be hard to take a bow and stern mooring for the first time. If you have any doubts, they'll come over in a patrol boat to assist you.

Fall is hurricane season in Mexico, which means huge swells often double up on the west side of the Newport Beach breakwater at the world-famous Wedge. If you're in Newport when the hurricane surf comes through, you must check it out, as the boogie boarders and bodysurfers perform insane feats up close and personal. Newport has a couple of great piers, and is a wonderful place for sailors who have brought along their bikes, or who like to walk or run. John Wayne Airport is close by for flights from Oakland on Southwest.

The Central Southern California area is wonderful for gentle pleasure cruising in the fall, and each of the destinations is completely different from the others. The best itinerary is Marina del Rey, King Harbor, Two Harbors, Long Beach, and Newport Beach. But if you love to sail, you might also throw in a Two Harbors to Long Beach, to Avalon, to Newport Beach segment. It's about 25 miles from Two Harbors to the entrance to Long Beach Harbor, and about 31 miles between Avalon and Newport.

As you can tell, we've run out of space to cover San Diego in this month's edition, so hopefully we'll be able to cover that region next month. Meanwhile, we hope that you'll be one of the lucky ones who gets to head south and enjoy the wonderful sailing southeast of Point Conception. After all, it's some of the best cruising fun you can have with your boat, and no long airplane rides are required.

- latitude 38



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TIPS FOR HA-HA HAPPINESS

Having done the '04 Ha-Ha aboard our Valiant 50 *Raptor Dance*, followed by two years of cruising, we'd like to share some of our more offbeat observations and recommendations. But we need to stress that these are just our opinions, so 'your mileage may vary'. By the way, we'll be doing the Ha-Ha again this fall.

There's lots of information out there on how to prepare for the Baja Ha-Ha and your escape to the cruising life. One of the best is *Latitude's* own *First-Timer's Cruising Guide To Cruising Mexico*, which is sent out to every Ha-Ha entry and is also available online at the Baja Ha-Ha website, *www.baja-haha.com*. But the following are our more specific recommendations:

• **Boat Cards** — When you meet all your new friends on the Ha-Ha, and later on while cruising, you'll want to exchange contact information. One of the easiest ways to do this is to make up boat cards. These are like business cards, but supply information about you, your boat and contact info. We suggest including your full name(s), boat name, boat type, hailing port, email addresses (Sailmail, Winlink, etc.), mailing address, cell/sat phone number, and any other information you'd like to share.

To make your card even more useful, put your picture on your card. With cruisers making so many new friends so quickly in the Ha-Ha, having a photo on your card is one of the best ways to be remembered. Our boat card is twosided, with a photo of *Raptor Dance* on the front and our photos on the back. You can print your cards yourself on *Exchanging boat cards, has become a fun and*

informative cruiser tradition. On theirs, Bill and Mary included everything but their shoe sizes. your computer printer using business card paper from an office supply store, or you can use a commercial printer. We've found that some of the Internet printing companies do a really great job at a fairly low cost.

When designing the cards, *Latitude* recommends that you use a type style and size that is easy to read. After all, the primary purpose of these cards is to convey information, not demonstrate one's creativity.

• **HF Radio** — In our opinion, a marine SSB radio is not an option. Yes, you can do the Ha-Ha and cruise with just a VHF radio, but in Mexico and the South Pacific, SSB/Ham is the only way to keep in touch with the cruiser radio networks. These networks serve three important purposes — they are a valuable source of weather information, of information on your next destination, and they allow you to keep in touch with the many cruising friends you'll make along the way.

Most sailors know that VHF radios are only good for 'line of sight' between the two antennas, so they rarely work for more than 20 miles, even when the antenna is mounted on top of a mast. The typical range for handheld VHFs is five miles. Marine SSB uses radio frequencies that can, on the lower end, refract around the curvature of the earth a little and, on the higher end, bounce off the ionosphere. As such, if you pick the right frequency for the time of day, season, sun conditions and a few other factors, you can reliably communicate over distances of hundreds or even thousands of miles. Fortunately, there's a computer program that's available for free that figures out which frequencies to use

when and where. See ICEPAC later in this article.

We've found our ICOM 710RT to be a very reliable SSB/ Ham radio. The newer ICOM 802 is also good, but make sure that you get the right model. We helped a fellow cruiser who had an 802 model that would not transmit on the Ham bands. At least as important as getting the right radio is having it installed properly and knowing how to operate it. Each year

when the Ha-Ha fleet makes its first stop at Turtle Bay, calls go out on the VHF net from folks not knowing how to use their new radios.

In addition to the radio. vou'll need a Marine Pleasure Vessel Radio License. These are available from the Federal Communications Commission for a small fee, and no test is required. Although some cruisers will disagree with us, we also highly recommend getting an Amateur Radio (Ham) License. This requires study, but almost anyone with determination can learn what's needed. There are many courses, such as Gordon West's three-day sessions, that can tutor you through the whole process.

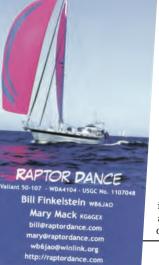
For those new to radios, SSB and Ham can both use the same equipment. Marine Radios are sold that can also transmit and receive on the Ham bands, but not vice versa. Both Marine and Ham use Single Sideband (SSB) transmission in the radio High Frequency (HF) range — between 2 and 30 Megahertz. The difference is in

the particular frequency ranges (bands) assigned to each service. Cruisers jargon is a bit sloppy however, as SSB is usually used to refer just to Marine HF SSB communication.

 On-Board Email — Sailmail and/or Winlink are the way to go for email. Wireless Internet is now found in many places around the world, but not everywhere, and not at sea. If you need to keep in touch with your family or work, you may need a satellite phone. But for those of us who are full-time cruisers, Sailmail (www.sailmail.com) and Winlink (www. winlink.org) provide reliable, low-cost text-only email. These services also let you file position reports so your family and friends can see where you are. This is especially nice on long passages. For a sample of what you can do with these services, see Raptor Dance's position report at www.winlink.org/positions/Pos-ReportsDetail.aspx?callsign=WB6JAO.

Sailmail is a non-profit operation that was created by two Northern California sailors — Stan Honey, who recently was





- IT PAYS TO BE PREPARED



The Ha-Ha is called a 'fun event'. But it's only as much fun as you make it. So why not wear a Halloween costume on the starting line?

the navigator aboard the Volvo Race-winning AMB AMRO One, and Jim Corenman, who circumnavigated aboard his Schumacher 50 Heart of Gold. The \$250 annual fee goes to support the station network. For this fee you can send and receive 90 minutes of email per week — which is enough for most folks to keep in touch with work, friends and family. You will need a standard Pleasure Vessel ('PL') Marine License from the FCC.

Winlink, on the other hand, uses Amateur (Ham) radio, so you will need a Ham radio 'General' Class License or above. Because it uses the Ham frequencies, you're not allowed to conduct business on it the way you can on SailMail.

We highly recommend the SCS PTC-II Pro or USB radio modems with the Pactor III license. Lower cost units just aren't as reliable or fast. Also, make sure your modem is able, and you've got the cables necessary, to have your radio modem command your radio to change frequencies. You will do a lot of frequency changes on your radio, and it's much more convenient to be able to drive everything from your PC.

Jim Corenman's Airmail program is available for free and supports both email services. See *www.airmail2000. com.* Also, be sure to download and install the free propagation program 'ICEPAC'. This is the magic program that helps you figure out the best frequency to use for a given time and place. It integrates seamlessly into Airmail and is very easy to use. However, you must make sure that your computer clock is set properly and that your location is also entered correctly. The latter is

very easy if you have a GPS hooked up to your computer. Make sure you get everything

hooked up and have successfully sent and received emails before you be leave the United States, as forgotten parts are almost impossible to come by in Mexico. In addition, check to see if your other boat systems interfere with attempts to transmit email. If there are problems, either solve them before you leave the States or learn to live with them. However, it's not uncommon for your transmissions to light the pilot lights on some or all of the 'off circuit breakers on your power panel, crash your PC, or cause your autopilot to do funny things. Our autopilot 'snakewakes' when we send SailMails.

• Wireless Internet Service — A standard laptop or PC adapter won't cut it for wireless Internet service in Mexico and beyond. If you want to connect from your boat in marinas and anchorages to the Internet via WiFi, you're going to want a better-than-average wireless adaptor as is found on most computers, because the standard laptop adapter just doesn't have the oomph to provide reliable connections in most situations.

We've seen dedicated equipment at boat shows which helps solve the problem for as much as \$1,000 a unit, but there are also great solutions for under \$75. We use a Hawking Technology HWU54D which we bought online for \$50. Alas, it's been discontinued. We also have their new HWU8DD, which sells for \$65, and it also works well. Either one attaches to your computer via a simple USB cable. They come with a six-foot cable that we lengthen with a 10-ft USB extension.

We normally place our unit on the boom, running the USB cable up through a hatch. We place the adapter in a 'high tech weatherproof enclosure' — also known as a Ziploc bag — and use soft SCUBA weights to keep the whole thing from blowing away. These units are directional, so you'll need to

Computer-based phone services like Skype seem almost too good to be true. International calls cost next to nothing.



TIPS FOR HA-HA HAPPINESS

aim them at the wireless base station. If you're swinging at anchor, you may lose reception from time to time. However, we've also noticed that we can often access the net further out than folks with more expensive built-in rigs with omnidirectional antennas, as we can focus on the wireless base station, eliminating interference. Using these adapters, we've been able to access the net over a mile away in the U.S., Mexico and Canada.

· Cell and Satellite Phones - Cellular coverage is surprisingly good in Mexico. In '04, we were even able to hit a cell site in Mag Bay from the Ha-Ha beach party at Bahia Santa Maria with our Cingular phone! And we heard reports that last year other Ha-Ha boats were able to get cell coverage 50 miles from Cabo. The rates, however, can be horrendous. Our Iridium satellite phone is often less expensive per minute than is roaming with our regular cell phone in Mexico, as we found a store that sells prepaid Iridium time for \$1/minute. You have one year to use the minutes, and if you renew, the minutes roll over.

If you have Verizon, look into their 'North America Choice' plan. Cingular formerly offered a similar program called the 'North America Plan'. If available, these plans let you use your base minutes to, from, and in Canada and Mexico — with no long distance or roaming charges! But be warned, the cell phone companies tend to offer these plans then withdraw them a short time later.

If you're not able to get such a rate plan, consider getting a prepaid phone in Mexico, as they are readily available. On the other hand, since you're cruising, you might want to do without the cell phone altogether and use Skype (*www*. *skype.com*) when you have internet connectivity.

• **Spare Parts** — It's likely that parts for your boat and boat systems will be hard to find in Mexico. You can get parts for some brands pretty easily, such as Mercury outboards and Yanmar diesels. But parts for other brands, such as our Westerbeke engine and Nissan outboard, were much more difficult to find. We rec-

If you're a chocoholic, as we are, and Hershey's won't do, you may want to bring an ample supply with you.

ommend taking lots of spares — particularly consumables such as oil filters, fuel filters, belts, raw water impellers, and so forth. Motor oil is readily available, so you don't have to stock up on that.

• **Provisions** — During the last few years the Mexican Agricultural Inspector has been confiscating meat and eggs when boats have checked in at Cabo. The standards for what they take has varied, as sometimes cooked items are allowed, other times they are not. We've only had them confiscate items from our freezer, as they've left canned and packaged items alone. So unless you want to lose a sizable set of stores, make sure that you've consumed all your beef, chicken, eggs and so forth before you arrive.

Foodstuffs and paper goods are all readily available in Mexico at the various Wal-Marts, Costcos and super *mercados*, so there is no point in overloading your

An Opposing View On Voice And Email Communication

Kurt and Katie Braun of Alameda did the 2002 Ha-Ha, and have since continued on through the South Pacific to New Zealand, up to the Marshall Islands, and back to the South Pacific. They believe an Iridium satphone is the way to go for communication:

"We recommend that cruisers consider getting an Iridium satellite phone. Email is considerably easier without the worry of propagation as when using Sailmail or Winlink, and not that expensive, with the phone costing about the same price as a Pactor 3 modem (\$1,200). Prepaid time is about \$1/minute, but if you use a satellite email consolidator such as Uuplus (*www.uuplus.com*), it only takes about a minute a day to receive and send all the emails you could want. The Uuplus service is about \$350/year. In addition, the occasional 10-minute phone call to the folks back in the States is money well spent, especially around the holidays, as you don't have to find a pay phone.

Using HF radio and a modem takes hours a week to use successfully in many cruising areas. Hams can use Winlink for free, but how much time and frustration do you want to endure getting connected? For non-Hams, Sailmail is over \$200 a year with very limited time allowed. Iridium time can be purchased in minimum 500 minute/year increments with no monthly fees for about \$500. Ask yourself how much you spend/spent on your land line and cell phone every month?"

— kurt & katie Braun

boat with them in San Diego. The only place you won't find these is north of La Paz in the Sea of Cortez. But don't overlook the local markets! From the Tuesday market in Jarretaderas, which is near Nuevo Vallarta, to the huge *mercados* in Mazatlan, La Paz, Zihua and other cities, they offer interesting and sometimes exotic foods at low prices. *Mercados* are also great places to eat with the locals.

You can get all kinds of great meat — including ostrich — in Mexico, but we never were able to find acceptable lamb. So if you like lamb chops, you better make them your last meal in the States.

You would think that a chocolate-producing country like Mexico would have fantastic chocolates, but what's generally available is fairly low quality and cut with raw sugar. So if you're a chocoholic, as we are, and Hershey's won't do, you may want to bring an ample supply with you.

Living in Sonoma County spoiled us for wine. Our taste buds have become acclimatized to really good wines, and we're not talking about 'Two-Buck Chuck'. When we sailed beneath the Gate on September 30 of '04, we had six cases of wine onboard. By January we were out of wine.

We thought that we'd be drinking more beer and tequila in the Mexican heat, but even on the hottest days our preferences definitely ran to wine. The fact that we did more entertaining than we anticipated exacerbated the problem, so we needed to resupply. Australian and Californian wines are available in Mexico, but the U.S. wines sell at a premium, so we tried some of the Mexican wines. We found that L.A. Cetto in the Tecate-Ensenada-Valle de Guadalupe area of Baja California produces nice wines, but you may have to look carefully for them. In particular, they make a nice Zinfandel at a surprisingly low price of around \$6/bottle. They also produce Chardonnay and Cabernet Sauvignon, but the Zin is our favorite. They also make a White Zinfandel, but that's for those of you who like soda pop as opposed to real wine.

If you found this information helpful and are interested in additional opinions of ours, visit: *www.raptordance.com*.

he Ha-ha is a great way to meet fellow cruisers and have a fun-filled time heading down to Mexico. And Mexico is a blast! We hope to see you on Ha-Ha 13 — and beyond!

- bill finkelstein & mary mack

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AGAINST THE WIND

Sometimes the hardest part of winning even a big race is just getting your boat to the starting line. Just ask Tom Akin, whose Belvedere-based Santa Cruz 52 *Lightning* made a clean sweep — first-to-finish, first on corrected time in class, first on corrected time in fleet — in July's San Francisco to Hawaii West Marine Pacific Cup.

"My sailing master Jeff Thorpe and I put together a crew to do 13 races this year, 12 of them coastal races and the big one being the West Marine Pacific Cup. Our first race was to the Lightbucket on March 25. It had been blowing about 27 knots true when we sailed beneath the Gate, and we'd been pounding. But by the time we got to the first shipping channel buoy, the wind had lightened to about 22 knots, and we were breathing easier. We were happy, too, because we were comfortably in the lead.

That's when Akin and crew heard the loud cracking of carbon fiber. They looked up to see the mast break off just above the boom, then fall overboard to leeward.

"I'd never lost a mast before, so I was in complete shock," remembers Akin. "We had some really good sailors in our crew, and they asked if I wanted to try to retrieve what was left of the mast 'Lightning' heads out the Gate on her way to a 'clean sweep' — fastest elapsed time, and first on corrected time in class and fleet — in this year's West Marine Pacific Cup. as well as the new carbon main, new number three, and expensive running rigging. But it was rough, we were near the Potato Patch, and nobody had been hurt yet. I'm in the securities business, and have learned how important it is to know when to cut your losses before they get much worse, so I made the decision to cut the rig and sails away. I would make the same decision today."

As Akin and crew motored back under the Gate, it never occurred to him that they would still do the Pacific Cup. "I felt like somebody had shot my dog, or as though I'd damaged my boat in some way she hadn't deserved. I felt awful."

Having grown up in the Central Val-



- TO PACIFIC CUP VICTORY

ley, Akin got his first taste of sailing as a marine biology major at UC Santa Cruz. Under the tutelage of sailing instructor Richard Vandenberg, he mostly sailed FJs and other small boats, and particularly enjoyed it when the wind howled and boats were on the edge or even flipping. The year was 1977, and because Akin was often around the Santa Cruz Yacht Harbor docks, he was one of about 50 people to do the first ever race — a Santa Cruise YC evening beer canner — aboard Bill Lee's 67-ft *Merlin*, the first ever ultralight sled.

Later, while studying for his MBA at UCLA and while working in Southern California, Akin owned an Ericson 26,



Ranger 33, and lastly a dry-sailed J/27 that had "such a cheater rating she was almost impossible to beat." In the early '80s, he began to crew on larger boats. First, there was the Santa Cruz 40 *Mimi B* out of Long Beach, and then the SC 70 *Citius* when the owners of the 40 moved up to

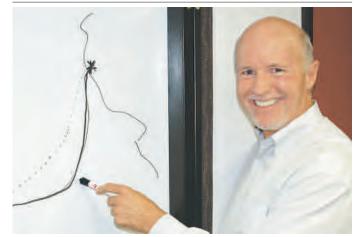
the 40 moved up to a 30-ft longer boat. "They loved me because I was a decent

enough crew, but also because I could write a check. It costs a lot of money to race boats with big crew."

Akin did the '85 TransPac aboard *Citius*, and by the '87 TransPac, the admitted lover of math had moved up to the important navigator's position. It was almost an excellent experience.

"As we approached the Molokai Channel, we were in first place overall, with Merlin about 30 miles back. I knew we needed to hold our line, as it's a common mistake for boats to gybe too soon and end up having to sail too deep and therefore too slow in the channel. But in the middle of the night, I unfortunately allowed the rest of the crew to convince me to abandon my game plan and gybe before I knew we should. And it was too soon. Merlin, which held off gybing for many miles, ended up with the hot angle to the finish and corrected out first in fleet while we dropped to something like fourth. The fact that I allowed others to convince me to abandon my game plan still haunts me, because I might have won the Navigator's Trophy, which is a big deal in the TransPac."

Akin's last competitive sailing for a long time was chartering *Citius* for the '87 Big Boat Series, a race in which he beat all the other SC 70s that had done the TransPac — but not the Tom Blackaller-driven SC 70 *Mongoose*, which was still in buoy racing configuration. It would be Akin's last race for a long time,



Akin, above, along with navigator Jeff Thorpe, decided a week before the start of the race to go way south. And it worked like a charm.

but not because he didn't like it.

"Boats are like heroin to me. Once I'm on them, I can't get off. But it was time to raise a family, so I went cold turkey."

In '04, there was a sort of harmonic convergence that got him back into boating. First, his son was Kyle was graduating from high school, and second, after a 15-year wait, his name came up for a slip at the San Francisco YC.

"My wife Karen told me that if I didn't get a boat then, I wouldn't be getting one until I was 65, because my name would drop to the bottom of the 15-year slip waiting list again. I really wanted to get a boat, but even more, I wanted the '04 West Marine Pacific Cup experience to be a gift to my son."

Having largely been raised on Santa Cruz boats, Akin had been keeping tabs on the SC 52s that were for sale around the country. "I like the combination of their ability to race and to cruise. For in addition to racing, someday I would love to do the Ha-Ha, cruise in the Sea of Cortez, and even do the South Pacific. And I didn't want to do it on a six-knot boat such as you get to charter in the British Virgins."

The third part of the convergence occurred when Bob 'Like A Rock' Seger put

"I felt like somebody had shot my dog."

his SC 52 up for sale on the Great Lakes. The boat had been stored in a warehouse for 18 months, and the rocker had a couple of reasons he wanted to get rid of her. The first was that his two victories in the prestigious Mackinac Race had been such a source of tremendous friction be-

AGAINST THE WIND

tween the Detroit and Chicago YCs that there was even a lawsuit. For when he won the races, Seger's admittedly heavier than normal 52 rated +12 — or 30 seconds slower than her current rating for San Francisco Bay. Thirty seconds a mile is a monumental difference in rating. In addition, Seger was not as interested in sailing as he was in the fact that he was about to be inducted into the Rock 'n Roll Hall of Fame. As such, negotiations didn't take very long.

"I'm Scottish, so I try to get the best deal," laughs Akin. "Therefore I started with what I considered to be my initial negotiating offer. Ten minutes later, we had a deal."

Though bought in February, the boat wasn't delivered to the Bay Area until April, which meant Akin only had about three months to put his '04 West Marine Pacific Cup program together. It was a SC 52 type of year in terms of weather, so, despite having an all-amateur crew, including his son, they corrected out 5th overall. The results are a little bit deceptive, because they also finished fourth in their division, and crossed the finish line in a state of near exhaustion.

"We didn't know the boat, we had a green crew, and it turned out that only two of us were capable of driving in the middle-of-the-night squalls and the stronger winds near the finish. As such, I don't think I slept more than a dozen hours in the 10 days. But I did learn that the 52 is both a phenomenal and very controllable boat. And we also had a great time in Hawaii."

Akin limits himself to just one major sailing effort a year, so his next big deal was the '05 Big Boat Series. While he didn't top his mixed class, *Lightning* did beat all the other SC 52s — including Martin Braun's Pacific Cup-winning *Winnetou*. Flush with that success, Akin committed to this year's West Marine Pacific Cup.

But with Lightning's rig on the bottom of the Pacific in late March, just three months before the Pacific Cup start, Akin didn't even consider it was possible to compete - let alone do well. But 48 hours later, sailing master Jeff Thorpe had coaxed bids out of Hall Spars back East and Ballenger Spars of Santa Cruz. Hall could build a replacement carbon fiber mast, but it wouldn't be ready until November, many months after the last Pacific Cup mai tai had been consumed. So when Buzz Ballenger promised that he could deliver a skinny aluminum racing mast for Lightning in four to six weeks, Akin signed on.

When the mast arrived in June, just

one month before the start, Akin went on another emotional nose dive. For when Akin, Thorpe, and rigger Scott Easom took a look at the racey rig just before the start of what was supposed to be the mast's shakedown in the Spinnaker Cup to Monterey, it seemed as though it might be inadequate for the job. Even rigger Easom admitted that the mast appeared "a little tender," and certainly wasn't ready for that weekend's race.

"Boats are like heroin to me. Once I'm on them, I can't get off."

"I just sat there on the boat thinking, 'I shouldn't be here'," remembers Akin.

While Akin was beside himself and nearly ready to throw in the towel, Easom and Thorpe continued to work on the rig. They got it as ready as they thought it could be just in time for the start of the Coastal Cup to Santa Barbara. This was going to be a baptism by fire, as the Coastal Cup can be very windy, and a chute hadn't even been set from the new mast.

This time the gun-shy Akin was in for a pleasant surprise, as the tide began to turn for the better in the *Lightning* project. "By the time we got down to Pt. Conception, it was blowing 32 knots true and we were hitting 23 knots. But best of all, the now properly-tuned mast turned out to be rock solid after all. Easom had moved the mast forward, cranked down on the shrouds, and the Ballenger rig has been just perfect ever since."

The fact they finished the Coastal Cup in 27 hours, one of the fastest times ever for that course, gave Akin and crew cause to believe that the boat was fast. Nipped by a Hobie 33 and an ID-35 on corrected time, they asked the ID-35 how they had known they could gybe so quickly after Conception without losing the wind. "Commander's Weather," was their answer. So Akin signed up with them for his pre-Pacific Cup weather forecasting.

Believing that the greatest part of the adversity was behind the *Lightning* effort — which turned out to be true — Akin concentrated on execution. This primarily consisted of him and Thorpe going over the Commander's Weather forecasts almost every day for a week before the start of the race, and taking care of his crew, which also consisted of talented drivers Brendan Bush, Robin Jeffers, Ian Klitza, Skip McCormack, Dr. Joe McCoy and Jeff Thorpe.

The thing about the Pacific Cup is that different weather conditions can greatly favor different types of boats, and different types of boats can do much better sailing different courses. For example, ideal conditions for heavier displacement boats are moderate winds - never too light or too heavy - and the Pacific High located in a such a place that would allow them to sail as close a rhumbline and therefore the fewest miles possible. Big ultralight sleds, on the other hand, thrive in light winds and even more so in stronger winds. An extra five knots of wind speed can result in an extra five knots of boats speed, so it makes sense for them to sail extra miles to find extra breeze.

For *Lightning*, the ideal conditions in the Pacific Cup would be breezy reaching for as long as possible at the start of the race — even if it meant going well south of the rhumbline in order to get to slightly stronger wind. Such conditions would not favor Jim Gregory's always superbly sailed Schumacher 50 *Morpheus*, a pre-race favorite, because she wasn't carrying overlapping headsails to allow her to excel in reaching conditions.

When Thorpe and Akin got the Commander's Weather's pre-race weather forecasts, they couldn't help but smile — it was as though the winds and position of the high were ideal for *Lightning*. Three full days before their start, the duo had their course all picked out.

Stan Honey, who has navigated more TransPac winning boats than anyone, and who recently navigated the winning boat in the Volvo Around The World Race, advised the Pacific Cup racers not to reach off right away, but to sail all the way out to the Farallones in order to really get into the good wind. Despite their utmost respect for Honey, Akin and Thorpe had *Lightning* reaching off almost immediately.

"We sailed well to the south of the Farallones, but were doing exactly what we wanted to do — reaching in strong winds under a genoa topsail, genoa staysail, and reefed main," remembers Akin. "It was physically exhausting for the drivers to have to wrestle with the weather helm, so it was important that we had seven of them. With the wind blowing at 25 knots, the drivers got wet as well as worn out."

- TO PACIFIC CUP VICTORY

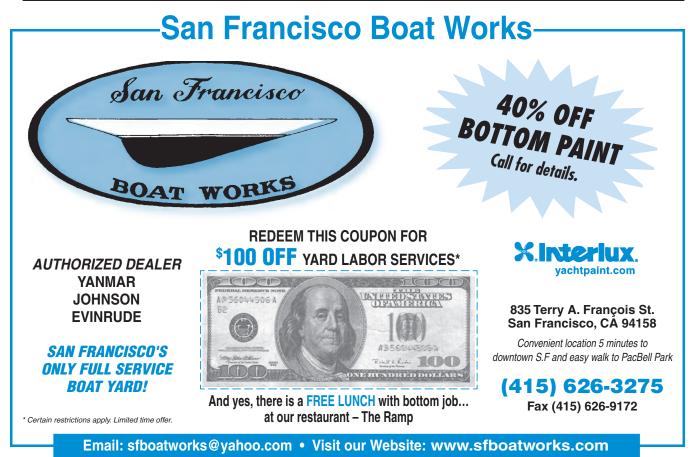
About 24 hours into the race, Lightning was able to set their heavy-duty Code 0, which increased their speed even more. "We were doing 11s to 13s all the time," remembers Akin. "And by following our initial plan, which was taking us further south than the other boats, we turned in 24-hour runs of 278 and 286 miles in our first two days - which is really excellent. Even more important, we were already about 50 miles south of our competition, Rob Barton's Andrews 56 Cipango, the pre-race favorite for elapsed-time honors, and Skip Ely's SC 52 Elyxir, but just five miles further from the finish line. Once we'd flanked the two of them. and *Morpheus*, which for some reason had staved further north despite using the same Commander's Weather, we knew we were in position to do well, because those boats were going to have to come down to us. And there's nothing harder in sailing than to sail low quickly."

"We were soon in 'the slot' with the chute up," Akin continues, "doing relatively effortless 240-miles day, and our crew, doing three on and four off, getting plenty of rest. It's very hard for boats to gain any significant ground in the slot, but once we'd converged at about the same latitude, we were still able to put some miles on them. It was hardest on *Morpheus*, which eventually had to cave and come south. It was a very painful move they had to make, but they really did a good job of it."

"The most amazing boat of all, however, was the Liz Baylis, Tod Heden, and Jim Antrim-sailed Antrim 27 E.T.," says Akin, "which a day from the finish was about 13 hours behind us. We had unusual conditions the last day and had to sail almost dead downwind the last bunch of miles. Nonetheless. E.T. still managed to knock off 11 hours of our corrected time lead. It was amazing. Nonetheless, thanks to our early strategy, we still corrected out over an hour and a half ahead of them, and pretty much annihilated our other competition. We had to sail an extra 155 miles in order to be able to reach down to get those slightly stronger winds that our boat loves, but going the longer distance paid off very well. In fact, our only disappointment was that we finished doing 15 knots in a squall, which meant that nobody could get a photograph of us!"

Having done two TransPacs and two West Marine Pacific Cups, which race to Hawaii does Akin prefer? "I like the Pacific Cup because you're closer to the Pacific High, which makes it a more tactical race. By starting from Los Angeles, the TransPac boats get into the slot a lot earlier, so much more of the race is just a parade where there is very little opportunity for changes in position. In addition, the Kaneohe Bay finish of the Pacific Cup is so spectacular. Once vou've finished, the Kaneohe YC is great, with a nice pool, lots of grass, and plenty of opportunities to mix with all the other competitors. And you can take your boat out to the sand bar for spinnaker flying, picnics, and all the rest. I don't like to be critical, but, on the other hand, finishing the TransPac at the Ala Wai in Waikiki is the pits."

- latitude/rs



SURPRISES AROUND EVERY CORNER

Tom and I had thoroughly enjoyed our stay in Eastern Australia, a vast and diverse land of kangaroos, koalas and crocodiles, rain forests and deserts, hospitable and friendly folks. But eventually it became time to move on from the quaint town of Bundaberg.

As we readied *Feel Free*, our Spencer 51, we knew we would miss our new Aussie friends and the easy, laid-back lifestyle. But we'd decided to make the big leap — up the Coral Coast inside the

Great Barrier Reef, over the top of 'Oz', through the notorious Torres Strait, across the Gulf of Carpentaria to Darwin, then on to a new ocean. Like migrating birds, we'd

be one of the dozens of international cruising yachts which flock that way every year.

Weather and Winds

One of the first things you need to understand when considering such a trip is the weather.

The entire coast is dominated by the southeast trade winds, which strengthen or weaken according to the gradients of the high pressure systems which continually sweep across Australia and out into the Tasman Sea. Trade winds blow enthusiastically April through November from Cairns north to the Torres Strait, so you can generally count on reliable sailing conditions during that period.

December through March is the wet season, bringing northwesterlies to the Torres Strait and variables or southeasterlies to the south coast. Inside the Great Barrier Reef, there is moderate to no swell, the seas becoming flat calm within hours of a wind dying. An indispensable resource here is the Queensland Tide Tables book, which offers a wealth of information on tides, weather, radio stations and frequencies, distress procedures, buoys and beacons, marine law, fishing, etc.

Your yacht has to be independent and fully equipped with repair materials for every contingency. Alan Lucas, in his invaluable guide, *Cruising the Coral Coast*, warns: "Otherwise, that area between the outer and inner edges of the reefs has been surveyed to stan-

dards between sketchy and thorough. Generally, people sailing into this area should treat the exercise as an adventure, not as a means of having a relaxing day's sail."

Indeed, the mariner has to regard the dangers of this enclosed seaway with a great deal of respect. South of Cairns there are plenty of island groups with parks, tourist attractions, towns with shops, pubs and just about everything you might need. After Cairns, the landscape becomes more and more remote, and towns are few and far between. So your yacht has to be independent and fully equipped with repair materials for every contingency, as well as provisions to last the entire voyage.

We day-hopped all the way from Bundaberg to Darwin, with only a few overnighters and, although we saw a

lot, we missed a lot too. One could spend an entire lifetime cruising this grand and splendid waterway. During the entire four-month cruise from Bundaberg to Darwin, we stopped a total of 44 times, taking two months to sail from Bundaberg to Cairns, and another two months from Cairns to Darwin. This time period allowed us to enjoy a huge range of islands, anchorages and Marinas.

We departed Bundaberg in mid-March and arrived in Darwin mid-July, a distance of approximately 2,000 nautical miles. Although we wanted to spend more time in some spots along the way, four months was a reason-



Spread: The Whitsunday Islands are famous for breathtaking panoramas such as those seen here at Whitehaven Beach. Inset: Opportunities for excellent snorkeling and scuba diving are virtually endless along the Great Barrier Reef.

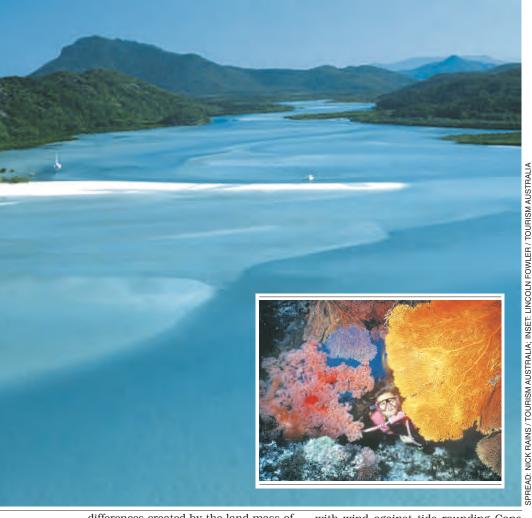
able amount of time for the distance. We were planning to leave Darwin for Indonesia near the end of July in order to maximize our time within the prime sailing season in that part of the world, and therefore couldn't linger any longer than we did.

The accompanying table shows the winds we experienced during the second two-month period (which were similar to those experienced in the first nine months).

From the table, right, you can see that we were blessed with plenty of wind, which made for great downwind runs. We set up the rig with a poled-out jib to starboard, staysail and main to port, and away we flew. Rarely did we need to use the engine along the entire east coast. Skies were a constant brilliant blue and rain was rare. The least enjoyable weather we experienced was the passage from Thursday Island after rounding Cape York, to the Wessel Islands, across the Gulf of Carpentaria. The weather patterns in that stretch of water are similar in principle to the Coral Coast, but with



- OVER THE TOP OF 'OZ'



differences created by the land mass of the Cape York Peninsula, and uncomfortable conditions can develop. The seas gradually became ugly and miserable,

DISTANCES & WIND CONDITIONS

	o a minte	COND	
From	То	NM	Winds
Cairns	. Low Isles		20 SE
Low Isles	. Hope Island	45	15-20 SE
Hope Island	Cape Bedford		15-20 ESE
Cape Bedford	. Lizard Island	40	18-20 ESE
Lizard Island	. Howick Island		20 ESE
Howick Island	Stokes Bay		15-20 SE
Stokes Bay	Morris Island	62	15-20 SE
Morris Island	Portland Roads	62	20-25 ESE
Portland Roads	. Margaret Bay		15-20 SE
Margaret Bay			
Bushy Islet	. Cape York Bay	42	.25 SE
Cape York			
Seisia	. Thursday Island .	18	10 SE
Thursday Is	North Wessel Is.	350	10 SE, 15 S
North Wessel Is	Jensen Bay		15 SW, 30 SE
Jensen Bay	. Hole in the Wall		15-20 SSE
Hole in the Wall	. Refuge Bay (Elch	no) 40	15-20 S
Refuge Bay	North Golbourn Is	s 156	15-20 SSE
N. Golbourn Is	. Cape Cockburn	40	15 SE
Cape Cockburn	. Cape Croker	35	15 SE
Cape Croker			
Cape Don	Cape Hotham		5-15 SE
Cape Hotham			

with wind against tide rounding Cape Wessel. Tom got thoroughly drenched in the cockpit a couple of times, looking and feeling "like a stunned mullet"

- an apt Aussie expression — after waterfalls poured down on him, as waves washed up over the dodger directly onto him. It was a pretty hilarious sight, but overall, no fun at all. The Wessels appeared extremely uninviting from afar — a long length of barren-looking dry rock. But once around the corner, in the lee and anchored, the scene was transformed to stunning and stark. Long stretches of virgin sand were interspersed with scrubby bushes and layers of rocky ledges. Overhead was a baby-blue sky, and all around us the sea was clear green and flat calm.

The Great Barrier Reef

"A reef such as one speaks of here is scarcely known in Europe," wrote Captain James Cook in his *Journal of the Endeavour.* "It is a wall of coral rock rising perpendicular out of the unfathomable ocean."

When I first read those words many vears ago, I had an image of a watery great wall of China. Sailing in the great navigator's wake, we wondered what he was seeing when he penned those words, as they couldn't be further from the truth! In fact, the GBR starts at Lady Elliott Island, a coral cay north of Bundaberg, and ends in the Gulf of Papua towards the mouth of the Fly River. It's about 150 miles wide at the south end and gradually becomes less and less wide the further north you go. It's made up of 80,000 square miles of reef-protected sea, and its length stretches some 1,260 miles. Within it are low-lying coral islands or cays and rugged continental islands, both large and small - some 400 in all - as well as innumerable rocky outcroppings and shoals. The route between the reefs and the mainland is thoroughly charted as are a few passages out to sea.

For scenic grandeur, Dunk Island in the Friendly Group is a gem. Here you have more than 6,000 acres of scrupulously protected tropical rainforest. We enjoyed a day of hiking, following a winding path up the green-mantled mountainside, cooled by the leafy arched canopy above. We observed a primeval scene of vines and creepers looping and winding their way around thick tree trunks with roots as clumpy as elephant feet. Leaves gleamed luxuriantly in the light-dappled jungle. There is also a long sandy beach for sunbathing or beachcombing, and a thatched hut which serves cold drinks and light meals.

The Whitsunday Islands, lying between Mackay and Bowen, are a favorite tourist and charter destination, having

To heck with 'shrimps on the barbie', how 'bout some fresh-caught crab. Tom and Liz had their fill thanks to this Aussie mate.



SURPRISES AROUND EVERY CORNER

the greatest concentration of islands and countless protected and idyllic anchorages. Except for a few, these islands are all part of a national park. The main economic center and recreational harbor here is Airlie Beach, a bustling tourist hub.

Our favorite spot in the area was a lovely fjord-like inlet called Nara Inlet at the southeast end of Hook Island. In the late afternoon, we went ashore and hiked a path up the hill near the head of the bay to find a large 'rock shelter' or cave, which had formerly been used by Aborigines. Inside were numerous ancient pictographs, mostly turtle-like shapes in red and yellow ochre. (Later, in the Flinders Group of Islands, we found more intriguing aboriginal cave paintings depicting dugongs, turtles, birds, snakes, lizards, sailing ships, dingoes and other unknown objects.)

The Marine Parks Department has done a good job here with educational signs and a gate to protect the site. We shared this pretty anchorage with several other boats, mostly on charter. The trees were alive with white sulphurcrested cockatoos and kookaburras that screeched and chattered at dusk, while the waters took on a milky green hue at that hour of the day.

In the Whitsundays there are lots of well-protected anchorages behind great humps of land, and bold headlands such as Cape Upstart. This was our second visit to the area. We were first there in 1988 aboard *Hoki Mai*. This time, we saw more houses — 180 in total we *Liz and her niece Tracy exhibit the catch of the day — a whopper tuna. Later, Tracy got an eyepopping view into snorkeling.*





were told by the locals — some of them very luxurious. One can only get to the islands by boat. It's a 7-mile trip from

the mainland, so everyone has boats in front of their houses. The shoreline, with giant boulders looking like beached prehistoric animals, appears as a setting for *The Flintstones*.

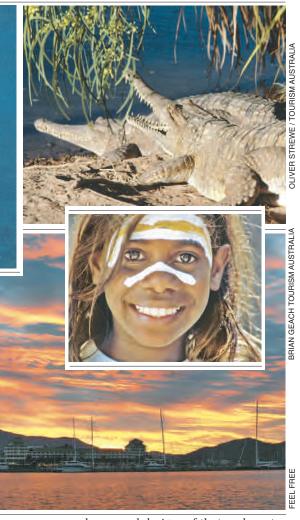
We were able to tuck in fairly close to shore, in 22 feet of water. Ashore, we took a stroll down 'memory lane' – walking and rock climbing the beach as far as the cape, then gathering oysters from the rocks close to the boat. Dinner was oyster nuggets, breaded and deep-fried to a yummy golden brown, washed down with a fine Australian wine.

Lizard Island, 50 miles north of Cooktown, is a dry island with excellent protecClockwise from upper left: Nephew Scott makes a new friend at Musgrave Island; freshwater crocs hold court; an Aboriginal smile; Cairns sunset; Aboriginal rock art near Cape York; getting up close and personal with a whale at Hervey Bay.

tion and holding in sand. The waters of Watson's Bay on the northwest side - the anchorage of choice in the southeast trade wind season - are so clear you can view your anchor at all times. Niece Tracy from snowy Canada was with us at that time, and here she got her introduction to snorkeling. The many reefs adjacent to the bay and on the south side of the island were simply stunning with a multitude of varieties of live coral and tropical fish, as well as gardens full of impossibly large 'giant clams'. Their velvety bodies pulsated with iridescent purples, greens and oranges. This was the Great Barrier Reef at its best. Tom, Tracy and I spent hours on the main reef in the bay, spellbound by the extraordinary colors,



- OVER THE TOP OF 'OZ'



shapes and designs of that underwater world. The Lizard Island Research Station, near the southwest corner, provides excellent background info about the reef and its history through regular tours. From nearby Cook's Lookout, you get a wide panoramic perspective.

At tiny Morris Island, the waters changed from deep blue to apple green. There's a long white sandy beach with a sole coconut tree that acts as a beacon. The island is laden with gray and white 'designer' starfish. Armies of them move ever so slowly along the beach, leaving cookie-cutter-type prints on the sand as they dig in below the surface.

Wildlife Along the Way

Sailing in these parts is as much about good winds as it is about the wildlife you'll encounter. Lady Musgrave Island is a navigable coral lagoon with diaphanous turquoise waters, at the southernmost end of the Great Barrier Reef, just 50 miles north of Bundaberg. Between November and January, loggerhead and green turtles nest on the tiny patch of land there, the hatchlings emerging and going out to sea.

When we sailed this area, our nephew Scott was with us for his first sailing experience, and a memorable one it was. Under a full moon we were privileged to Mud crabs were the highlight of Island Head Creek, north of Gladstone, where we holed up for several days. There was a "strong wind warning" outside the creek, but inside these waters were flat as a pancake and the fishing was good. Although we didn't have the gear to go crabbing, professional Aussie crabbers and yachtie friends were generous, always offering to share their catch. Besides the succulent crab. cod and

The number of crocodiles has recovered dramatically since the ban on hunting them, and they've actually become a menace.

witness female turtles painstakingly dig large holes in the sand with their back flippers, then drop dozens of bouncy white eggs into well-made nests. Swimming and snorkeling among the mothers in the surrounding waters was another unforgettable thrill.

While moored in the Burnett River at Bundaberg, my sister Mary and her husband Chet were our visitors, and their intro course was 'Bats 101'. Every dusk, like clockwork at precisely the same time, hundreds upon hundreds of singing flying foxes, or fruit bats, came pouring out of the heavens, soaring overhead parallel to the river, in search of their evening meals. The cacophony lasted exactly 15 minutes. Curious about where they'd come from, we dinghied upriver the next day to find out. We discovered trees bulging with them. They were 'hanging out' upside down in their treetop condos, dangling like clusters of brown berries, resting before their next en masse exodus.

bream were also regulars on the menu. As our friend Roz of the Aussie yacht *Lady Marion* said, "You won't go hungry here, mates."

In some areas, butterflies proliferated, and we sometimes found ourselves sailing along, surrounded by blankets of these lovely light-winged, colorful creatures, some as many as 5 miles out to sea. We wondered why they were there and how they'd find their way back home. While *Feel Free* lay at anchor at Pancake Creek, we hiked to the lighthouse and found 'butterfly heaven'. As we ambled along the path, we were accompanied by legions of Blue and Common Tigers that were oblivious to us as they fluttered, darting and flowing in precise formation as if one, from flower to flower.

The number of crocodiles has recovered dramatically since the ban on hunting them, and they've actually become

Liz and Tom strike a pose atop Cook's Lookout on Lizard Island — where the great navigator surveyed his surroundings centuries before.



SURPRISES AROUND EVERY CORNER



a menace. The saltwater variety, called 'salties', can grow to 7 yards long. We were forever on the lookout, especially near the mouths of rivers, and although we love to do laps around the boat for exercise, in northern Queensland and the Northern Territory, doing so was out of the question. But for all our concern, our one and only sighting was while at anchor in the vicinity of Thursday Island.

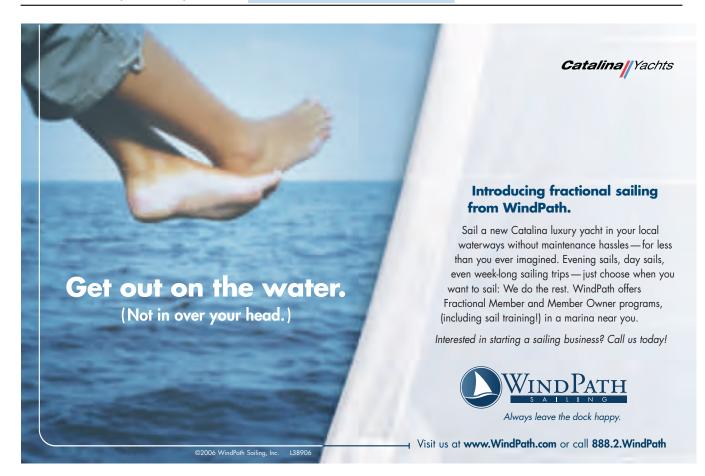
As they rounded the tip of Cape York, seen here, Liz and Tom said goodbye to the Pacifc and entered a new cruising realm.

It was a very scenic spot with mint-green waters contrasting the baby-blue sky, and the hilly, coco palm-lined shore. Three crocodiles were seen fairly close to the boats, slinking among the mangroves, one being about 4 yards long. Other than those, though, croc tracks in the sand were the only evidence we saw of those fearsome creatures.

What a satisfying feeling it was to anchor in the lee of Cape York. Rounding the top of the great continent was, for us, a huge milestone: we had crossed over into a new ocean and a new world after years of sailing the Pacific. Of course, it was a must to walk the winding trail to The Tip, the most northerly point on the mainland of Australia, and so we did. En route, the curious attraction was several awesome, giant anthills, pyramids really, fabricated by tiny insects. Wonders never cease in Australia.

Our Australian voyage 'over the top' was about strong winds, fast sailing, great fishing, modern marinas, pristine wilderness, endless skies and surprises around every corner. We were sad to put "the lucky country" in our wake, but felt that we were the lucky ones, forever enriched for the friends we made there and the experiences we had.

— liz tosoni



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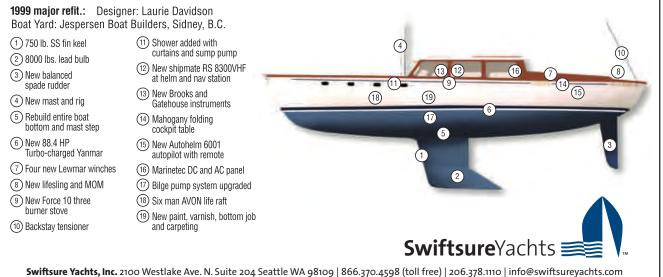


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ARE YOU READY TO HA-HA?

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 Maria.

Prospective entrants should be clear that this offshore sailing event definitely *is not* a handholding 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 'cruisein-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 June10, complete with special offers from the sponsors listed in this ad.





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BAJA HA-HA LUCKY 13 PREVIEW, PT I

Over the years, we've heard plenty of compliments about the Baja Ha-Ha cruisers' rally. But the statement that's probably heard most goes something like this: "We might never have cut the docklines without the Ha-Ha's concrete starting date."

The way the Rally Committee sees it, the event simply provides a format and a time frame which helps would-be cruisers take that first tenuous step into the cruising lifestyle — something many had intended to do anyway, had procrastination not kept them from pulling the trigger.

If there's magic in the Ha-Ha concept, it's that it helps folks shake off the shackles of the workaday world and embrace a more active lifestyle, recapture some of their lost youth, get back in touch with nature, get back in touch with their families, and/or get back in touch with their long-tarnished passion for living life to the fullest. You might say, in fact, it's an event that, by its very nature, inspires participants to reinvent themselves — if only for a brief respite from the rat race.

As regular readers know, the Rally, now in its 'lucky' 13th year, takes sailors of all stripes on a 760-mile cruise from San Diego to Cabo San Lucas, with layovers en route at Turtle Bay and Bahia Santa Maria. Whether arriving at Cabo in a tricked-out racing machine or a plodding vintage cruiser, they all arrive at the same sunny beaches with a similar sense of accomplishment — typically grinning from ear to ear!

With that introduction, let us introduce you now, in the first of three monthly installments, to the Baja Ha-Ha Class of 2006. May the breeze be at their backs and the sun smile down on them all the way down the coast.

Having begun her globetrotting career in the late '70s, 'Alaska Eagle' is still creating magical memories for all who sail aboard her.

Kialoa III — S&S 80 School of Sailing & Seamanship Newport Beach

The event's founding father, self-proclaimed to be the Grand Poobah, was so thrilled to have this globetrotting former warhorse and her companion vessel, *Alaska Eagle*, join the event that he guaranteed them the first two spots on the entry roster — a much coveted position in some circles.

This boat, of course, was the third in a succession of successful race boats of the same name, owned and vigorously campaigned by international racing legend Jim Kilroy and his family. Unlike some of the others in the lineage, after *Kialoa III* passed her racing prime Kilroy hung onto her and cruised aboard because he liked her so much.

Now, with students and instructors from Orange Coast College's School of Sailing and Seamanship aboard, she will bring a bit more star power to the Ha-Ha. A new crew of trainees will come aboard in Cabo, eager to gain upwind experience doing the Baja bash back to *Kialoa*'s Newport Beach homeport.

Alaska Eagle — S&S 65 School of Sailing & Seamanship Newport Beach

A lot of noteworthy vessels have been donated to the Orange Coast College sailing program, but *Alaska Eagle* is probably the one with the most impressive pedigree. Originally named *Flyer*, she won the second Whitbread Round the World Race in 1977-78 (now the Volvo Ocean Race).

Designed by Sparkman & Stephens and built of aluminum by the Royal Huisman Shipyard, she was donated to the College in '82. Since then, she has logged over 185,000 miles on instructional sailing cruises, most of which

involved offshore passage-making. Among the hundreds of sailors who've gained experience aboard her were a sizeable number of folks who later went on to skipper their own boats in the Ha-Ha. And, no doubt, that pattern will continue this this year's lot.

After the rally,



she will 'bash' back to SoCal with fresh crew aboard.

Raptor Dance — Valiant 50 Bill Finkelstein & Mary Mack Santa Rosa

Admittedly a better geek than fisherman, Bill's motto during the 2004 Ha-Ha — where he spent a lot of time fixing other cruisers' tech gear — was "I work for fish!"

He and Mary met in Belize on a liveaboard dive trip and, as they are both longtime 'water people', soon segued into cruising, with the purchase of this sturdy Valiant in 2000.

After completing the 2004 Ha-Ha, their cruise of Mexican waters was "too short," as they trucked *Raptor Dance* — which, incidentally, is named after the mating ritual of the Velociraptor — to the Pacific Northwest for a year of exploring. Having had their fill of high latitudes, the couple plans to make Nuevo Vallarta's Paradise Village Marina their base for

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"Look Ma, we made it!" Gathered on the beach at Cabo at the end of the 2002 Ha-Ha, ralliers reveal a shared sense of accomplishment.

several seasons. As mentioned, Bill, a retired financial services computer exec, finds plenty of tech challenges to keep him busy, while Mary, a former operating room nurse, "now relies on sailing for her adrenaline rushes."

Mykonos — Swan 44 MkII Myron & Marina Eisenzimmer San Geronimo

Like a number of other entrants, Myron and Marina have Ha-Ha'ed down to Cabo before — in both 2000 and 2002. "We had a blast," says Myron. "It's amazing what can and does happen in Turtle Bay and Bahia Santa Maria."

Having retired early from careers in management, the couple now intends to base their sleek, 1998 Swan at Paradise Village, outside P.V., and rack up lots of frequent flyer miles jetting home to the Bay area, where their other passion is riding horses. *Mykonos* will 'Baja bash north next May for the third time.

Mark Shotwell will be along as additional Ha-Ha crew.

Three Quarter Time — Catalina 470 Chuck & Cynthia Pfaff, Auburn

It takes all kinds to make up a Ha-Ha fleet. Some have been sailing all

their lives, whiles others — such as Chuck and Cynthia — came into the sport only recently.

They were actually in the market for a powerboat when they attended Strictly Sail Expo in 2002, and "quickly saw the light" before going over to "the dark side." This boat, bought in 2004 when only 18 months old, is a comfy upgrade from their original Catalina 38. She's got all the bells and whistles you could imagine, including three air conditioners and a bow thruster!

Crewing on the trip south will be the boat's former owner, Jeff Chessher, as well as Roger and Di Frizzelle, both of whom did the 2001 Ha-Ha.

Gypsy Soul — Cal 34 Jay Sousa, Merced

Jay, who's now a professional photographer, learned to sail when only 12, and did a lot of snipe racing in junior regattas. But he took a long hiatus from the sport until 10 years ago, when he and his wife Diane bought a trailerable Windrose 22 on an impulse.

Now, five boats later, Jay will be Ha-Ha'ing down to Cabo with two buddies, Wes Unruh and Ron Stapp, with fantasies of dinghying up to Cabo's spectacular white sand beach and hitting on three attractive women — their wives — at the notorious Office beach bar. "Our big fear, of course," Jay confides, "is that someone with a bigger dinghy will beat us to the punch."

Post Ha-Ha, Jay and Diane will take *Gypsy Soul* up to La Paz, where she'll await their eventual return.

Southern Star — Island Packet 45 Mark & Molly Rogers, Berkeley

A native of Cape Town, South Africa, Mark grew up surfing and diving — his boat should be obvious by the quiver of surfboards lashed to *Southern Star's* decks. He always dreamed of sailing his own yacht across an ocean and now, "That day has come!" After the rally, Mark, his wife Molly and their threeyear-old daughter Kendall will eventually cross the Pacific en route to their new home in Auckland, New Zealand.

A former CIO of a San Francisco investment bank, Mark is glad to final-

Cynthia and Chuck are ready to waltz down the coast in 'Three Quarter Time'.



ly be chasing his longtime dream, but "I'm not so sure that forcing my fancy wife to live in a halyardclanking guitar on a tight budget was the most sensible thing to do!" Time will tell.

On the trip to the Cape, Mark and Molly will be joined by Chuck Farrel, Kurt Talke and Michael Campbell.

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Mai Pen Rai — Islander 36 Noble Brown II, Benicia

"As a crew," says Noble, "we have decided to help promote international goodwill, and to help bolster the Mexican economy by drinking as much beer as we can!"

Noble and his wife Barbara, who will join him in La Paz, have been diehard Islander fans since their first sail aboard one in 1972. They've owned this vintage model for nearly seven years, and did the 2004 Ha-Ha aboard her.

With four frequent racing buddies along as crew, Noble plans to follow the philosophy of the boat's Thai name — loosely translated, *Mai Pen Rai* means "take it easy, no worries." The buddies are: Mike Weaver, Jim Perry, John Hickey and Dave Braheny.



Marylyn and Mark of 'Ladyhawke' are happy to have escaped their classrooms.

Ladyhawke — Mariner 50 Mike & Marylyn Morehouse Santa Cruz

"We can't wait to get going because, as Captain Ron says, 'If anything is going to happen, it's going to happen out there!"

Having both retired from careers in education, they are jumping off now, they say, in order to "make the most of our retirement years while we still can." After the rally, the game plan is to continue south to Panama and on to the Eastern Caribbean. It will be a long hard slog to get there, but as the couple says, their 185-hp Perkins will go 12 knots straight up wind. "This boat has the interior space of a two-bedroom apartment," they say. "We know friends with smaller houses. Unfortunately, it sails kind of like a house too."

Friends Doug Ross and Cheryl Cosgrove will lend a hand on the Ha-Ha.

Voyager II — Norseman 447 C. Wayne Ratliff San Luis Obispo

"One of my regular crew was visiting Cabo last November and saw the Ha-Ha boats anchored outside the harbor," says Wayne. "He inspired us all to enter."

According to her skipper, the name Voyager II appears on every ocean racing trophy in the Morro Bay Yacht Club trophy case — thanks to stellar crew work by his longtime crew. Several of them are now joining him in this run to the Cape: Candy Botich, Kevin Oday and Mark Beem.

Shortly after the Ha-Ha, they plan to bash back up to Newport Beach.

Mal de Mer III — J/40 Ed & Cindy Huckins, San Diego

By the name he chose for his boat, we assume that Ed has a slightly twisted sense of humor. After all, in English it would be something like *Seasick III*, *Barf III*, or perhaps *Up-Chuck III*. But hey, at least it's unique.

"Cindy and I have been sailing together for over 30 years and are still married!" says Ed. Both retired from the aerospace industry in 1999, and have since spent their summers either in San Francisco Bay or in the Channel Islands.

Joining them on the trip south will be Steve Young, also an aerospace guy, who was once shot down while a Navy ace, and Bob Macombe, who crewed on the '05 Ha-Ha aboard *Marilee*.

Robyn's Nest — Island Packet 35 Chris & Robyn Parker, Placerville

Although he was raised in the Sierra foothills, Chris' passion for sailing began at an early age, when he took a bus all

Chris and Robyn expect to cruise Mexico aboard 'Robyn's Nest' for two seasons.





The Arnold family is following in Grandma and Grandpa's wake, with hopes to complete a full circumnavigation aboard 'Fafner'.

the way across the country for a chance to sail from Long Island to Martha's Vineyard with his uncle.

Shortly after meeting Robyn 24 years ago, Chris introduced her to the sport — they claim that embracing sailing was actually part of their marriage contract. Both have now retired — early. He was a firefighter and she worked in the legal profession.

Over the years, they've owned a half dozen boats, and have done a great deal of coastal cruising, including six trips to the Pacific Northwest.

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Rick and Julie Wilson will round out the crew list on the trip south. Plan A is for *Robyn's Nest* to spend at least two seasons in Mexico.

Oceanus — Ocean/Alexander 50 Brian & Cindy Deans, Berkeley

In defense of their choice of a poweryacht over a sailboat, Brian and Cindy point out that *Oceanus* has "no mast to fall down, and no spinnaker to blow out." Besides, they've had a dozen boats before this one, all sailboats.

While less than a half dozen power boats typically enter the event, they are always welcome — and they often lend a helping hand when sailors run into trouble.

Brian has retired from the insurance biz, while Cindy is a former teacher. Their game plan is to cruise Mexico for six months, then ship *Oceanus* to Florida via Dockwise Transport and do "the Great Loop" up the Intercoastal Waterway to Canada.

Pacifica — Ericson 39B Greg & Melissa Davids, Richmond

"We think the Ha-Ha is a great way to kick off our year-long adventure," say Greg and Melissa. "Plus, we understand there's a free hat included in the deal."

Greg, an audio/video guy, and Melissa, a technical requirements writer, plan to sail as far south as Zihua, returning to PV in May for the crossing to Hawaii, then back to the Bay in July.

They're likely to move a little more



After cruising Mexico aboard 'Pacifica', Greg and Melissa plan a return trip via Hawaii.

slowly than normal, though, considering how loaded down their boat is with dog food, toys and bones for their trusty "dolphin spotter and off-watch snuggler," Matey. Hopefully they've also packed some treats for their crew John Mankey and Scott Hotes.

Solstice — Pacific Seacraft 37 John Alden, Rancho Palos Verdes

"A shrink may consider it a mental deficiency," says retired attorney John of

his desire to join the Rally for the third time. "My wife may agree, but I, however, think there's nothing like a fun sail to the Sea of Cortez." Hear! Hear!

Apparently his crew from 2004 — Merrill Newman, who took John as crew aboard his Valiant 42 *Jenny Wren* in the '02 Ha-Ha, and Art Smith, John's fellow alum from the *Alaska Eagle* — feel the same, because they're back for more. Ron

Walecki rounds out the roster. John's plan is to cruise the Sea of Cortez, then ship *Solstice* to Vancouver aboard Dockwise Transport.

Far Fetched — Beneteau Oceanis 390 Steve & Bruce Albert, Grants Pass, OR

The Brothers Albert have enjoyed watersports for nearly 40 years, from sailing the family Rhodes Bantam to zipping all over the Sea of Cortez in a Zodiac. Their participation in the Ha-Ha is a culmination of careful preparation and a few minor miracles. "After three years, it's really going to happen," they exclaim.

They intend to cruise the Sea until the temperatures rise, at which time they'll leave the boat in San Carlos until the mercury once again drops to a comfortable number. After that, who knows . . . which is exactly how they like it.

Joining the retired product designer and federal law enforcement officer (we'll let you guess which is which), will be their friend Jerry Moore.

Xterra Firma — Formosa 47 Axel Heller, Temple City, CA

"Terra Firma means solid ground," explains Axel of his new boat's name, "so Xterra Firma should mean *not* solid ground, which is where I want to be. *Not* on solid ground." Makes sense to us!

But the retired electronics guru hasn't really touched much dirt for the past year. He sailed his Newport 30 *Sea Ya* to Mexico last year as the Ha-Ha's first official entry and, after an unspeakably unfortunate inciden at La Paz, traded up to what he describes as "the last boat I need to start long distance cruising." Eric Lee, a 2005 Ha-Ha vet himself, and Kathi Rand will be joining Axel for the Rally.

Wildflower — Passport 40 Todd Eversole & Virginia Duncan Alameda

What! Not *these* guys again! (Just kidding.) Actually, we're thrilled to see



Stopped short in '04, Alan, Virginia, Doug and Todd of 'Wildflower' are determined to finish.

Wildflower back again. The exact same crew were revved up and ready to go in 2004, but had to abort the effort due to engine problems.

To say that this is a fun-loving crew would be a substantial understatement. In fact, we expect their funometer to be red-lining all the way to Cabo — especially since popular Marina Village harbormaster Alan Weaver seems to laugh like a hyena 24/7.

Both Todd and Virginia have Ha-Ha'ed before, as have Alan and the fourth crewman, Doug Darling. Between the four of them, they've done 14 Ha-Ha's on both sail and power boats.

After the rally, Todd and Virginia will send their crewmen packing and continue south "until the money runs out."

Aloha — Willard 40 PH Trawler Patrick & Eileen Gerety, La Quinta, CA

In the early years of their marriage, Patrick and Eileen were part of the first group of Peace Corps volunteers to work in the Kingdom of Tonga. Nearly 40 years later, they have their sights set on returning to the island nation via the Puddle Jump. But first they'll enjoy cruising Mexico for a year or two, making new friends along the way.

Patrick and Eileen have been sailing the Central Coast for most of their lives, so it's surprising that when the time came to chose a cruising boat, they went with a power trawler. But don't hold that against them. "We still feel more comfort-

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able hanging with the sailing crowd than the go-fast people," they insist.

Willow — Westsail 32 BJ & Merry Loew, Pasco, WA

"The Baja Ha-Ha represents the *real* beginning to our cruising adventure," say BJ and Merry, but we disagree. Since retiring in 2004 from their lifelong careers as a teacher and a scientific writer, respectively, the couple have cruised all over their home waters of Puget Sound, learning what the lifestyle is all about: exploring new places, meeting new people and fixing your boat.

BJ and Merry are looking forward to cruising Mexico for several seasons before finding out where *Willow* will take them next.

Espiritu — Hunter 430 Patrick & Carole McIntosh Sacramento

"After four kids and 40 years of marriage, this is just the next adventure," declares Carole, who, according to Pat, wasn't always so excited about this cruising thing. "But now she's leading



Patrick of 'Espiritu' claims that Carole is more gung-ho than about cruising than he is.

the charge!"

They sailed the Bay and Delta for many years, but to gain bluewater experience, Pat crewed on *Bright Angel* in the 2003 Ha-Ha and *Jelly Bean* in '04. Last year Carole sailed on Orange Coast College's *Alaska Eagle* (this year's #2 Ha-Ha entry) from Tahiti to Hawaii. Together, they've already sailed *Espiritu* from San Francisco to Ensenada — "just to make sure she was the boat for us." Plans for their six-year cruise include transiting the Canal and heading up the ICW to New England. Their crew will consist of Karen Preston, the captain of Catalina Fleet 4 on Folsom Lake, and her husband Gary, a nationally ranked Catalina 22 racer. At least they'll be among friends — about a dozen Fleet 4 members are sailing in this year's Rally.

La Storia — Morgan 45 Burt & JoEllen McChesney La Quinta, CA

Burt and JoEllen expressed concern that their former careers — he was a lobbyist and she was a policy analyst — might cause the Rally Committee to 'lose' their application. Not to worry. The Ha-Ha has played host to nearly every profession under the sun, many of which are pre-qualifiers for a pirate lifestyle, such as tax collectors, meter maids, lawyers and, of course, political consultants.

Their plans for the next three years are to pillage their way down to the Panama Canal, then over to the eastern seaboard. After that, they'll go where the

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wind takes them.

Their ragtag crew for the Rally consists of retired lobbyists Bill Dempsey and Ken Emanuels, as well as Ken's wife Anne. "We may not be the best sailors," Burt points out, "but at hyperbole, obfuscation, or just plain talking, we'll have no peers."

Imagine — Catalina 42 Tom & Diane Miller, San Diego

"We're here for a good time, but not a long time. So let's go cruisin'!" say Tom and Diane.

During the 20 years that they've been sailing together, they've owned seven boats. They bought this one back in 2002 and have been upgrading her ever since. "Now, we're just looking forward to using her, and having a great time doing it."

As Diane is a retired administrative assistant and Tom is a self-employed contractor, they'll be in no hurry to rush back to the rat race after the event. Instead, they plan to cruise south at least as far as Zihua, then return north to



Diane and Tom 'Imagine' that they'll keep cruising for a while.

explore the Sea of Cortez.

During the Ha-Ha, Terry Ogg will be along as crew.

Misjudged II — Hunter 460 Patrick Magers, Irvine

If you're up on murder charges, pregnant, being audited by the IRS or just need a good facial, consider making friends with the fellows on *Misjudged II*. Patrick, a sitting California Superior Court judge, and his buddies Jon Wheeler, an obgyn, and Bill Schroeder, formerly a senior partner at a big-name international accounting firm and now owner of a day spa for women, get together every year to compete in the Newport to Ensenada race.

This year, for reasons known only to Patrick (and we really don't want to get on his bad side by asking annoying questions), he decided to join the Rally. Naturally, he asked his stalwart crew to join him. He'll leave the *Misjuded* in PV until he brings her home in February. "If everything goes as planned," he says, "I'll retire next year at the age of 57, do Ha-Ha XIV and not return. I can't wait to get out of my chair!"

Wiz — Nautor Swan 44 Darrell & Susan Clark, Polson, MT

Darrell and Susan met five years ago through an online dating service, married a year later, and a year after that purchased *Wiz* from Darrell's parents with plans for extended cruising. Darrell quit his job as an aerospace engineer to work on the boat while Susan's home party business paid the bills. You go



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girl! Just six months before the thirtysomethings were set to cast off their docklines — and after three years of trying — Susan became pregnant with son Cooper.

They're now based out of Montana with plans to winter in Mexico aboard *Wiz* and spend summers back home. "Our cruising dream is only delayed, not abandoned," asserts Darrell. "And it's certain to be enriched with Cooper as our new 'Rail Potato'."

Freedom — Offshore Pilothouse 54 David & Anneke Dury, Monte Sereno

Having spent two previous winters exploring Mexican waters aboard this big, comfy motoryacht, David and Anneke are eager for another stint of sun and fun. This year they intend to cruise between the Sea of Cortez and Zihua.

We've been told that powerboaters sometimes feel a bit like outcasts during the Ha-Ha. So just for the record, let us be clear that the Durys do know how to



The 'Freedom' crew laments that powerboaters "don't get no respect."

sail. Before getting seduced by the luxury of powerboats, they owned a sailboat or two and they often sail the Bay with friends.

As active Encinal YC members, they'll be entertaining a variety of friends from the Club this winter, and *Freedom* will have an all-Encinal crew on the run to the Cape. The others are: Dave and Susan Sherrill and Commodore Chuck Wetteroth.

Equinox — Island Packet 440 Hank & Betsy Martin Bothell, WA

Hank is sick and tired of travel — air travel, that is. And after averaging an exhausting 75,000 air miles every year for his job as an engineer, who can blame him? Certainly not Betsy, a newly retired schoolteacher and

Hank's wife of 40 years. Although some may wonder if Betsy even recognized Hank when he finally retired.

Equinox is their first new boat, having been commissioned this summer in Seattle, and she is now called home. "After the Ha-Ha, we'll head south to the Canal and on to . . . who knows? Our plans are drawn in the sand," says Hank. Joining them aboard *Equinox* for the trip south is their physician-friend Ollie Cordray.

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Bellavia — Passport 40 Milton & Eva Tanner, Emeryville

Milton and Eva met in college, but not under the usual circumstances — he was her professor!

They began sailing together 28 years ago, inspired by taking a safe boating class. Over the years, they've had many adventures under sail, including ferrying scientists out to the Farralone Islands and helping deliver a boat from Cartagena, Colombia, to Costa Rica via the Ditch.

A charter vacation in the Greek isles helped inspire them to buy this wellequipped Passport 40, which they've lived aboard since 1996 — "We've become convinced never to move back on land."

After the Ha-Ha, their cruising plans are open-ended. During the event, Ha-Ha vet Jim Eddy will be along as crew.

Ketch 22 — Freedom Express 39 Tom & Naty Marlow, Sunnyvale In addition to gaining all the obvi-



Milton and Eva of 'Bellavia' couldn't care less if they lived ashore again.

ous benefits of sailing to Mexico, Tom and Naty will be coming full circle, so to speak, as they honeymooned in Mexico 24 years ago. The place was Puerto Vallarta, and that's precisely where they're headed after the Ha-Ha.

We're not sure if they are officially retired, but at the minimum, Tom, a software engineer, and Naty, who worked as an ER nurse at Stanford U. Hospital, apparently intend to take a good long break. They eventually hope to saunter along the Central American coast at least as far as Costa Rica.

Tom first learned to sail at age 10, and he introduced Naty to the sport while they were dating. Fortunately for Tom, "turning turtle in the San Louis Reservoir wasn't enough to scare her away from the relationship or sailing."

Walter Kaelin and Pierre Henry will fill out *Ketch 22*'s Ha-Ha crew list.

Aphrodite — Pacific Seacraft 27 Randy & Nancy Rowland, Auburn

When you consider that their home turf, Placer County, is the fastest growing county in California, and that Randy works as a civil engineer, while Nancy works as a residential designer, you can understand why they say they've been "a little too busy lately" and are eager for a getaway south of the border. They had a false start in '04 and had to abort their Ha-Ha plans, but this year they are determined.

Both Randy and Nancy have had sailing in their blood for many moons.



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Randy, in fact, can trace his sailing passion back to his childhood, before he ever actually sampled the sport: Showing the inquisitive spirit which has made him a successful engineer, Randy remembers trying to fly sails from a bicycle, roller skates and even from an inner tube on a mountain stream. Thankfully, his grandpa noted his enthusiasm and gave him an El Toro. Nancy has no such stories, but was an avid windsurfer in her youth.

Dan Blankenship, Nancy's bro, will fill out the crew list.

Nomad — Rival 36

Robert & Christine Aronen, Oakland "Why buy a house for \$700,000," asks Robert, "when you could waste your down payment sailing to Mexico instead?"

As Robert points out, the *Nomad* campaign has an international flair: "It's a British boat, the captain was born in France and it has midwestern engineers for crew. Plus, the boat has a dedicated locker for warm beer — *bloody British!*"

Still in their 30s, Robert, a mechanical engineer, and Christine, a project



"We don't need no stinking house," say Robert and Christine. "We've got 'Nomad'."

manager, are a long way from retirement, so we'll consider this open-ended cruise to be a sabbatical of sorts. They plan to cruise Mexico this winter then around March, "figure out where to go next."

Greg Aimone and Garth Grimm will crew on the trip south.

Kinship — Cartwright 44 Chris Golian, Seattle

"To sea or not to sea is no longer a question," says Dani.

For 30 years she and Chris have been pipe-dreaming about bluewater cruising. The purchase of *Kinship* a few years ago — a proven cruiser which did the 2000 Ha-Ha — finally set the wheels in motion. "With new sails, electronics, solar panels, a liferaft and more items than I care to count, we are ready to set off on our dream!"

The post-rally game plan? Winter in the Sea of Cortez, then 'jump the puddle' to French Polynesia next spring.

Fafner — Dufour 45 The Arnold Family, San Jose

If you know anything about Geoff's parents, you'll understand why he not only encouraged his wife Karen to embrace the dream of blue-water cruising, but also why he wanted to set out while his daughters, Claire, 13, and Alexandra, 11, were still young. Or, as he puts it, "old enough to know what was happening, but too young to do anything about it."



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You see, Geoff's parents were old-style salts who took him and his three siblings on a two-year circumnavigation aboard the 33-ft *Normad*, long before the age of high-tech wizardry.

Geoff and Karen are too young to be retired by any normal reckoning. But, having worked as a software manager and junior high teacher, respectively, they'll probably be able to find work again eventually, should the urge strike them. For now, however, they plan to "take the long way home." That is, "keep going west until we come back around."

Salt Whistle — Cheoy Lee 53 Justin & Sue Malan, Carmichael

Here's a tale that's out of the ordinary: Justin and Sue were born and raised in South Africa, where they enjoyed a variety of watersports. After college they set off in their home-built 30-foot sloop *Bojangles*, voyaging to South America, the Eastern Carib and various ports along the Eastern Seaboard. At some point they traded the sloop for a 'prairie schooner' and visited 31 states en route to California.



Chuck and Judy are returning to the site of their honeymoon aboard 'Cabernet'.

Fast forward a couple of decades and they're about to introduce the realm of cruising to their son Matt, 19, and daughters Hannah, 17, and Abby, 13. They expect to be 'out there' somewhere for at least a year. Nice!

During the Ha-Ha, Tom and Dorinda McMillan will be along as crew.

Cabernet — Hunter 460 Chuck & Judy Drake, Benicia

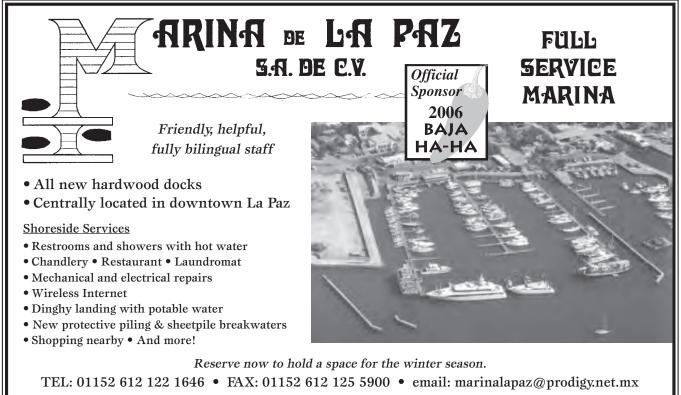
"We recently got married in Puerto Vallarta," explains Judy, "and fell in love with the town and its people."

We don't really know for sure, but judging by the fact that Judy only started sailing two years ago, we assume that's when she met Chuck, who's been sailing since the mid-80s. In any case, Judy, a retired police officer, and Chuck, an airline pilot, are thrilled to be heading to the sunny latitudes of Mexico for the winter. Like many other Ha-Ha'ers, they plan to base *Cabernet* out of P.V.

Doing the Ha-Ha does good things for most participants, but Chuck and Judy have particularly high expectations: "The Baja Ha-Ha," they say, "will make us healthy, wealthy and wise!"

Canopuz — Islander Freeport 33 Jim Wilkinson, San Leandro

While Jim, a retired teacher, may describe his boat as "the ugly duckling of the fleet," it certainly has proven itself to be a capable cruiser, having completed a circumnavigation just prior to his purchase of her six years ago.



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Jim, however, has no plans to follow in the previous owner's shoes... at least not yet. After he completes the Rally with Matt Ingamells, he plans on a trip through the Canal and on to Belize.

KatieKat — Seawind 1000 cat Joe & Kathy Siudzinski, Los Altos

"We've had enough adventures," claim Joe and Kathy. "We're looking forward to an uneventful comfortable cruise!" Certainly no promises can be made in that regard, but if this Ha-Ha is like the past 12, their wish just may come true.

But even if the retired engineer (Joe) and business administrator (Kathy) do see a little weather, they've been well prepared by their extensive cruising 'down under' and in Alaska. As for their plans after the rally, Joe says "We've learned never to make plans when cruising."

Mistress — Swan 53 Tom Lafleur, San Diego

Tom, a retired engineer, is no stranger to sailing in Mexico, having sailed *Mistress* back and forth several times, including in the 2001 Ha-Ha. His all-family crew, sister Monique Lafleur and brother



Having cruised in 'Oz' and Alaska, the Ha-Ha should be a cakewalk for the 'KatieKat' crew.

Ray Lafleur, are also experienced openwater sailors who have raced with Tom all over the world.

All that international racing must be exhausting, because Tom says he's doing the rally this year "to relax and not have any worries about normal, day-to-day life in the States." Even so, he still plans to stick around Mexico long enough to race in MEXORC and the Banderas Bay Regatta before returning home in April.

So Cal So Good — Beneteau 473 Richard & Patricia Merrall, San Diego

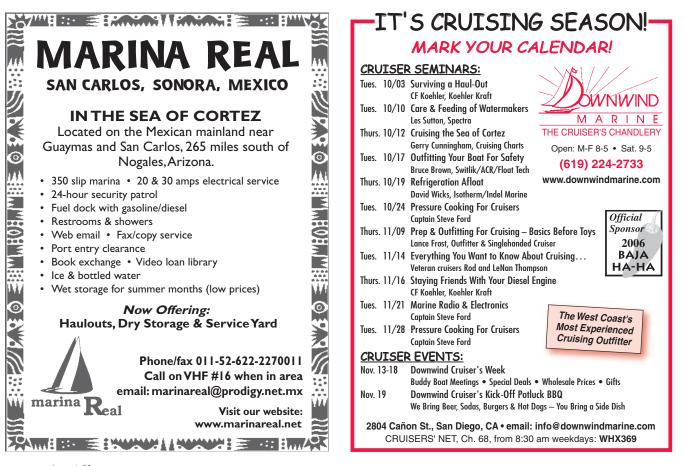
Business owners Richard and Patricia couldn't think of any better shakedown cruise for their brand-new boat than 'Lucky XIII'. "It'll be lots of fun and will prepare us for XIV, after which we'll keep going for a year or more," they say.

While this trip may be fun, especially with Ronald and Carol Merrall, Richard's brother and sister-in-law, along for the ride, it will definitely be short. They plan on spending just a week (!) in Cabo before doing the Baja Bash back to San Diego.

Pacific — Defever 38 Trawler Steve & Susan Wedi, San Mateo

Excitement for their new cruising life simply radiates off Steve and Susan, both newly retired from their careers as a maintenance manager and a nurse, respectively. And who can blame them? After 39 years of working for the City of San Francisco, Steve feels their time has come: "We're finally making our dream become a reality!"

Joining them on the Ha-Ha will be



REINVENT YOURSELF

Dave Kelley. Their post-Rally plans include cruising the mainland, and eventually working their way to Z-town. "From there," they say, "who knows?!"

Valkyrie — Roberts Offshore 44 David & Rose Eberhard, Stockton

David began the ambitious job of building a custom steel boat in 1985, slaving away on the weekends or after working at his day job as a production manager. His progress was slow until nine years ago when he met Rose, the love of his life and the construction project's biggest cheerleader. Boatbuilding not being her forte, Rose took over all household chores — from paying the bills to painting the house — while David focused on *Valkyrie*. Five years later, they launched this beautiful go-anywhere boat.

And they're going. "After doing the Ha-Ha with our friends Peter Hine and Fred Sheil, Rose and I will cruise south to Costa Rica, the Galapagos and the South Pacific," David explains. "Then we'll come back home via Japan, Russia and Alaska."



It's possible that David might never have finished 'Valkyrie' if it hadn't been for Rose.

SeaEsta — Seawind 1160 cat John & Patsy Peterson, San Pedro

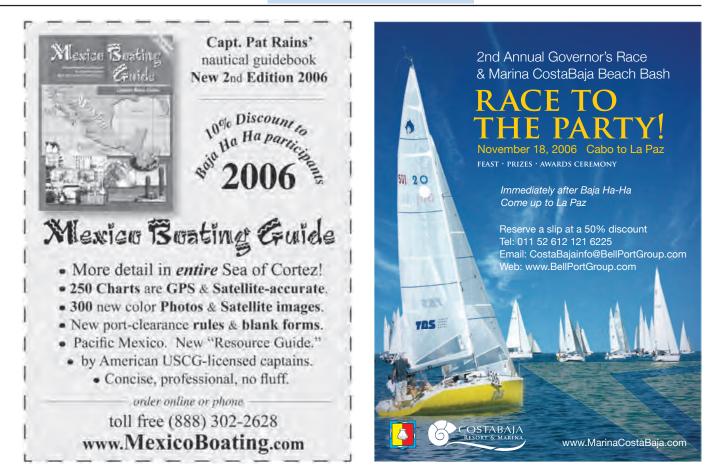
"The Ha-Ha sounds like a great way to start our cruise and meet other cruisers," John says. "Besides, who better to hang out with than a bunch of sailors?" With more than 150 boats expected to sign up for this year's Rally, they'll have more sailors than they can shake a whisker pole at.

John, recently retired from sales, and Patsy, a masseuse (we know who we're going to make friends with), will be joined for the Ha-Ha by Gary Streed, as well as Mike and Gloria Richards, before heading through the Canal to the Caribbean and possibly even to the Med.

Paradise Express — Seawind 1160 cat Richard & Roswitha Hutson Big Bear Lake

Richard and Roswitha earned their Mexico-cruising stripes back in 2001 when they sailed their previous Seawind, *Kat Kan Du*, in the Sea and as far as Zihua. Sadly, she was one of the many victims of Hurricane Marty in 2003.

The good news, however, is that they took possession of this spanking-new boat literally weeks before leaving on the Rally and they're now excited to resume their cruising, which includes spending at least two more years in Mexico. Hans Millenaar, Merrole Reed, as well as Heidi and Rafael Francke will be joining them for the rally.



BAJA HA-HA LUCKY 13 PREVIEW, PT I

Rondeau Bay — Passport 40 Jim & Barbara Ellis, Danville

Jim and navigator Tom Folden have spent the last few years racking up sea miles by crewing for others, and are now ready to face what they feel is their biggest cruising challenge: "Bringing our wives!" Barbara Ellis and Judy Folden are psychotherapists, and the boys are hoping a happy Ha-Ha will "contradict their diagnoses of mental disfunction inherent in the male offshore sailor." Not likely!

After the rally, they plan on going through the Canal and heading to the east coast where the boat will spend the winter before crossing the Atlantic. "The Med is our eventual destination," Jim says, "with dreams of summer cruising and touring Europe." You know what Freud said about dreams. . .

Walkabout — Allied Luders 33 Anne Slater & Stu Stebbings Richmond

Anne, a nurse practitioner and the captain of *Walkabout*, and Stu, a retired Navy pilot, are "looking forward to sailing in the Ha-Ha with hundreds of our future closest friends." Of course, the delights of sailing in Mexico probably weren't much of a factor in their decision to go south.

"We're looking forward to sailing in the Ha-Ha with hundreds of our future closest friends."

The well-heeled sailors plan on cruising the Sea and the mainland this winter, after which they'll leave the boat — sistership to Robin Lee Graham's second *Dove* — in San Carlos for a year.

Stainsby Girl — Catalina 470 Garry Dobson, Livingston, CA

How's this for a quotable quote: "If you're lucky enough to sail in the Ha-Ha, then you're lucky enough." Those are Garry's sentiments, and we couldn't agree more.

Garry plans on cruising Stainsby Girl

as far south as Z-town, but will spend much of his time in the Sea before returning to the Bay next fall. The real estate developer will be joined on the Rally by three friends, David Hammer, Chris McDougal and Bob Doscher.

Andante — Island Packet 350 David & Kathy Reed, Olalla, WA

While the Pacific Northwest may offer stunning cruising grounds, there must be a reason why so many residents make a left outside the Straits of Juan de Fuca. We're not sure, but we have a feeling it may have something to do with rain.

That may explain why David and Kathy, a veterinarian and retired RN, respectively, joined the Ha-Ha and why they plan on cruising "*slowly*" through the Sea before heading even farther south to Panama. Their ultimate goal is to reach the Med.

Barbara and Doug Lemon will crew on the rally.

We'll give it a rest here. But look for Installment Two next month. — latitude/aet & ld

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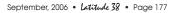


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I ou're not really going to fly the chute in this wind, are you? Are you?"

"For sure," Lee answered casually as she passed the spinnaker bag up to the foredeck crew.

It was about as windy as I'd ever seen it on the Bay. The boats in the division ahead of us had already rounded the top mark, and those that had set spinnakers were spinning out in every direction. Fortunately I was not sailing this race on my own boat, but on the ultralight that Lee usually crews on. They must have been desperate for crew, because Lee had actually invited me to come along as a trimmer.

"No shy kite?" asked the foredeck crew as he took the bag forward.

"We didn't bring it today," Lee shrugged.

I ducked another blast of spray and tightened the buckles on my lifejacket as the crew hooked the bag to the lifelines forward.

"Make that a jibe set!" called Lee. "We want to like, head back toward the island to get some tide relief."

"That'll mean another jibe later in the leg," warned the woman steering the boat, her voice showing some concern. "That's the windiest part of the Bay — and where we'll run into the strongest opposing current."

The foredeck crew just barely had time to hook everything up as we rounded the mark. But because we had to jibe before the spinnaker set, our apparent wind was high — even on a run — and the main was very heavily loaded for the jibe. The driver helped pull it across by hauling on one of the parts of the mainsheet tackle, but she didn't let go in time and it ripped out of her hand when the sail slammed across to the new side.

"Fids and futtock shrouds! That jibe gave me a doozy of a rope burn."

The guy on the halyard hesitated. It was clear that our skipper was in pain,

and wasn't going to have the use of her hands for a while, at least not on the mainsheet, vang, cunningham or outhaul con-

trols that all led back on this boat to her driver's position.

"Better get some goop and band-aids on that burn," said Lee. "Max, take the helm!"

"Who me? But Lee, I . . ."

"Thanks, you've got the con," said the injured driver as she shoved the hiking stick into my waist. "I have to duck downstairs to take care of this. Just keep the keel wet and the spreaders dry. Chute up, *now*!"

The spinnaker went up, popped open, and we started to fly.

"Not too deep," warned Lee. "Keep the apparent wind at about 150 to 160."

"Uh, right," was

all I could manage. I was sure it was as fast as I had ever gone on a sailboat.

"See, Max? Just like a Laser. As long as we're going fast, there's like, nothing to it."

She was right — at least for now. Even though I gave up dinghy sailing many years ago (and I wasn't going to let Lee know that I'd never actually sailed a Laser), I almost felt like I was in control.

"Hey, this isn't so . . ."

"SHEET!" someone screamed as the boat took a heavy roll on the back of a wave crest and started to round up. We flogged for a few seconds, I muscled the boat back down to a run, and after some quick tailing and grinding the big spinnaker was working again. But the wind was up another notch, and it was precarious.

"Someone else take this!" I begged.

"We gotta stay on the trim!" they yelled back. "You're doing great, just keep it under the sail!"

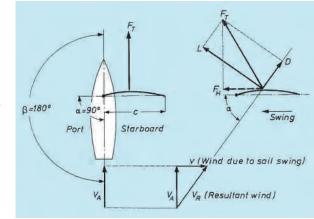
The boat in front of us had spun out too, but didn't recover as easily, and we blew past them while they were still on their ear. The boat behind hadn't set and was dropping back fast, according to the people who could take the time to look in that direction. The boat that

had elected not to jibe at the mark had it worst of all, having spun out to leeward. They were pinned down with their pole in the

water and their boom up in the air.

"Okay, time to crank in some thong," shouted Lee. "We can like, afford to lose a little power right now."

The foredeck crew seemed very happy to hear this command. They spun the handle on a spare halyard winch, and the immediate effect was to pull the middle of the foot of the spinnaker down toward the bow and create a large crease to form





right up the centerline of the sail. "What did you do that for?" I asked.

"Instant shy kite," said the trimmer. "You know, the elephant ass effect."

"I thought the elephant ass went out with cross-cut spinnakers," I said. But I also realized that suddenly the boat was easier to steer, and wasn't trying quite so hard to roll out from under the sail.

"I was having much more fun with the full sail," I lied. Nobody bought it.

"The boat out in the middle is still down," Lee observed. "And those guys who were in front of us are dousing."

Another gust hit.

"Maybe we should douse too?" I suggested hopefully.

"Give me more thong!" Lee called. They cranked harder on the winch,

"Give me more thong!"

– GOING, GOING, THONG!



The abstract (inset) and practical aspects of spinnaker sailing. tape running right up the centerline of the spinnaker, from the middle of the foot

the spinnaker, from the middle of the foot to the head. A thin line ran inside the tape, tied to the halyard shackle at the top. The bottom of the line came out of the sail near the middle of the foot, was led through a block at the stem fitting, and then aft to the winch. As the 'thong' was tightened, it tried to pull the middle of the spinnaker to a straight line. If they could have made it tight enough, the centerline of the spinnaker would have been pulled right up to the forestay.

And the crew was right about the jibe. It was no problem at all, and we were still going fast enough to keep the main a little more lightly loaded than it had been at the mark.

We won the race by half a leg.

Lee had time to explain what was going on as we sailed back to the marina.

"Spinnakers are exactly the wrong shape for roll stability," she explained. "I mean, the usual spinnaker shape can have negative roll damping."

"Hence the death roll," said the skipper, who was sitting in the companionway still trying not to touch anything with her rope-burned hands. She'd even been forced to assign one of the crew to pass out the sandwiches and cookies.

"Negative roll damping," said the foredeck crew in response to my confused expression, "means that if the boat is rolling, say to port, the force on the spinnaker will be directed more to port, which only increases the roll rate. That's because lift is always at right angles to

causing the crease to become deeper and straighter. They also lowered the pole tip to match the height of the mid-point of the spinnaker foot as it was pulled closer to the deck by the "thong" line.

The increased tension on the thong slowed us down a little, but all tendency to roll seemed to magically disappear.

"It makes the spinnaker look and act more like twin jibs," said the foredeck crew as he pointed to the deep crease down the centerline. "Makes it pretty easy to jibe, too."

Now that I was relaxed enough to take a look at how this thing was rigged, I could see that there was an extra luff

MAX EBB

the flow, and the roll motion causes the local apparent wind to be angled from port to starboard. The force at right angles to the flow goes to port."

"Or think of it this way," said the trim-



The effect of thong tension on the shape of the spinnaker. Left, before. Right, after.

mer. "Air is flowing around the port edge of the sail first because of the roll. At any point on the sail, pressure force has to be at right angles to the surface, so force on the leading edge of the spinnaker is to port. But then the flow separates before it reaches the starboard side of the sail, so that side of the sail sees much less force, not nearly enough to balance what's happening on the leading edge."

"The boat is pulled further to port when it's rolling to port," added the foredeck crew. "Then when it starts to roll back the other way, the air flow across the sail reverses, and the sail is pulled to starboard when the boat is rolling to starboard. The oscillations build up because of this dynamic instability."

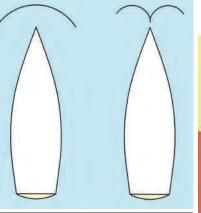
I could see why Lee enjoyed sailing on this boat.

"And like, what do you think happens when the thong's cranked in tight?" asked Lee, barely pausing before answering her own question. "You get this shape. . ." she made a wedge shape with her hands, "instead of this. . ." she made a cup shape, to represent a conventional spinnaker shape. "The wedge shape is very stable against roll, with positive damping."

"Like the windvane part of a self-steering rig," noted the foredeck crew. "A wedge facing into the wind is very stable with respect to oscillations transverse to the flow."

"We don't get to use it very often in the Bay," admitted the skipper, "but it's been extremely valuable for short-handed racing, especially shorthanded in the ocean."

•• L can see how the wedge would be better than the cup-shaped spinnaker,"



I said as I unwrapped my sandwich. "But this business about a spinnaker pulling in the same direction that it's moving, and negative damping. That seems a little hard to swallow."

"The proof is pretty simple," said Lee. "We can like, perform the experiment right here on the boat."

She started to unwrap the tape that was holding one of the soft foam pipe insulators on the upper lifeline wire, then paused. "This lifeline pad is about at the end of its useful life, mind if I cut it up?"

The skipper gave the go-ahead, so Lee pulled out her rigging knife and cut the foam tube loose, cut off a piece a little more than a foot long, then sliced it lengthwise, making two half-pipe sections. She tossed one of them down the hatch, and asked for some sail twine and rigging tape to be passed back up. Then she removed a jib sheet block from the track, tied it to one end of the sail twine, and taped the twine along the inside of the pipe cover. When she was done she had a pendulum with a half-round cross section.

"Head up to a hot reach," she asked the driver, "so we can get like, some apparent wind speed over the deck."

We came up into the wind, and Lee held up her pendulum with the flat side of the pipe to windward. The pendulum started to sway back and forth — although it was hard to tell how much motion was being put in by the wind, by the boat, or by Lee's hand.

"See? Unstable configuration. The curved downwind side is like a full spinnaker. It would never continue to oscillate like this unless the damping



coefficient was negative for at least part of each cycle."

Then she reversed the pendulum so the curved side was upwind.

"Stable!" she said. "This is more like the wedge shape we get when the thong

GOING, GOING, THONG!

is on."

"No fair!" objected the foredeck crew. "How do we know you weren't moving it around just a little to get it swinging when the flat side was forward?"

Lee tried tying it to the boom, but the motion of the boat was too much for us to see the difference.

"Okay," she finally admitted. "You have to do this at home in front of an electric fan to really prove it. But like, you don't need the big expensive wind tunnel and fancy model sail that Marchaj used on page 662 of Aero-Hydrodynamics of Sailing to demonstrate the effect."

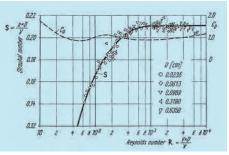
"How do you know it's not just excitation by unsteady vortex shedding instead of negative damping?" asked the trimmer.

"Work out the frequency of vortex shedding at the critical Strouhal number," Lee challenged.

"Okay, I will! Let's see, critical Strouhal is usually around 0.2, and that equals frequency times diameter over fluid velocity, so we have . . ."

The trimmer started to punch num-

bers on her calculator watch. Lee was doing the same with hers.



The Strouhal number, nD/V, characterizes the frequency of vortex shedding from an object in a moving fluid as a non-dimensional parameter. n is the frequency of oscillation, D is the width of the object, and V is the velocity of the fluid. More intuitively, for S = 0.2, the fluid will move five times the width of the object for each full cycle of vortex shedding. Uh . . . yeah.

"The lifeline pad is 1.8 inches in diameter," Lee offered, "and I get 25.3 feet per second for 15 knots of apparent wind at deck level."

"Okay, that makes it easy. For a critical Strouhal of 0.2, the air has to move five object widths for each full cycle of vortex shedding. So we have . . . " Her face fell. "33.8 Hertz. Way too fast

for any dynamic coupling."

"But at full scale," said the foredeck crew, "it might be possible to get vortex shedding to match up with the boat's natural roll frequency - or at least, a major harmonic thereof. That would be a formula for a real broach coach."

"Let's turn back for home," said the skipper, "and leave that one as an exercise for the reader."

Back on a more comfortable point of sail, I listened to the crew discussing resonant roll frequencies, critical Strouhal numbers and whether or not it would be possible to make a thong work on an asymmetrical spinnaker.

But I don't really care exactly how it works - my heavy-air spinnaker is getting a thong.

- max ebb

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THE RACING

If this is September, it must mean a mess of national championship regattas. Included in this issue are looks at a few of them, including the Santana 22, Wabbit and SC 27 Nationals, as well as the International Knarr Championships. We'll also bring you up to speed on the Aldo Alessio Regatta, the Summer Keel Series, and the Gracie and George Regatta, along with the usual box scores, race notes from all over the place, and a new section on **up and coming** events.

Aldo Alessio Regatta

The first weekend in August saw 52 boats in four one-design and one IRC class assemble for St. Francis YC's annual Aldo Alessio Regatta August 4-6. In its early days, the 'Aldo' was a coastal race to Santa Barbara for big ULDB sleds. Not quite a decade ago, it morphed into a kinder and more appealing mix of an ocean race (to the Lightship and back) on Friday, two buoy races on Saturday and a 'Bay tour' on Sunday.

Perhaps even more coveted than first overall in the cumulative standings in this race is the Aldo Alessio Perpetual, a painting of the former StFYC Commodore's beloved Rhodes 49 Mistress. It's awarded "to the yacht with the best performance overall in the Ocean Race." This year, that boat was Robert Youngjohn's DK 46 Zephyra.

"We found a big persistent shift to the left once we got under the bridge so we stayed to the left," says Youngjohns, who



Above, Jeff Thorpe and owner Robert Youngjohns of Alessio Perpetual winner 'Zephyra.' Right (I to r) Phil Worthen, Ray Pingree and Ernie Rideout enjoy the spoils of war after their win of the Santana 22 Nationals.

recently returned the pretty Mark Millsdesigned boat to the Bay after ruffling feathers in Southern California events for the last few months. "The strategy was to see if the helmsman could hold his nose long enough to clear the rocks!"

That helmsman was boat captain Jeff Thorpe, who drives most of Zephyra's starts and about half the first beat. Youngjohns drives the rest of the time. The rest of the crew aboard for the Ales-

Dave Anthes, Carlos Baddell, Ian Fraser, Ian Klitza, John Oldham, Charlie Smythe, Lisa LaFaive, Caleb Everett and Don Teakell.

Left was the right call and Zephyra never looked back, leading the 11-boat IRC contingent around the Lightbucket and back, then finishing in style with a broad reach under the bridge in 10-15 knots to take first to finish and first on corrected.

Gerard Sheridan's well-sailed Tupelo Honey eventually topped IRC for the weekend, winning both buoy races on Saturday and Sunday's Bay Tour (and taking second in the ocean). One design division winners included the 1D-35 Outlaw (the 1D-35s didn't do the ocean race), the J/120 Mr. Magoo and J/105 Good Timin'.

ILC - 1) Tupelo Honey, Elan 40, Gerard Sheridan, 5 points; 2) Zephyra, DK 46, Robert Youngjohns, 8; 3) Animal, Sydney 38, Craig French, 15. (13 boats)

1D-35-1) Outlaw, Mario Yovkov, 12; 2) Sweet Sensation, Gary Fanger/GPSA, 14; 3) Alpha Puppy, Mark Witty, 16. (5 boats)

J/120 — 1) Mister Magoo, Steve Madeira, 12 points; 2) Chance, Barry Lewis, 12; 3) Desdemona, John Wimer, 15. (9 boats)



J/105 - 1) Good Timin'. Dave Wilson, 12: 2) Aquavit, Tim Russell, 19; 3) Whisper, Eden Kim. (24 boats)

Complete results: www.stfyc.org

Santana 22 Nationals - Old Guys Rule

"We should have known better than to win," notes Ernie Rideout. "But in the heat of the moment, we just got carried

Rideout was talking about the practice race

on Friday, August 11, the day before the 17-boat Santana 22 Nationals got underway in Monterey Bay. "Everybody knows it's bad luck to win the practice race," continued Ernie, who should know he's been sailing for almost 80 of his 88 years and began racing way back in the '30s.

As it turns out, bad luck is what happened to other people in the August



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I held course for a few seconds longer. As soon as he looked forward again, we jibed ... " By the time Andrews and Shock realized their error, they were toast. Bonito ended up last and Byte Size retired. In a five-race, no-throw out series, that pretty much ended any chance at the podium for those two fine teams. Or so you would think. As a real testament to their virtuosity, Andrews and his crew clawed back all the way to second by the end of the series. But again, the most impressive comeback went to Ernie and the 'kids'.

On the last race, the Maybe guys somehow goofed up and were a minute late for the start. They crossed the line on port a distant last, and kept going up the right side of the course while almost everyone else stayed left. And Midas once again came through. "Ray called a couple of tacks and on every one, we got lifted," marvels Ernie. By the time they rounded the windward mark, they'd gone from last - to first! "I have to tell you, that's the best leg of any race I've ever sailed," said Ernie. They held on to finish second in that last race.

So now you know that it's okay to win practice races, and that sometimes, old guys do rule — bigtime: *Maybe* finished the series with a

12-13 event, while almost every move Ernie and his crew — Ray Pingree and Phil Worthen — made turned to gold.

Take the first race. At the bottom of the first run, three-time S-22 champion Michael Andrews on *Bonito* somehow misread the course and headed for the wrong mark. Hot on his heels was Tom Shock on *Byte Size*. Yes, that Tom Shock — whose Southern California company has been building Tuna 22s since Gary Mull first sketched the lines on a cocktail napkin at the Charthouse for Tom's father, Bill Shock, back in 1966. Rideout and the *Maybe* guys were in third.

"We suddenly realized they were both heading to the wrong mark," says Ernie, who has owned *Maybe* since 1990. (Like her owner, *Maybe*, hull #19, was the oldest boat in the race.) "The correct mark was the end of the start/finish line, but they passed that right up and were going for a buoy farther down. Just as we were getting ready to jibe around the correct mark, Tom looked back, so 14-point lead over second place *Bonito*. 1) **Maybe**, Ernest Rideout, 9 points; 2) **Bonito**, Michael Andrews, 23; 3) **Cridarian**, Ray and Nick Ward, 24; 4) **Carlos**, Jan Grygier, 24; 5) **Leprechaun**, Charlie Kurtmen, 25. (17 boats)

Acting Out — SFYC Summer Keel Regatta

The two 'Acts' in San Francisco YC's Summer Keelboat Series went off in picture perfect conditions over two weekends last month. Both the August 12-13 and August 19-20 bouts for one design









classes were sailed on a windy Berkeley Circle in the usual 5-race, no-throwout format.

The Act 1 fleets — J/24, Etchells, Express 27 and Melges 24 — had the added curve ball of a strong 4.1-knot flood to deal with in their second afternoon races.

Longtime local Etchells sailor Craig Healy racked up three bullets in that 11-boat fleet, but a stumble to 9th in Race 4 gave the series win to Philippe Kahn's *Pegasus*. Kahn himself sailed a consistently excellent series, taking the weekend's other two first-place finishes. But while the Etchells fleet is second to none in tactical complexity, the speedy 10-boat Melges 24 fleet provided the visual flash for the weekend. Easily hitting speeds in the mid-teens on their blistering runs, the Melgi men (and women) were having a hootin' good time. Jeff Litfin's *Grinder* ground down the com-



Smoke on the water! Summer Keel action (clockwise from here), Melges 24s 'Nothing Ventured', 'Aqua Nut' and 'Matilda' at full tilt boogie; 'Great Sensation' at the top mark; 'TMC Racing' on the way to a J/24 Class win; J/120s round the mark; 1D-35 bowman in the front office; the second J/105 start on Saturday; (inset) Etchells on a run.

petition with a 2,1,1,1,4 performance to take the weekend.

Act 2 was the 'big boat' weekend, with 1D-35s, Express 37s, J/105s and J/120s hitting the line, again in nice breeze but with lots less current to contend with. Chris Perkins and Dave Wilson's *Good Timin*' obliterated the

J/105 fleet — at 27 boats the largest Summer Keel fleet — posting 9 points to second-place *Donkey Jack*'s 23. Over in the ever-expanding 1D-35 class, Mario Yovkov's new-to-the Bay *Outlaw* 'stole' the show, but just barely. With five wins spread over four boats, that series came down to the wire with — count 'em — five

sende No

of the seven boats having a shot at the top spot. This is one of the more intensely competitive classes out there right now with no clearly dominant boat.

On a personal note: our apologies to the 1D-35 fleet for those 'close encounters' at the weather mark on Saturday. One of the engines on our photoboat had

THE RACING

conked out and we couldn't maneuver out of the way until you had all passed. By the way, one of you had something stuck in his teeth . . .

<u>ACT 1 (Aug. 12-13)</u>

ETCHELLS — 1) **Pegasus**, Philippe Kahn, 12 points; 2) (no name), Craig Healy, 15; 3) **JR**, Bill

Bay. With winds eventually gusting to 30 knots, many skippers reported new boatspeed records, including Steve Smith who hit 14 knots under spinnaker on his Olson 25 *Synchronicity*. When his crew — Terri Lahey, Tom Markiewicz, Sean Walston and Bob Adams — took the



Wabbit winners Bill and Melinda Erkelens.

Melbostad, 17. (11 boats)

EXPRESS 27 — 1) Magic Bus, Eric Deeds, 19 points; 2) Kolibri, Tibor Ipavic, 22; 3) Baffett, Tom Baffico/Forest Baskett, 25. (10 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield, 8 points; 2) **Rail to Rail**, Rich Jepsen, 10; 3) **Small Flying Patio Furniture**, Steven Hartman, 19. (6 boats)

MELGES 24 — 1) **Grinder**, Jeff Littfin, 9 points; 2) **Taboo**, N/A, 11; 3) **Tinseltown Rebellion**, Cam Lewis, 16. (12 boats)

ACT 2 (Aug. 19-20)

1D-35 — 1) **Outlaw**, Mario Yovkov, 16 points; 2) **Yeofy**, Eliel Redstone, 19; 3) **Great Sensation**, Bogo Pehlivanov. (7 boats)

EXPRESS 37 — 1) **Expeditious**, Bartz Schneider, 9 points; 2) **Stewball**, Caleb Everett, 14; 3) **Golden Moon**, Kame Richards, 14. (5 boats)

J/105 — 1) Good Timin', Perkins/Wilson, 9 points; 2) Donkey Jack, Scott Sellers, 23; 3) Natural Blonde, Cooper/Deisinger/Thom, 26. (27 boats)

J/120 — 1) Chance, Barry Lewis, 9 points; 2) Mr. Magoo, Steve Madeira, 19; 3) El Ocaso, Rick Wesslund, 22. (9 boats)

Complete results: www.sfyc.org

The Never Boring Boreas Race

Make that the *New* Boreas Race. For 50 years, the 'old' Boreas fleets went from San Francisco to Moss Landing. The new version emerged in '04 as a 57-mile sprint from Half Moon Bay to Moss Landing. This year, 10 boats competed in the windy '06 edition on July 2.

The wind started light and built as usual to 'exciting proportions' by Año Nuevo. A big ocean swell helped the lighter boats to surf much of the way down the coast and through Monterey

kite down, they were still seeing 15s under just the main and poled-out genoa. The smallest boat in the fleet, Synchronicity held on to finish second boat-for-boat behind the Olson 40 Pterodactul. In addition to their first-tofinish, the latter, sailed doublehanded by new owner Luc De Faymoreau and crew Disun Den Daas (who reported boatspeed to 19 knots) also corrected out first in Class A. Sunchronicity's amazing performance was good enough for both

a class win and overall honors.

What's it like hitting warpspeed in a 25-ft displacement boat?

"We did not broach or even come close," Steve emailed in response to our inquiry. "The boat was readily controllable under spinnaker, though we were getting thrown around a bit by the windwaves. After we had dropped the spinnaker, poled out the genoa and pointed straight downwind and down the waves, the boat was rock solid — at least until we buried the bow a couple of times. Then the steering was tricky until we got back to speed.

"At speed the appendages really grip the water and one can steer anywhere and steer hard, if necessary. The fin and rudder are surely too big for optimal performance at these speeds, but they are great for control! All the highest-speed sailing came in bursts when a combination of the wind waves and the big ocean swell came together and we could surf briefly. At one point we crossed astern of the folks on *High Strung*, the Wylie 38, and they said it was funny watching us cross going "slow, slow — fast, fast, fast — slow, slow — fast, fast,

As with most Boreas races, the wind went light at the end, extending the après-finish party at the Elkhorn Yacht Club as the later boats gradually arrived.

(Readers — Our apologies for this delayed report, which somehow fell through the cracks last month.)

CLASS A — 1) Pterodactyl, Olson 40, Luc De Faymoreau; 2) High Strung, Custom Wylie



38, Kelly Morgan; 3) **Bobby McGee**, Hunter 46, Perry Olsen. (3 boats)

CLASS B — 1) Synchronicity, Olson 25, Steve Smith; 2) Luna Sea, Lancer 36, Jeff Coronado; 3) Attitude, Cal 2-27, Urs Willimann. (3 boats)

CRUISING — 1) **Tequila**, Ranger 33, Graham Wright; 2) **Touche**, Catalina 38, Richard Richards; 3) **Okalani**, Cal 31, Mark Saia. (3 boats)

MULTIHULL — 1) Golden Vanity, Piver Tri, John Dunn. (1 boat)

OVERALL - Synchronicity.

Wylie Wabbit Nationals

The Wylie Wabbit class sprang into being in 1982 with the first Nationals held that year — sans spinnakers or trapezes — in very light air at Ballena Bay Yacht Club. Everybody figured "enough of that!" Spinnakers were added the next year and trapezes a few years after that. It's been a Bay-shredding fun-fest ever since.

The Nationals also turned into a road show. In even years, it's raced here on the Bay. In odd years, we do 'away' games. Under the current reign of Commodore Eric Menzel (the commodore is sentenced to — I mean has the privilege of — serving for two consecutive years), we had an excellent Nationals regatta in Santa

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Hanging out at the Wylie Wabbit Nationals on (I to r) 'Haretic', 'Keala' and 'Kwazy'.

Cruz in 2005 (won by Pete and Angie Rowland's *Furrari* with OJ Olsen on the wire), and were back home for this year's outstanding 8-race, 1-throwout Nationals sailed August 4-6 — with outstanding race committee work headed up by Richmond YC's Del Olsen.

Friday racing began and ended on the Berkeley Circle. The series kicked off with a quick windward-leeward race in good breeze, followed by an epic long distance race — a first for the Wabbits. The class beat all the way to Blackaller bouy, reached across to Harding Rock, reached back to Blossom Rock (no one could fetch Alcatraz), and had a broad reach/run back to the start near 'X' on the Circle. The swells coming in the Gate made for sustained surfing, and the 'firehose' reaches delivered tons of water and fun. It was generally agreed that this was the fastest we've ever gone on the Wabbits, but sailors have notoriously short memories, so no one was really that sure.

The portion of the fleet who headed off the line on starboard for the Cityfront

were greeted with lots of wind and rough water from the South Bay ebb – and got to the weather mark first. The rest of the fleet went off to Blunt, never found any North Bay ebb, and sailed more comfortably in smoother water and less breeze — albeit a bit off the pace. The winds picked up nicely for the ride back, however — in the 20-25 knot range — and the fleet handled their little rocketships with the proper mix of speed and seamanship to all arrive back in one piece.

Saturday's venue was the Southampton Shoals race area — plenty of breeze and a mix of windward-leewards with a few triangles thrown in. By then, many of the top boats had tanked at least one race, except for Bill and Melinda Erkelens' Jack, with Mark Briner on the trapeze. In fact, with the exception of a second in the long-distance race, their good speed, solid tactics and flawless crew work resulted in a steady stream of bullets. This is a very talented team no matter who's steering - although Bill convinced Melinda that it was his turn this year. (We all hoped that this would be their downfall, but dang if he's not almost as good as she is!)

The final day saw the races run in Keller Cove — a traditional small-boat venue. This had lighter winds and smoother waters, which stirred the mix among all the rest of us mortals a bit. Bill and Melinda had mercy on the fleet and throttled back in the last race for a throwout seventh. They ended up with 9 points — 16 fewer than Kim Desenberg and John Groen's second place *Mr. Mc-Gregor.* Greg Byrne's *24 Karat* came in third.

The remainder of the fleet were all over the scoreboard. Some DNF'ed, some were over early, and a few were even disqualified — a first in a Wabbit Nationals, if I'm not mistaken.

The class is looking forward to the Quarter Century Nationals next year. It's a road trip year, and right now is a toss-up between crashing Long Beach Race Week or trailering up to some lake. Either way, it's going to be hard to top this year's series.

— Kim Desenberg 1) Jack, Bill Erkelens (Melinda Erkelens, Mark Briner [Sat], Sara Deeds [Sun], 8 points; 2) Mr. McGregor, Kim Desenberg (John Groen, Terry White), 24; 3) 24 Karat, Greg Byrne (Simon Winer,

THE RACING

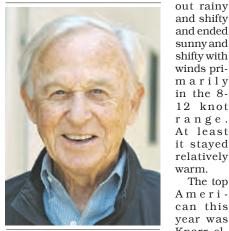
Gary Sadamori), 27; 4) Bear Wabbit, Aaron Sturm (Doug Schmeer, Joey Hulse), 35; 5) Kwazy, Colin Moore (Luca Letiza, Guillaume Canivet), 35. (12 boats)

Complete results: www.richmondyc.org.

International Knarr Championships

Since 1969, the three best-established Knarr fleets in the world have been trading off venues for their International Championships - San Francisco, Copenhagen and Oslo. Each year the host country gets to pit its 12 best skippers against six top teams from each of the visiting countries. The defending champion is also automatically entered, making it an even 25 boats. In the true spirit of friendship, the visiting teams usually stay in the homes of the hosts, who also supply the boats for a week of spirited racing.

This year the 'away game' was in Denmark, August 11-19. Conditions were variable in terms of both wind and rain, but generally speaking the week started



and shifty and ended sunny and shifty with winds primarily in the 8-12 knot range. At least it stayed relatively warm.

The top American this vear was Knarr elder statesman Knud

Knud Wibroe took second in this vear's IKCs in Denmark

Wibroe. With crew Mike Ratiani, Bernard O'Driscoll and Bill Fredericks, Knud took second in the 8-race, 1-throwout series behind Denmark's Soren Pehrsson. And therein lies a story.

"Soren is a very good sailor and a second generation champion," says Knud, whose twinkling blue eyes and quick step belie the fact that he will turn 80 this month. "His father won in the 1970s - and I was second in that series, too!" Knud has also won the IKCs twice, including the very first one in 1966 - and he hasn't missed one since! In fact, he was the one who came up with the idea of rotating host countries every year. In a complete surprise, Knud was given a special award by the Royal Danish Yacht Club at dinner midway through the se-



ries, receiving a standing ovation from everyone present for all he has given to the class over the years.

Defending 2005 Champion Jon Perkins had a hard time of it this year. He was on the wrong side of an important windshift in one race, had to sit out Race 5 (the penalty for being over early the day before) and even managed to fall overboard. All of which contributed to a frustrating fourth place finish for the two-time World Champion.

2006 IKC - 1) Soren Pehrsson (DEN), 14 points; 2) Knud Wibroe (USA), 39; 3) Kim Bruhn-Peterson (DEN), 44; 4) Jon Perkins (USA), 60; 5) Hans Williams (USA), 61. Other US finishers: 8) Sean Svendsen, 65; 9) Charles Griffith, 68; 14) John Jenkins, 85; 15) Mark Adams, 88. (25 boats)

Second Half Opener

Eighty-seven boats in 14 one design and handicap classes turned out for two splendid days of sailing in YRA's Second Half Opener July 29-30. On Saturday, all classes except the Santana 22s sailed a 22-mile round trip out to Point Bonita and back to the finish off Encinal YC. Thirty-six boats stuck around for the buoy race on Sunday. (The races are

We have liftoff! The 505s came to play at their North American Championships in mid-August. See results in "Box Scores."

scored separately and there is no cumulative winner).

In addition to first-through-third awards in each class, the top handicap boats in the inshore and offshore categories - that is to say, the Santana 22s and everybody else - were awarded the Carl Schumacher Trophy. This year, that prestigious award went to George Ellison's Custom Schumacher 30 Shameless and Michael Andrews' 'Tuna Bonito.

Winners of Saturday's race follow. Complete results for all classes on both days can be found at www.yra.org.

HDAG (PHRF<75) — 1) Lunattac, J/109, Robert Moore; 2) Jeannette, Frers 40, Henry King; 3) Sand Dollar, Mumm 30, Erich Bauer. (8 boats)

HDAJ (78-114) - 1) Mintaka 4, Farr 38, Gerry Brown; 2) Petard, Farr 36 (mod), Keith Buck/Andrew Newell; 3) Mon Desir, Jeanneau 35, Jerry Nassoiy. (5 boats)

HDA K (117-141) - 1) Shameless, Schumacher 30, George Ellison; 2) Motorcycle Irene, Express 27, Mark Jones/Will Paxton; 3) Harp, Catalina 38, Mike Mannix; 4) Plan B, J/29, Brett DeWire/Rob Stubblefield; 5) Wile E. Coyote, Express 27, Dan Pruzan. (17 boats)

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HDA L (>144) — 1) Sunset Woman, Hunter 31, Louis Kruk; 2) Eclipse, Hawkfarm, Fred Hoffman; 3) Star Ranger, Ranger 26, Simon James; 4) Wuvulu, Islander Bahama 30, John New; 5) Spindrifter, Tartan 30, Paul Skabo. (10 boats)

IOR WARHORSE — 1) Aleta, Peterson 46 (cust), Keith Brown; 2) Zamazaan, Farr 52 (cust), Charles Weghorn; 3) True North, Baltic 42, Jeff Dunnavant. (5 boats)

ALERION EXPRESS 28 — 1) **Ditzy**, Ralf Morgan; 2) **Scrimshaw**, Michael Maurier; 3) **Dream**, Kirk Smith. (4 boats)

ANTRIM 27 — 1) Always Friday, John Liebenberg; 2) Cascade, Steven Rienhart; 3) Max, Bryan Wade. (3 boats)

BENETEAU FIRST 36.7 — 1) Mistral, Ed Durbin; 2) Serendipity 2, Thomas Bruce; 3) Bufflehead, Stuart Scott. (4 boats)

CATALINA 30/CAL 29 — 1) Goose, Cat. 30, D. Michael Kastrup; 2) Starkite, Cat. 30, Laurie Miller, 3) Missy B, Cat. 30, Russell Calvery. (3 boats)

EXPRESS 37 — 1) Elan, Bill Riess; 2) Golden Moon, Bill Bridge/Kame Richards; 3) Expeditious, Bartz Schneider. (5 boats)

J/105 — 1) Jam Session, Adam Spiegel; 2) Lulu, Don Weineke. (2 boats)

NEWPORT 30 — 1) Achates, Bob Schock; 2) Fast Freight, Bob Harford; 3) Harry, Dick Aranoff. (4 boats)

OLSON 25 — 1) Vivace, Larry Nelson; 2) Hamburger Haus, Jens Jensen; 3) Samba, Roger Anderson/Bob Gardiner. (8 boats)

SANTANA 22 — 1) Bonito, Michael Andrews; 2) Carlos, Jan Grygier; 3) Tchoupitoulas, Stephen Buckingham. (5 boats)

Sunday results in 'Box Scores' below.

Gracie and George Regatta Twenty-two boats in three PHRF

Hawkfarm, Fred Hoffman; 3) **Lelo Too**, Tartan 30, Emile Carles. (6 boats)

ANTRIM 27 — 1) Max, Bryan Wade; 2) Always Friday, John Liebenberg. (2 boats)

BENETEAU FIRST 36.7 — 1) Mistral, Ed Durbin; 2) Bufflehead, Stuart Scott; 3) El Jefe, Stuart Scott. (3 boats)

CATALINA 30/CAL 29 — 1) **Goose**, Cat. 30, D. Michael Kastrup; 2) **Missy B**, Cat. 30, Russell Calvery. (2 boats)

EXPRESS 37 — 1) Elan, Bill Riess; 2) Golden Moon, Bill Bridge/Kame Richards; 3) Expeditious, Bartz Schneider. (5 boats)

J/105 — 1) **Jam Session**, Adam Spiegel; 2) **Lulu**, Don Weineke. (2 boats)

NEWPORT 30 — 1) Fast Freight, Bob Harford; 2) Achates, Bob Schock; 3) Harry, Dick Aranoff. (3 boats)

OLSON 30 — 1) **Family Hour**, Bilafer Family; 2) **Naked Lady**, Jeffrey Blowers; 3) **Hoot**, Andy Macfie. (3 boats)

For complete results: www.yra.org

OYRA SOUTHERN CROSS (IYC, 8/19, Course: 28nm around SF approach buoys)

MORA— 1) Andiamo, SC27, Michael Warren; 2) Eurydice II, Ross 930, George Biery; 3) Bloom County, Mancebo 31, Anthony Basso. (5 boats) classes showed up on August 12 for Encinal YC's Gracie and George Regatta, a fun romp around the cans for doublehanded coed teams. Sailed under sunny skies and 15-knot breeze, the course was a 12.4-mile tour of the South Bay, with a run down the Estuary for a finish off EYC. How to handle the big flood was probably the biggest tactical question of the event — specifically which side of the current you played on the first windward leg to the mark off AT&T Ballpark.

A new wrinkle this year was a spinnaker-use handicap. There was no penalty or advantage if you used a kite after entering the Oakland Estuary. If you chose to use a spinnaker anywhere on the course (you had to tell the RC your intentions before the start), you took a 4-second/mile hit. No spinnaker at all? You gained 9 seconds/mile on your PHRF number. The Estuary-only boats seemed to make out the best.

The first boat to finish was the J/124 *Javelin* skippered by Joan Garrett with Norman Davant as crew. Heather Noel and Adam Sadeg repeated their first overall on their newly refurbished Columbia 5.5 *Tenacious*.

DIVISION 2 (121-150) — 1) Mirage, Black Soo, Ben & Lucie Mewes; 2) Kangaroo Court, Moore

PHRO 1A—1) Lightning, SC52, Thomas Akin; 2) City Lights, SC52, Thomas Sanborn; 3) Serena, Thompson 1150, David Kuettel. (3 boats)

PHRO 1 — 1) X-Dream, X-119, Steen Moller;

2) Petard, Farr 36, Keith Buck. (2 boats) PHRO 2 – 1) Azure, Cal 40, Rod Pimentel. (1

boat)

SHS (Singlehanded) — 1) **Sleeping Dragon**, Hobie 33, Mark Halman; 2) **Shamrock**, C&C 41, James Connolly; 3) **Wetsu**, Express 27, Phil Krasner. (4 boats)

HOBIE TIGER North American Championships (StFYC, 8/6-8/11, 15 races, 2 throwouts)

1) Matt Bounds, 40; 2) Phil Collins, 43; 3) Stephen Acquart, 46. (15 boats)

WBRA (Knox Course, 8/12, Race 1)

BIRD — 1) **Oriole**, Dan McLean; 2) **Petrel**, Pierre Josephs; 3) **Skylark**, Jane Hook/Peter Brosig. (3 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal; 2) **Windansea**, Don Wilson; 3) **Elsie**, Michael Goebel. (5 boats)

IOD — 1) **La Paloma**, James Hennefer; 2) **Bolero**, Richard Pearce; 3) **Youngster**, Ron Young. (5 boats)

Complete results: www.yra.org

Box Scores

Here are some results from other events held last month. Wish we could write them all up.

505 NORTH AMERICAN CHAMPIONSHIPS (StFYC, Aug. 15-19)

1) Mike Martin/Jeff Nelson, 12; 2) Nick Adamson/Steve Bourdow, 19; 3) Kevin Taugher/Jon Bell, 31; 4) Boris Herrmann/Julien Kleiner, 34; 5) Mike Holt/Carl Smit, 37. (27 boats)

SECOND SEASON OPENER (EYC, 7/30)

HDA G (PHRF<75) — 1) **Jeannette**, Frers 40, Henry King; 2) **Quiver**, N/M 36, Jeffrey McCord; (2 boats)

HDAJ (78-114) — 1) **Mintaka 4**, Farr 38, Gerry Brown; 2) **Petard**, Farr 36, Keith Buck/Andrew Newell; 3) **Mon Desir**, Jeanneau 35, Jerry Nassoiy. (4 boats)

HDA K (117-141) — 1) **Chimera**, Little Harbor 47, Grant Miller; 2) **Shameless**, Schumacher 30, George Ellison; 2) **Encore**, Wylie Gemini Twin 30, Andy Hall; 3) **Abba-Zaba**, Tartan Ten, Charles Pick; 4) **Plan B**, J/29, DeWire/Stubblefield; 5) **Cappuccino**, Ericson 38, D/M Oliver. (9 boats)

HDAL(>144) — 1) Mer Tranquille, Jeanneau Sun Odyssey 34.2, Larry Moraes, 2) Eclipse,

THE RACING

24, Joan Byrne & Peter Rowland; 3) **Stink Eye**, Laser 28, Christine Weaver & Jonathan Gutoff. (6 boats)

DIVISION 3 (>150) — 1) **Tenacious**, Columbia 5.5, Heather Noel & Adam Sadeg; 2) **Maverik**, Columbia 5.5, Dawn Beachy & Chris Shepard; 3) **Bewitched**, Merit 25, Laraine & Mark Salmon. (9 boats)

Complete results: www.encinal.org

Santa Cruz 27 Nationals

Ten Santa Cruz 27s lined up off the city of their birth for the SC 27 Nationals August18-20. ≸ The three-day series offered perfect conditions for the little

ULDBs: 12-25 knots of breeze — and intense competition. The 7-race, 1-throw out format consisted of five buoy races and two long-distance races over the three-day event.

First out of the blocks was Beat Naef and Rob Schuyler's *Hanalei Express*, which took the first two bouts on Friday and two of the three races on Saturday. (They likely would have taken all three had they not rounded up and report-



Gary Massari and Lynn Christensen of 'Phantom Mist' celebrate their Gracie and George finish. Say 'Good Night,' Gracie...

edly dumped half the crew in the water.) The sponsoring Santa Cruz YC put on a first-class dinner spread Saturday night, complete with music by the Brookdale Bluegrass Band. However, after sailing in 20+ knot winds all day, the only boogying most racers wanted to do was into a warm bed. A gentle southeasterly briefly teased the troops Sunday morning, but it soon morphed into a semi-nuclear westerly. The race committee sent the fleet on another long course up to Natural Bridges and back, and it was a real horse race down the homestretch, with the three points leaders, *Mojo*, *Hanalei Express* and *Sumo* finishing in that order — and within 5 seconds of one another! The series went out with a bang as the last buoy race was completed in steady 25-knot breeze, the strongest of the weekend. *Mojo* also took that one.

 Hanalei Express, Beat Naef/Rob Schuyler, 7 points; 2) Mojo, Jim and John Case, 13; 3) Sumo, Henry Cassidy and Jim Livingston, 15. (10 boats) Complete results: www.scyc.org.

Up and Coming

— It'll cost you a couple extra bucks for the late fee, but if you pick this issue up the day it hits the streets, there's still time to enter the 18th Annual **Jazz Cup**, which starts off Treasure Island on **September 2** and meanders its way up to lovely Benicia. As the name suggests,





www.oaklandyachtclub.com

SHEET

this 26-miler was originally held in conjunction with the Benicia Jazz Festival, (that event has apparently moved over to Vallejo and takes place the previous weekend), but the truth be told, we prefer the smaller crowds and quieter streets, and consider the 'unplugged' Jazz Cup a fabulous way to wind down the summer season and enjoy one more warm run north. As always, South Beach and Benicia YCs co-sponsor the event, and there are divisions for one design, multihull, sportboat and PHRF entries. BenYC puts on a great spread for arriving racers, and if you really want to get into the spirit, SBYC is putting on a pre-race dinner the evening of Friday, September 1. Stop by for some great food and to see their soon-to-open new clubhouse. For more information, go to www.southbeachyc.org.

— There are only two sailboat races (that we know of) in San Francisco Bay in which at least part of the proceeds go to worthy charities — and *Latitude 38* heartily supports them both. Island YC's Doublehanded Lightship Race in March benefits Cerebral Palsy. San Francisco YC's **Leukemia Cup** on **September 9** benefits those who suffer from its 'title sponsor', as well as other blood and lymphatic cancers.

If you race, please sign up for this one. If you don't race, please sign up for this one. In fact, if you only take part in one race your entire life, make it the Leukemia Cup. There will be divisions for one design, PHRF, spinnaker, non-spinnaker — basically, if it's sail powered, they can probably fit you in. (To register online, go to www.active.com/event_detail. cfm?event_id=1317450.)

A special attraction at this year's event is guest appearances at the postrace dinner and awards ceremony by Gary Jobson and Campbell Nolan. The former you already know. The latter is the 7-year-old son of regatta organizer Bill Nolan. Both are winning their battles against leukemia or lymphoma.

If you can't sail, there are opportunities for sponsorship, donations and crew sign-ups for both racing and spectating boats. Get all the information you need at www.leukemia-lymphoma.org/regatta// all_page.adp?item_id=410523, or by calling Robin Reynolds at (415) 625-1145.

— The 30th Anniversary **Moore 24 Nationals** will be held in Santa Cruz **October 5-8**. "We're also promoting this as a homecoming for all Moores," says class president Scott Sorenson. "We're expecting 30 boats, and working to have as many as 40 boats on the line."

The Moores — the speedy little rocketships that started the whole ULDB 'fast is fun' movement in Santa Cruz in the late '70s — have made an amazing comeback in recent years. Just this year, the Moore 24 'grapevine' convinced many owners who were not using their boats to put them up for sale. It resulted in at least five boats going to new owners. Go to www.moore24.org to find out more.

Race Notes

The nice folks who put on the **Victoria-Maui Race** in July were good enough to supply us with daily updates of that event, which ran concurrently with the Pacific Cup and Singlehanded TransPac.



THE RACING

As thanks for this job well done and a race well run, we ran the results — of the 2004 race. Excuse us while we scrape several layers of egg off our faces. The *correct* results for the 2006 Vic-Maui are as follows:

FIRST TO FINISH — Voodoo Child, SC52-2, Brian Duchin

DIVISION 1 — 1) **Voodoo Child**; 2) **Horizon,** SC50, Jack Taylor. (4 boats, 2 DNFs)

DIVISION 2 — 1) Kahuna, Express 37, John Leitzinger; 2) Turicum, C&C 44, Warren Hale; 3) Night Runner, Perry 43, Doug Fryer. (10 boats, no DNFs)

DIVISION 3 — 1) **Passepartout**, Stephens 47, Peter Shainin. (6 boats, 5 DNFs)

We apologize to the racers, the Royal Vancouver and Lahaina YCs and our readers for the error.

The 'triple crown' of junior sailing took place last month: the **Smythe** (singlehanded) and **Bemis** (doublehanded) regattas were sailed out of Kemah, Texas, on August 7-11, on Lasers and 420s, respectively. The triplehanded **Sears Cup** was sailed August 5-9 off Detroit in Ultimate 20s. California sailors ably defended the honor of the Golden State at all three events. Newport Beach's **Charlie Buckingham** dominated the 7-race, 1-throwout Smythe Series, beating out second place (and '05 Champion) Cameron Cullen of New York by 6 points. **Caleb Paine** of San Diego was third. Encinal YC's **Colin Brochard** ended up 15th in the 23-boat fleet.

Over in the doublehanded Bemis division, Alan Palmer and Katherine Gullick of Maine took top honors in a down-tothe wire battle with Bay Head YC's Sam Williams/Margaret Rew. EYC's **Alicia Berhard** and **Patrick Maher** did the Bay Area proud with a mid-fleet placing in that 20-boat fleet.

The San Diego team of **Scott Hoffman, Evan Hoffman and Eric Alamillo** led the triplehanded Sears regatta until the last race, when they were edged out of first by the Florida team of Fred Strammer, Katrina Salk and Zeke Horowitz in that 10-race, 1-throwout series. It was the second Sears win for Stammer. Richmond YC's **Alex Lowry, David Leibenberg and Christina Nagatani** were seventh in the 10-boat fleet.

All three events fell under the aus-

pices of the Chubb U.S. Junior Championships. The Chubb Group of insurance companies plays a major role in helping these young sailors achieve their goals.

The 2006 US Windsurfing Nationals Championship was hosted by the Maui Windsurfing Association from August 5-12 at Kanaha State Beach Park, in Maui. More than 70 windsurfers from 8 countries competed in 20-35 knot tradewinds and bathtub-warm water for five straight days of slalom, long distance and course racing disciplines. The men's overall was won by Matt Pritchard of Maui, followed by San Francisco's Seth Besse in second. The Formula class was won by Steve Bodner, also of San Francisco. Both sailors are members of St. Francis YC and are training for the upcoming Olympic Trials next fall to be held in Long Beach. The winner will represent the United States at the 2008 Summer Olympic Games in Beijing, China.

Speaking of Beijing, Seth Besse is one of 466 sailors from 41 countries who were taking part in **The Good Luck Beijing 2006 Gindao International Regatta** as this issue went to press. The 'dry run'





SHEET

for the 2008 Summer Olympics took place August 18-31 at the new Qindao International Marina 430 miles east of Beijing. More than 300 boats representing all nine Olympic Classes attended. Among the other 34 US Sailing Team members taking part were Californians Mikee Anderson-Mitterling (Coronado) and David Hughes (San Diego) in the Men's 470 fleet, Zach Maxam (Coronado), crewing for Seattle's Dalton Bergnan in 49ers, Andrew Campbell (San Diego) in Lasers, and George Szabo (San Diego) and Eric Monroe (Corona Del Mar) in Stars. Good luck to them all. To find out how everyone did, log onto www.sailing2008. org/en/ceshisai/index.asp.

Coronado YC hosted the **Santana 20 National Championship** on south San Diego Bay August 7-11. Twenty-six teams from as far away as Colorado, Washington, Oklahoma and Oregon joined California Tuna sailors for a very tight 7-race, 1-throwout series held in



'Mustang' chases 'Absolute' in Islander 36 ODCA action on the Berkeley Circle.

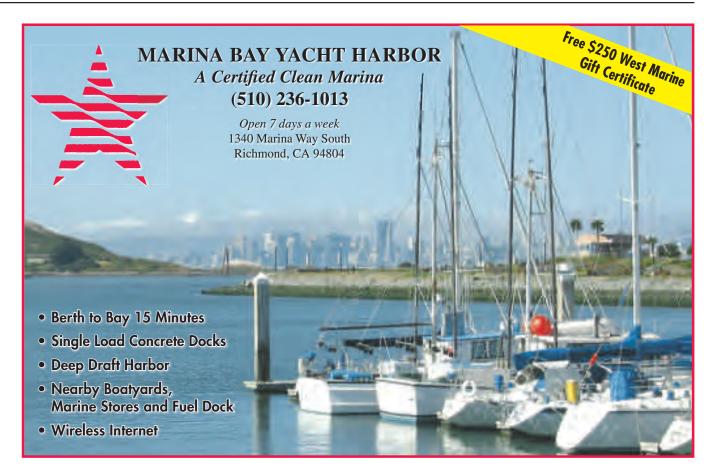
light to moderate winds. Payson Infelise's *Altitude Sickness*, out of Alamitos Bay, won the event, with our Best Boat Name of the Month nod going to Charles "IV" McNamara's *Cocaine and Hookers*.

Attention One Design skippers! Every ODCA skipper who qualifies a boat this year (participates in at least 50% of YRA races) gets an "I Qualified for ODCA" T-shirt at the year -end party! On the back, each long-sleeve T will list all ODCA fleets and qualifying boats. One free shirt per boat, although you can buy additional ones for that hard working crew. Contact the YRA office for more information, or download the order form at www.yra.org/ODCA/ docs/t-shirt_order_form.pdf by September 30.

After four days and seven races off Oahu in the **Waikiki Offshore** and **King Kamehameha** Series July 27-30, Gary Fanger and his **Grand Prix Sailing**

Academy crew took first in Division in both the ORR and PHRF classes (and second overall to local Honolulu-based boats in ORR and PHRF) aboard the Hawaii-based 1D-35 Sensation.

There is a new **24-hour singlehanded sailing record** as of last month. Between



THE RACING

August 6-7, Yvan Bourgnon sailed the 60-ft trimaran *Brossard* 610.45 nautical miles, an average of 25.76 knots. Interestingly, his brother Laurent set this same record back in '94 aboard another 60-ft tri, *Primagaz*. That mark stood until May of this year when Yves Parlier's wild seaplane-hulled cat *Mediatis-Region Aquitane* bettered it. Now it's once again back in the Bourgnon family.

We don't typically note small regional races in other areas — especially other areas of other countries. But the Henley-On-Todd Regatta in Australia is not typical, and it's not small. The 45th edition is once again expected to draw hundreds of teams from all over Oz and the international sailing community to Alice Springs, which you may remember from Crocodile Dundee is located bullseve-center in the middle of Australia. What makes the Henley-On-Todd event unique is that it's sailed on the Todd River . . . which is bone dry in September. In fact, the nearest actual sailable water is almost 1,000 miles away. So the sailors compete in designs like the 'bottomless 8', which is like a Flintsone car



'Expeditious' in Express 37 action at ODCA's Second Half Opener.

in that it has no bottom and the 'crew' run around the course. In addition to 'sailing' there is 'whitewater kayaking', 'sand shovel paddling' and a competition to see who can fill up steel drums with sand the fastest. Think of the event as Burning Man for sailors. Incredibly, it draws big sponsors — **Assa Abloy** is the title sponsor for 2006 — and raises serious money. Well over \$1 million has been raised over the years, all of it going to local charities. Perhaps most amazing, the event is the longest continuously run sporting event in the Northern Territories. It's only been cancelled once, in 1993, due to actual water being in the river. Check out *www.henleyontodd.com. au* for the whole story.

The **18-ft Skiff International Regatta** — "The Greatest Show on H20" — took place August 22-26, which unfortunately landed right in the middle of our deadline for this issue. So we can't tell you much about it, except that the first few days were a helluva show — on the first race alone, six of the seven starters capsized and only three finished. The San Francisco venue was the last of the big three that the Skiffs use to determine their world champion, so there was a lot riding on the outcome. To see who will wear the 'eye-deen' crown until next September, log onto www.stfyc.org.

Finally, **YRA** launched their new website on August 1, and it's obvious a lot of thought (and input from racers) went into its new look. The site is much easier to navigate and almost every page for every fleet is just one click away from 'home'. There are also many new features, such as the events calendar, and more is planned along the way. Good job, Laura! Check it out at *www.yra.org*.



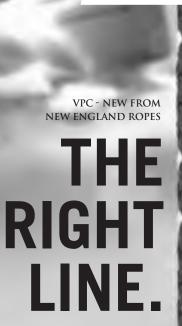
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With reports this month on the wonders of one of the **Bay Area's Finest Sailing Grounds**, why we like to organize **One-Directional Charters**, a former cruiser's **Conversion to the Charter Trade**, an advance **Peek at the Pro-Am**, and miscellaneous **Charter Notes**.

Magnificent Monterey Bay: Ideal Venue for a Mini-Cruise

We sometimes hear local sailors lamenting that they just can't afford an idyllic overseas charter vacation this year. But that's no reason to totally give up on the idea of a getaway under sail, as there are several excellent options close to home, including Monterey Bay — the focus of this month's charter column.

Although dwarfed in size and status by San Francisco Bay, the 25-mile crescent-shaped bay stretching from Santa Cruz to Pt. Piños, outside Monterey, encompasses cruising grounds that offer fine sailing conditions, a great abundance of marine life and enticing attractions ashore. And there's no better time to enjoy it than right now, as some of the best weather of the year (read: fogfree) typically occurs during September and October. Consequently, some of the area's most worthwhile events happen this month.

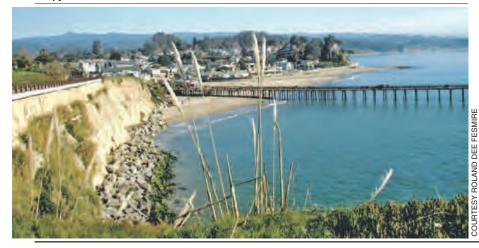
In 1992, the entire Bay, as well as coastal areas far beyond it, was declared a National Marine Sanctuary in order to protect the great diversity of marine flora and fauna that call this region home. There are, for example, more than 30 species of marine mammals which feed, mate and migrate through the Sanctuary, including whales, elephant seals and sea lions. Look at a nautical topographical chart and you'll see that the

Capitola's somewhat protected waters make for peaceful nights in the anchorage. This oncesleepy town is abuzz with action in summer. massive Monterey Submarine Canyon drops off dramatically to depths of 6,000 feet, bisecting a shallow coastal shelf. As with drop-offs elsewhere, an upwelling of cold water rich in nutrients creates a seemingly inexhaustible food source for sealife and seabirds. In other words, you'll have plenty of company out there.

Because the distance across the Bay is relatively short, you could conceivably do a round trip from Santa Cruz to Monterey and back (or vice versa) in a weekend, but we'd strongly recommend adding at least an additional day if possible, as there's much to do here.

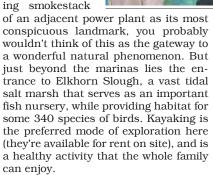
In addition to berthing at Santa Cruz Yacht Harbor, you can anchor on either side of the city pier, although it can get a bit rolly. Off of Cowell's Beach, on the west side, you'll have a view of the famous Steamer's Lane surf break, while on the east side you can check the action at the historic Boardwalk amusement park. By the way, we consider taking a ride on the classic Giant Dipper roller coaster — built in 1924 — to be a must-do tradition which is guaranteed to get your heart pumping and clear the cobwebs out of your brain.

A few miles down the coast lies the bustling beachfront town of Capitola, where you'll find a wealth of restaurants, bars and boutiques. The field of public buoys out front makes this a popular overnight destination for Monterey Bay sailors, especially since there's a launch service. (You can also anchor on the NW side of the pier.)



The next potential stop is the old fishing port of Moss Landing, where the Moss Landing Municipal Marina and the Elkhorn Yacht Club are both possibilities for berthing.

With the tower-



Monterey has much to recommend it, including the shops and restaurants of historic Cannery Row and Fisherman's Wharf, as well as the award-winning Monterey Bay Aquarium, with its many live sea creature exhibits and interactive displays.

Both the private Breakwater Cove Marina and the Monterey Municipal Marina offer overnight berthing. But as with the other facilities mentioned here, it is always wise to make advance

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side view looking out toward the idyllic Stillwater Cove anchorage. Inset: The Monterey Bay Aquarium offers an underwater education to folks of all ages — and you don't even have to get wet. reservations.

Anchoring, although limited, is also allowed.

₽

MONTEREY

A final possibility for either day anchoring or overnighting is a visit to Stillwater Cove, which is renowned as a dive destination due to the abundance of sea life attracted by its dense kelp forests. It lies on the south side of the Monterey Peninsula, directly in front of the prestigious Pebble Beach Golf Course, and north of Carmel.

The kelp, of course, makes it a bit tricky to enter and to anchor securely, but with a little advance coaching it is often done. The semi-circular anchorage is a spectacular spot to simply relax aboard and soak in the serenity, although the underwater enthusiasts in your group will undoubtedly want to peek beneath the surface, either via snorkeling or scuba diving. Be aware, however, that you are not allowed to dinghy ashore to use facilities. (An alternate idea for avid divers is to rent a car or otherwise drive from Monterey to Pebble Beach's public shore access, and dive with the local operator, Shore Diving.)

Although we curse it when it wraps around our props, giant kelp is actually amazing stuff. Kelp forests, such as those at Stillwater Cove, shelter hundreds of animal species and roughly 400 types of sea plants. Although you have to be cautious not to get hung up — literally — snorkeling or diving within the swaying trunks of giant kelp, the experience can be magical.

Having read all this, you now know why we say a weekend is not enough to see it all, but if a weekend is all you've got, make the most of it. One way to do that is to plan your charter around one of the following special events:

• The Capitola Begonia Festival, September 2-4. "Begonias?" you say. Trust

us, this 54-year Santa Cruz county tradition includes all sorts of fun activities such as live music concerts. sandcastle building contests, rowing races, kids' arts and crafts and the highlight, a Nautical Parade at 1 p.m. Sunday, where begonia-covered floats — a la g Pasadena's Rose Parade glide 🛓 down Soquel Creek to the Lagoon. (See

OF CHARTERING

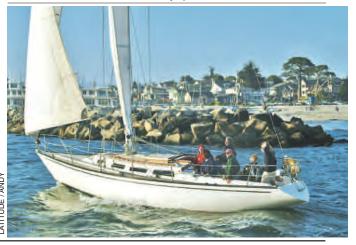
www.begoniafestival.com.)

• The Capitola Arts and Wine Festival takes place the following weekend, September 9-10. As the name implies, the focus here is on the works of local artists and the wines from nearby vineyards. Over 200 artists and over a dozen wineries are expected to participate this year, with the action centered on the beachfront esplanade. In addition to wine tastings, you can sample gourmet fare from a variety of local restaurants. Saturday evening there'll be live music by Parrotville, a popular Buffett tribute band — that ought to bring in a few boaters. (See: www.capitola.com/ artwine.html.)

• The 49th annual Monterey Jazz Festival, September 15-17. As every hard-core jazz aficionado knows, this is truly a big deal. In fact, it's the longest running jazz festival in the world. More than 500 musicians will perform on seven indoor and outdoor stages dispersed throughout the oak-studded Monterey Fairgrounds complex. Standouts among this year's impressive line-up — to our way of thinking, that is - will be Saturday night's performance by The McCoy Tyner Trio with Roy Hargrove and Bobby Hutcherson, and Sunday night's performance by the Dave Brubeck Quartet, followed by Oscar Peterson. Not into jazz? Hang out here for a day or two, and you're likely to become a convert. (See: www.montereyjazzfestival.org.)

There are charter firms located at both Santa Cruz and Monterey. The largest among them is Pacific Yachting & Sailing at Santa Cruz Yacht Harbor: (831) 423-SAIL (7245) or (800) 374-2626; www.pacificsail.com. Oth-

A daysailer slips past the breakwater of the Santa Cruz Yacht Harbor. In the background is one of many splendid beaches.



WORLD

ers include Lighthall Yacht Charters, also at Santa Cruz Yacht Harbor: (831) 429-1970; www.lighthallcharters. com; and Monterey Sailing (you guessed it, in Monterey): (831) 732-9463; www.montereysailing.com.

If you start out from Santa Cruz, with any luck the trip to Monterey will be a booming reach or broad reach. Since the trip back typi-

cally involves sailing much closer to the wind, one strategy is to first motor out to Pt. Piños, then your trip back to 'The Cruz' will be on a much more favorable heading.

ADDITIONAL INFO TO NOTE:

- Santa Cruz Harbor: (831) 475-6161
- Capitola Wharf Moorings: (831) 462-2208, or VHF 11 (5/1 to 9/30) Hourly: \$5; all day: \$15; overnight \$25.
- Moss Landing Municipal Marina: (831) 633-2461
- Elkhorn YC: (831) 724-3875



Santa Cruz has fine beaches, a great music scene and, of course, the historic boardwalk, which is a must for thrill-seekers.

Whether you orchestrate your Monterey Bay charter to coincide with a ma-

- The Monterey Municipal Marina: (831) 646-3950)
- Breakwater Cove: (831) 373-7875)
- Monterey Bay Aquarium: (831) 648-4888; www.mbayaq.org/
- Monterey Bay Marine Sanctuary info: www.montereybay.noaa.gov/
- Stillwater Cove Diving: (831) 625-8507; shorediving.com

jor shoreside happening, or simply spend a couple of days gunkholing along the coast, you're likely to come back with fond memories. In fact, we wouldn't be at all surprised if you found yourself asking, "Why did we wait so long to do this?"

— latitude/aet

Maximum Exposure: In Praise of One-Way Chartering

First, let's clarify that when we say "one-way" chartering, we *do not* mean that you take off in a rented bareboat and never bring it back! Rather, we'd like to introduce you to the concept of beginning your charter at one charter base and ending it at another, thereby maximizing what you can see within a given amount of time.

Most charters are not set up this way, of course, as it creates a logistical challenge for the charter base and ends up costing you more money. To our knowledge, all major bareboat operators charge a re-delivery fee for returning



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OF CHARTERING

your boat to its homeport, as they have to fly or ferry a skipper to retrieve the boat and, of course, it is unavailable for charter while being returned home. That said, depending on the season and the deal you negotiate, the benefits of one-way chartering can more than compensate for the extra cost — especially when you're splitting the fee between a boatload of people.

Another thought to consider is that if you are flexible with your charter dates, you might ask the charter operator if they have any charters already on their books that will require a boat to be re-delivered. Just make sure, though, that you don't get locked into a route that requires exclusively upwind sailing!

Apart from maximizing the number of different places you can see, gaining a favorable wind direction is one of the biggest arguments for planning a one-directional route. In the Eastern Caribbean, for example, a one-way from,



Ever the goodwill ambassador, Cap'n Mark poses with new friends at Anguilla. His guests enjoyed the benefits of one-way cruising.

say, Guadeloupe to St. Maarten would typically give you beam or broad reaching the whole way — which is especially beneficial on catamaran charters.

We've done a number of one-way charters, and more than once we've 'predelivered' the boat to a location dead to windward so that our charter guests, most of whom were neophytes, could enjoy relatively tranquil downwind sailing the rest of the week. True, a couple of those pre-charter beats were pretty hateful, but they were memorable adventures nonetheless — in a masochistic sort of way.

Ex-Bay Area sailor Mark Denebeim, who now runs a Florida-based charter operation, recently completed a 40-day Caribbean trip, much of which was one-directional for his guests, as the crew roster changed weekly. We anticipate a full report from Mark soon, but from what we can tell by the photos he sent, a good

can tell by the photos he sent, a good time was had by all. The one-way concept won't work

at every charter venue, nor with every company, but it's a good option to keep in mind when planning future trips.

— latitude/aet

"Forget Cruising, Let's Go Chartering Instead"

Anyone who passed through Cabo San Lucas during the mid-to-late '90s will remember the ever-cheerful former



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"Wait a minute, isn't that the Cabo harbormaster?" Tim and Marsha can now be found chartering their big cat in BVI waters.

harbor
master who used to walk the docks in a pith helmet — or was it a

Dudley Do-right hat? Anyway, his name was Tim Schaaf, and he left that job to go off cruising a few years back aboard his longtime floating home, *Casual Water*.

Instead of crossing oceans, however, we eventually heard the somewhatshocking news that Tim had taken up with a lovely lady named Marsha Mc-Coskrie, who happened to be a gourmet chef, and that the two of them had bought a luxuriously appointed Moorings 4500 cat, *Jet Stream*, with the intention of chartering her.

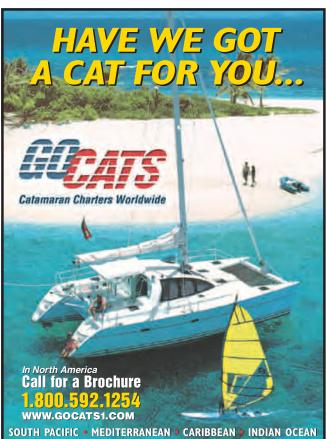
Well, our old friend Tim ended up in a pretty cool spot — one of our favorite spots, as a matter of fact: The Bitter End Yacht Club in the British Virgins. He and Marsha are basing their charter operations there, and are offering 'surf and turf' combo packages where guests stay several days ashore and several days aboard *Jet Stream*. Sound good? For more info, call (800) 872-2392, email *binfo@beyc.com* or 'Google' "jet stream yacht charters."

Racing With the Pros: There's Nothing Quite Like It

Speaking of the Bitter End, we should remind you that there's still time to book a spot to participate in the Bitter End's 20th annual Pro-Am Regatta. As far as we know, it's the only event in the world where mere mortals like you and me get to race alongside legends of the sailing world such as Russell Coutts and Paul Cayard.

This writer had the good fortune to attend the first few Pro-Ams back in the mid-'80s, and still has some very fond memories of both the on-the-water action and the post-race camaraderie. In fact, I'll never forget the guy from Chicago who got to realize his ultimate sailing dream on the waters of Virgin Gorda's North Sound. After crewing in a round robin rotation of match races, he ran up to his wife and, with the enthusiasm of a school-boy who'd just earned straight 'A's, shouted, "Honey! I got to crew for Buddy Melges! Can you believe it? Me and Buddy - and we won the race!" From all appearances, it may well have been the greatest day of his life.





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In addition to both pro/amateur fleet racing and match racing, this year's event will feature a much-anticipated 'showdown' between Coutts and Cayard. Although the Bitter End has a huge arsenal of sailing craft to choose from, organizers thought it would be a kick to pit these sailing giants against each other aboard matched Hobie Getaways — the most rudimentary sailing craft on the property. Here too, one lucky guest will get to ride along as crew. After all, the losing pro will need someone to blame it on!

This year's cadre of celebrity skippers are Lowell North, Keith Musto, Rod Johnstone, Bruce Kirby, Butch Ulmer, Russell Coutts, Paul Cayard, Ken Read, Dawn Riley and Dave Perry. The winner of the inaugural Pro-Am, Scott MacLeod, will also be on hand as the official host, and will co-chair the event with San Diego's own Tom Leweck, founder of the email newsletter Scuttlebutt and selfproclaimed as the sailing world's reigning "Curmudgeon."

While it's obviously way beyond cool to crew for any of these superstars, an



equally unique aspect of the event is having the opportunity to get to know them, and perhaps learn from them, in casual social settings off the race course. Typically, they're all on their best behavior, as If this well-maintained Freedom 30 could talk it could tell us which sailing legend had the softest touch during years of Pro-Am racing.

most are accompanied by their spouses and/or families. Besides, who wouldn't be feeling cheery if all they had to do for a week was hang out at this picture-per-



WORLD



We assume this year's Pro-Am Regatta will utilize a variety of boat types. One of the newest in the arsenal is the sleek Hunter 216.

fect tropical resort, sailing all day, then wining and dining at night. Tough duty indeed.

While you may consider a Bitter End

getaway to be quite a splurge, we can guarantee that this is one vacation option that would not be soon forgotten. (The special event pricing is also substantially below peak season pricing.) For reservations or additional info, contact the stateside office at (800) 872-2392 or *binfo@beyc.com*. Or, for more specific queries about this or other special BEYC events, email Director of Special Events and PR John Glynn directly at *jglynn@beyc.com*.

Charter Notes

As you may have read earlier in this edition, both the 80-ft S&S maxi *Kialoa III* and the S&S 65 sloop *Alaska Eagle* will be participating in October's Baja Ha-Ha cruisers rally from San Diego to Cabo San Lucas. The Rally Committee considers this to be quite a coup, as both are great boats with legendary pedigrees.

The bad news for you — if this writeup has sparked your interest — is that both vessels are completely booked for the passage to Cabo, as well as the so-called Baja bash back to Newport Beach.

However, we mention them here, as the continuing programs on both vessels offer fantastic opportunities to sailors of varying skill levels. *Alaska Eagle*, of



WORLD OF CHARTERING

course, has been offering **blue-water** offshore courses for decades. In fact, a growing number of Ha-Ha'ers and Pacific Puddle Jumpers gained the confidence to cruise offshore on their own boats by doing a stint on the *Eagle*. Her 2007 season is already being booked, so waste no time if you'd like to voyage aboard her for a leg or two. The '07 itinerary includes visits to Hawaii, Tahiti, the Cook Islands, Vanuatu and Australia.

Kialoa III, on the other hand, will continue to be used primarily for hands-on **racing instruction in So-Cal waters** — prime opportunities to see just how a big racing machine is run. See *www.occsailing.com* for complete info on both vessels.

Another source of great offshore sailing opportunities is the 82-ft (LOA) steel **schooner** *Seaward*. Based in San Francisco Bay during the summer months, she will sail to **Mexico this fall** — independent of the Ha-Ha.

As with all her programs, she offers sailors of all ages and skill levels **hands**-



All together now... One of the benefits of sailing aboard a traditional schooner is the shared sense of accomplishment from working together.

on sail training instruction in the time-honored skills of **traditional 'marlinspike' seamanship**.

Taking a maximum of 12 participants, in addition to four crew, her fall schedule begins November 30 with a voyage from the Bay to L.A. The following leg, to Cabo, is sold out already, but there is still space aboard various cruises in the Sea of Cortez and along the Mexican mainland.

In addition to daily exposure to the wonders of nature, such as humpback whales, giant manta rays, and a vast assortment of migratory seabirds, you'll learn about the region's natural history, geology and cultural heritage, not to mention celestial navigation and other old-style sailor's arts.

For more info, see *callofthesea*. org or *www.seawardadventures.org*. Or, call (415) 331-3214 to reserve a bunk. Be aware that these trips are also being marketed by OCSC, one the Bay's most well-respected sailing

clubs, so berths will undoubtedly go fast. Don't be left at the dock!



CHANGES

With reports this month from **Sailor's Run** on a seven-year loop around the Pacific; from **Mahina Tiare** in the Azores; from **Trvth** on getting a ride through the Panama Canal; from **Interlude** on cruising Kiribati; from the **Wanderer** on cruising cuisine in the South of France; from **Moonshadow** on being run aground in Ecuador; from **Bluefin** on a sad last passage; and a generous serving of **Cruise Notes**.

Sailor's Run — Baba 40 Ketch Jeff & Debbie Hartjoy Seven Years In The Pacific (Longbranch, WA)

We two vets of the '99 Ha-Ha concluded our 7-year, 35,000-mile Pacific Loop on June 30th in San Francisco. But let's not forget that we're actually from Longbranch, Washington, which, after our time in the tropical Pacific, might even seem colder to us than San Francisco. But even though we're back, we're not done cruising. In fact, we'll be doing the Ha-Ha again starting at the end of October.

Our Pacific Loop took us to many magical places. We sailed through French Polynesia, the Line Islands, the Samoas, Fiji, New Zealand, Tonga, Kiribati, Funafuti, the Marshall Islands, Vanuatu, Australia, the Loyalties, and the Hawaiian Islands. Several places — such as Fiji and Samoa — we visited three times. Oh, we almost forgot, we also spent 18 months in Mexico!

Like all cruisers, we're frequently asked what our favorite spots have been. Our answer goes something like this: Fatu Hiva in the Marquesas was the most beautiful island. Mexico had the best weather — and is the place we'd eventually like to settle. Bora Bora is where we had the most fun in a beautiful anchorage. Our most exciting time with locals was at Raioria in the Tuamotus, *Among Jeff and Debbie's goals are sharing their happiness with those around them. These two girls think the couple do a good job.* where one night we hunted lobster and wild boar until 3 a.m. The people of Kiribati — particularly of the group formerly known as The Gilberts — were the most friendly. The geography of New Zealand reminded us most of home. The Marshall Islands had the best diving, but we think that Fiji had the most interesting culture and government. Vanuatu was the most primitive. Our most memorable experience was the two months we spent with the 40 Kiribati people who live on Canton Island. Samoa has the best-preserved Polynesian culture.

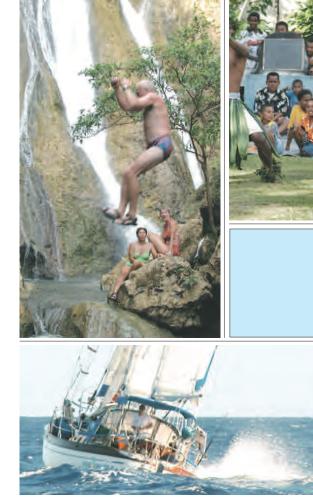
Our hardest passage was the 16 days we spent beating into the trades for 1,600 miles between the Marshall Islands and Samoa. Our luckiest passage was the 1,500-mile passage from New Caledonia to Samoa, as we had to sail hard to weather all the way. But thanks to being able to just barely make it in one tack, it only took 11 days. Our best sail was the 800 miles from Palmyra to Canton — five days under spinnaker. Our best catch was a 65-lb yellow fin tuna off Moorea.

Uvea in the Loyalties was the most beautiful atoll, and also home to the most spiritually advanced people. They have moved beyond Christianity to their old spiritual beliefs. The Catholic and Methodist churches are falling down, but the local church is well attended. We weren't really sure how to view all this.

After seven years of cruising, people wonder if we've had our fill. Actually, it's just wetted our whistle. We figure we'll do another two years in Mexico, then

> Central America and beyond. We have some work to do on *Sailors' Run* while we're in the Bay Area, but we should still be able to make the Ha-Ha this fall.

Our experience has taught us that everything we've done cruising beats life ashore. Nature is big, but she's good. Sometimes man thinks he rules, but if you go cruising for just a little while, you'll discover that's nothing but an illusion. The two of us will work with Nature to continue having fun sailing our boat wherever



she takes us, and we'll try to share our happiness with all those around us. -jeff and debbie 07/15/06

Mahina Tiare — Hallberg-Rassy 46 John & Amanda Neal The Azores

(All Over The World)

We're now halfway to Ireland after an outrageously great three weeks in the Azores. We didn't want to leave those wonderful islands and, in fact, are already planning the places we'll anchor at and visit when we return next November.

We visited five of the seven islands, and found that each one has a totally different feel, as the architecture and agriculture are unique, and each one was settled by people from different countries. Many new retirement and summer homes have been built by Azoreans who immigrated to the U.S. — Boston and California's Central Valley in particular — but have now returned home after





Scenes from Jeff and Debbie's seven-year post-Ha-Ha loop around the Pacific Ocean. Now that they are done, they're about to start again, having realized that "everything we've done cruising beats life ashore." If you do the Ha-Ha this fall, you'll have plenty of chances to meet them.

having successful careers.

Few cruisers stop anywhere other than Horta, which is on the island of Faial. But since there is very little tourism on the other islands — just locals who moved to the States returning for the summer holidays, and a few German hikers — the prices are surprisingly low. That, along with very outgoing and friendly populations, and wonderful island histories, make them a dream for cruisers.

We attempted — and succeeded — in completing a three-day, 75-mile circumnavigation of Pico Island. Talk about getting sore butts! That's because we did it aboard our little Dahon Helios folding bikes. Every time that Amanda stopped to take a picture of anything — a cow, a vineyard, a field of corn, salted fish drying in the sun, whatever — locals would show up and want to visit. They are so proud of their little houses, farms, and villages, and therefore they wanted to show us everything. On our last day on Pico, we found a two-story house with two additional outbuildings across the street that was for sale — for just \$40,000! And it was right above a cove. We were very tempted to buy it,

especially when we met a guy down the street who had just opened a boat building museum in his family's boatyard. It turned out that he'd just retired — after 38 years of working at Alden Yachts in Rhode Island!

Our last stop was at the historic city of Angra do Heroismo on the island of Terceira. This stunning city was founded in 1474 and

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is a UNESCO World Heritage site. The new 260-slip marina was hosting 47 sailboats that were competing in a race from Lisbon to Horta, with stops in Ponta Delgada and Angra. The marina was totally packed with people! We thought that we would just scope out the marina and then anchor outside, but the harbormaster wouldn't hear of it. Insisting that they never turned boats away, he shifted a few boats around and found us a slip for the night.

The new marina there is a showcase, as the building that's home to the showers, internet, jacuzzi and laundry looks like part of a five-star hotel! When we asked if the marina was self-supporting, the harbormaster laughed - and then told us that it would only be \$16/night for our 46-footer. He explained that the marina is owned by the Camara, or town council, and that the business leaders had decided that if they built the nicest marina around, it would attract lots of sailors and other visitors. Not content with just a marina, they are nearing completion of a \$6 million euro — about \$8 million U.S. - boatyard for their new 50-ton Travelift. The yard will be able to handle fiberglass, diesel, electronic, and sail repairs, and will also have a restaurant.

When we told the harbormaster that we had planned to leave Mahina Tiare at Ponta Delgada for the winter of '07, he started listing all the reasons why his new facility was better - and succeeded in convincing us! We later figured out that in the 1700s and 1800s, the different villages and towns used to compete to see who could build the biggest and most ornate Catholic churches. There are countless churches on the islands - even the tiny villages have them. Now it's the marinas, not the churches, that seem to be the showcases. This is espe-The expanded harbor at Horta in the beautiful Azores. John and Amanda almost couldn't stop themselves from buying a house there.



MAHINA TIARE

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Amanda follows the long time tradition of painting boat art on the seawall at Horta in the Azores. It usually lasts about a dozen years.

cially true because the towns can apply for matching E.C. funds for construction. Horta, for example, just expanded their marina by 120 berths, Ponta Delgada is doing a major expansion, Praia do Vittoria just opened a new marina and boatyard, and even Pico is building a new breakwater for a marina. The beneficiaries are adventuresome cruisers, bars, restaurants, and other businesses.

We've had very mellow conditions on our trip from the Azores to Ireland so far, with southwest — following winds — averaging about 10 knots. We're near the center of the high pressure now and the wind has dropped off, but hopefully we'll get the chute back up tomorrow!

— john & amanda 08/15/06

Trvth — Gulfstar 43 CC Harmon Heed Everybody Wants To Do The Canal (San Francisco / Sarasota)

Last year I put 7,500 miles under the keel of my Gulfstar 43 enroute from San Francisco Bay to Sarasota Bay. Of all these miles, my friends only wanted to do the 55 needed to complete a Panama *An idea countries around the world should emu*-

late — Immigration officers coming to outside bars to do paperwork for cruisers.



Canal Transit.

For all of you who just want to do a Canal transit, here's how: Take a flight to Tocuman Airport in Panama City, then grab a cab to the Country Inn, which is an American-style hotel on the Amador in Balboa. This is west of the Bridge of the Americas, and overlooks the Pacific entrance to the Canal. Then about sundown, walk over to the nearby Balboa YC and order a beer. Don't worry about being a member or having reciprocal privileges, as there's only one wall to the club. Finally, in a loud voice announce, "I can handle lines." That's all there is to it, as you'll get offers to crew from the folks in the club who are off the many cruising boats moored just 100 yards away and awaiting transit.

In order to do a transit, a boat must have at least four reasonably strong crew to handle the 7/8-inch lines that keep the boat away from the cement walls of the locks. Since it takes about two weeks from the time a boat arrives in Panama to get a transit date, many skippers and crews crew on boats with transit dates prior to theirs. This way they'll know what to expect when they go through on their own boats. Nonetheless, there aren't enough people to handle lines for every boat every day, so there are plenty of opportunities to crew.

At the time I was in Panama, Pacific to Atlantic transits were being done in one day. After going through the three locks on the Pacific side, across long Lake Gatun, and through the two locks on the Caribbean side, you need to have the skipper drop you off at the Panama YC. It has two walls. When you get in, order beer and again announce in a loud voice that you can handle lines. You'll almost certainly get an offer to be a line-handler going back to the Pacific side the next day. If things haven't changed, an Atlantic to Pacific transit will take two days, with an overnight on Lake Gatun. If you

didn't want to do a second transit, you could simply hop on an air-conditioned bus with movies back to Panama City for just \$5. Whatever you do, don't venture outside the yacht club and into the wilds of Colon — unless in a cab the club has called for you. You can also take a train back to the Pacific side. It's much more expensive than the bus, but you'll actually meet a lot more locals.

If for some reason you



didn't get a line-handler position at the Balboa YC on the first day, you can walk the mile down the romantic Amador to Isla Flamenco, where on Monday night all kinds of cruisers gather for two-for-one pizza night. The pizzas are eaten outdoors with a grand view of all the ships at anchor. The yachties come from not only the Balboa YC, but also the nearby Marina Fuerte Amador and Flamenco anchorage. Among this group will surely be somebody who will want a line-handler.

One mozzarella Monday night someone asked, "Who is going to the concert?"

"What concert?" many replied.

"Santana is playing at the Figali tonight, and the tickets are just \$21."

Well, the whole pizza party got up and walked the 3/4 mile up to the Figali Convention Center. It was, as Jimmy Buffet has sung, "a Latin crime of passion", as the Panamanian ladies shook and swayed to the hot, pulsating beats of Carlos Santana.

No matter if you come to Panama on your own boat or to crew for a transit, don't be in a rush, because Panama



If you're looking for great history in the Pacific, you'll want to check out the Casco Antiguo and other parts of old Panama.

City is a romantic place. I particularly liked meandering the narrow, cobblestone streets of the old Casco Antiguo, and seeing the historic Presidential Palace, National Theater, Panama City Cathedral, and the Panama Canal Museum. When at the Canal Museum, you'll learn that the lowest transit fee ever paid was 36 cents by Richard Haliburton, who swam the length of the Canal in 1928. The most was \$226,200 by the cruise ship *Princess Coral* when she went through in '03.

You can also cab over to the glitzy Punta Paitilla and El Congrejo, where the glass-walled, high-rise office buildings, hotels and apartment towers shimmer in the tropical sun. It's the Rodeo Drive and St. Armand's Circle of the isthmus. Or perhaps you'd like to explore the islands in the Gulf of Panama aboard the boat you'll be line-handling for while they await their transit date. Quaint Isla Tobago is only a couple of hours away, yet its colorful little town of Las Flores is from another century. Out in the middle of the gulf are the Las Perlas Islands, where you will probably be the only sailboat in the anchorages.

Make sure you visit the APC (Autoridad del Panama de Canal) headquarters up on Ancon Hill, as it's very much like it was almost 100 years ago when the Canal first opened. We went twice, the second time on a weekend when the workers and bureaucrats were gone and the guards had time to graciously show us around. It's a monument in itself to one of the modern wonders of the world. You'll recall that over 27,500

workers died building the Canal, mostly from malaria and yellow fever.

There's been some discouraging news for cruisers coming out of Panama in recent years, as the Pedro Miguel Boat Club will probably never be rebuilt, anchoring space has been lost, and there probably will always be the mindless muck of having to navigate the many ACP agencies that don't talk to each other. But on the positive side, I was recently told that the Balboa YC will soon have more moorings than they

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ever had before, and that the clubhouse that burned down in the '90s may be rebuilt.

— harmon 07/15/06

Interlude — Deerfoot 74 Kurt & Katie Braun Kiribati

(Alameda / New Zealand)

We've got some catching up to do. After leaving Fiji in mid-October, our next landfall was Onotoa Atoll in the Gilbert Island group of the Republic of Kiribati (pronounced kiri-bahs). We were on our way north to the Marshall Islands in order to escape the southern hemisphere cyclone (hurricane) season. Most South Pacific cruisers avoid the tropical cyclones by sailing south to New Zealand for the winter, but we'd wanted an endless summer. For our trip north from Fiji, we wanted to avoid wind forward of the beam on our way through Kiribati, which meant we needed to arrive at Majuro, capital of the Marshall Islands, before the end of December. That was going to be convenient, because by celebrating the holidays in Majuro, we'd be around more cruisers and there would be more festivities.

After a slow, squally, seven-day passage from Fiji to Onotoa, we dropped anchor just outside a break in the reef about two miles from the main village. According to our 'cruising mission statement', we're to visit places that would be hard or impossible to get to without one's own boat — and Onotoa met the criteria. Four other yachts had run the gauntlet of coral heads and shoals to anchor inside the lagoon closer to the village, but all the skippers agreed that it would be too difficult for a boat the size of our *Interlude* to do the same. As such, we were glad to have our 12-foot RIB dinghy with its

A spectacular sunset makes for a wonderful setting to share sundowners on 'Interlude' with other cruisers in Kiribati.



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18-hp outboard to make the long trip. A pod of about 50 dolphins would escort us each time we went to town. Having caught a 50-lb tuna the day before we arrived, that first night we came bearing gifts of sushi.

On our second night at Onotoa, we were invited ashore to a gathering of the entire village - about 80 people - to welcome the cruisers. Previous to the arrival of our group of five vachts, the villagers could only remember two other yachts having visited - ever! We sat down on woven pandanus mats under the thatched roof of a traditional maneaba or village meeting house, and were handed drinking coconuts and floral head leis. A master of ceremonies laid out the evening's program, which began with the village elders introducing themselves, and then the yachties doing the same.

The entertainment began with a local girl in a very elaborate costume performing three traditional dances. Then the Catholic missionary gave a blessing, and we were presented with a huge spread of traditional food — including pandanus, breadfruit, taro, shellfish and Spam. Singing and dancing followed, with natives choosing I Matang (foreign) dance partners and vice versa. Everyone ended up in a big conga line. All in all, it was a great honor and a lot of fun. It also has encouraged us to keep practicing with our guitars, as playing music is something that we can share with all the different cultures we meet.

The islanders on Onotoa are known throughout Kiribati for being hard workers. Their maneabas are built entirely of Brown as a nut from havng spent most of his time in the equatorial sun, this Kiribati man won't be making his dermatologist happy.



natural materials, including hand-hewn coral block columns, palm beams tied with coconut fiber lashings, and thatched pandanus roofs. They still fish and get around using outrigger sailing canoes, eliminating the need for outboard mechanics and gasoline — two things so many other island cultures have become dependent on.

After a 30-hour passage, we arrived in Abemama, where it was a typical 90+ degrees and sunny. We were invited ashore to a middle school graduation ceremony for about 50 kids, and sat on the mats reserved for honored guests and elders. We were fed a ton of food, including lobster and turtle. It was a potluck, and all the women who had children graduating brought food for the several hundred people. The following year's class provided the entertainment to send off the graduating class, so all their families were present as well.

These festivities lasted about six hours, with everyone sitting cross-legged on mats. About every 30 minutes they would fire up the generator and P.A. system and play disco music! It was like prom and graduation in one event. Every time they played music, we were all asked to dance by the graduates. Nonetheless, Kurt and Rod, our 72-year-old friend, were the big hits. Although polygamy is still practised on the island - usually a man marries sisters within the same family - Kurt was informed that under no circumstances was he going to go beyond monogamy. Interestingly, body powder and spray deodorant were applied to everyone - even us - who

performed in front of the group. They supposedly give courage and ward off evil spirits!

After 17 days at Abemama, we had an easy overnight sail to Tarawa, the capital of Kiribati. Unlike the outer islands, which are mostly unspoiled and charming, Tarawa is a true stinkhole. Kiribati is comprised of 33 coral atolls that are sprinkled across an area of the Pacific roughly equal to that between Los Angeles and New York City, yet it only has a population of 100,000. One third of the population lives in south Tarawa on some low islands just a few hundred feet wide and connected by causeways. The result is that these low islands including the main island of Betio - are crowded and dirty, and lack in the basic municipal services such



as water, sewers, trash pickup, and so forth.

There are only two reasons to visit Tarawa. One is to check in or out, process visas, and provision. The other is to tour the World War II sites and relics. Admiral Nimitz wanted to secure Tarawa because it was the closest Japanese occupied territory to Hawaii. In striking Tarawa, the Allies began the strategy of capturing important islands while the navy advanced towards Japan severing critical supply lines. Tarawa was the first real test of American amphibious assault tactics, and it proved to be valuable but very painful. The U.S. Marines stormed the beaches of Betio in November of 1943, and after 72 hours of fighting had won an area of land the size of New York's Central Park. A total of 1,113 U.S. Marines were killed, and another 2,290 wounded. All but 100 of the 4,600 Japanese defenders were killed.

Despite the islands of Kiribati being spread over such a large area of ocean,



Spread; This outer island store looks like a Wal-Mart compared to some in Cuba, but the pickings are still slim. Insets; Change comes slowly to Kiribati, very, very slowly.

the officials on Tarawa claimed that a boat's first stop in Kiribati must be Tarawa. However, the High Commissioner at the Kiribati embassy in Fiji had told numerous cruisers they could stop at the outer islands - if they obtained their visas ahead of time - before checking into Tarawa. This was the information we acted on, and because we received it firsthand and from an official representative of the Kiribati government, we assumed it was correct and current. This turned out not to be the case, and when we arrived in Tarawa some vachties had gotten into trouble for stopping at other Kiribati islands first. We didn't have any problem with the officials because we didn't volunteer the information that we'd done the same. And because we'd obtained three-month visas in advance at Fiji, the local police on the outer islands also assumed that it was fine for us to be there.

Even if you are officially checked into Kiribati, it's important to check in with the local police on every island you visit and show them your visa. We found that inviting officials aboard our tidy boat for an hour and offering them soda and snacks, and giving them an idea of our character, was valuable. Hospitality is very important in the Kiribati culture.

And the police are very serious about monitoring visitor activity in the villages, as they have a very peaceful tribal lifestyle where the children are very open with other villagers and even strangers. An atoll might also have a Quarantine Officer, who might ask to visit your yacht to see if you have any plants or animals aboard. Our unofficial

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check-ins before Tarawa were similar to stopping in the Marguesas or Tuamotus and going to see the local gendarme before arriving at Papeete, which is the only real port of entry in French Polynesia. On arrival in Tarawa, we received a one-month visitor's permit free for the first month, with one-month extensions available for \$60/person — although not available in advance. This charge is in addition to the \$60 three-month visa or \$80 one-year multiple entry visa that starts ticking when it's issued at the embassy in Fiji. The one-year multiple entry visa may come in handy on our trip south back through Kiribati.

On checking out of Tarawa, you can get permission to stop briefly — three days — at one atoll of your choice. Butaritari was the most popular. This request must be made in writing and takes a few days to process. We submitted ours on check-in, and our permission slip was ready for us when we checked out after our visit to Abaiang. The police on Butaritari permitted us to stay well over the three days allowed, and some yachts were there up to two weeks.

It may seem like vachties were doing a lot of rule-bending in Kiribati in '05, but we were just following the rules given to us by those who appeared to be in charge at the time. Our personal beliefs were also considered when deciding whether the national government in Tarawa, or the local government represented by the police, knew best regarding the interactions between yachties and villagers on the outer atolls. We are not advocating disregard for the laws of Kiribati, but we think the locals rather than the bureaucrats and politicians in Tarawa, should be allowed to interpret and enforce the laws. You will have to follow your own cues as to what the appropriate path through Kiribati would be.

When you cruise and see things like community water wells, you realize that much of the world doesn't have what we take for granted.



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Anyway, after our quick tour of Betio, we spent one night at Bikeman Island, a sand spit in the middle of the lagoon that has beautiful pink sand and great shelling. It was a nice reprise from the filth of Betio.

The following day we had a nice beam reach in 12 knots of breeze for the 20mile sail to Abaiang. That evening we had another round of sushi, as our friends had caught two wahoo along the way. The next night we had 20 to 30-knot winds, so we stayed anchored in front of the main village for Thanksgiving. We invited our Canadian friends to join us, and although we missed our turkey, we were able to have fresh pie made from locally grown pumpkin - one of the few vegetables that will grow in the poor soil on these atolls. Unfortunately, a lack of fresh vegetables and an overabundance of processed carbohydrates are resulting in vitamin deficiencies, obesity and diabetes. The government is currently trying to educate the people on the dangers of adult onset diabetes. It's proving to be quite difficult, as the Kiribati culture is very food centric. Every time we visited a new atoll, we were greeted with an offer to sit and drink coconut juice, and were often invited to a local feast!

For those who may follow in our wake, fresh food was virtually nonexistent in the outer atolls, the exceptions being coconut, breadfruit and sometimes banana, papaya and pumpkin. Tarawa did have a monthly cargo delivery arrive while we were there, with prices about 30% higher than in the States. We justified our purchases by reminding ourselves that we are saving money by cooking on board due to the lack of restaurants. As always, if you see something you want, buy as much of it as you can store. Katie is known for buying 30 of whatever she sees that we like to eat

Butaritari, as seen from the air, is the cruisers' favorite last stop in Kirabati. Officials only issues a permit for one stop after Tarawa.



— such as black olives, dill pickles, Pringles, and so forth. It's like Harrison Ford said to Anne Heche in *Six Days, Seven Nights*: "It's an island, babe. If you don't bring it here, you won't find it here."

On the other hand, the fishing was extraordinary. Everyone we talked to caught tuna and wahoo, with an occasional — and not really wanted — marlin. But be sure to have plenty of lures with steel leaders and a 300-lb hand-line — or a really good pole and reel rig. If you enjoy sushi and sashimi as much as we do, stock up on wasabi, pickled ginger, nori and Japanese rice. Have several good filet knives, as one tends to permanently live in the cockpit for initial cleaning, and another in the galley for final prep. They also make great gifts.

We do not catch reef fish, but other cruisers had good luck spearfishing and dinghy trolling in the atolls. We limit our fishing to open water pelagic species to minimize our impact on the local food supply and possible exposure to ciguatera

— kurt & katie 04/15/06

Cruising Cuisine In France

One of the most lovely places to cruise in the Med is the Esterel, which is the relatively sparsely populated 24 miles of the Côte d'Azur between St-Raphaël in the west and La Napoule in the east. What makes the area unusual are the distinctive red cliffs, and what makes it nice are the many coves and the general lack of crowds. The coves are sprinkled with boats, including the occasional megayacht that has come from the more chic and hectic parts of the Côte d'Azur such as St. Tropez and Cannes. The red rocks lining the shore of the Esterel are also sprinkled, but with the bodies of sunbathers who drove the windy coastal road to get there.

After being anchored in an Esterel cove for a day or two, the serenity of the

Med might inspire you to climb the cliffs to one of the Le Snack shops along the coastal highway. We were thinking of home when we called at one such establishment, so we ordered Le Hot Dog — although the *Académie Française* would probably prefer that we call it a *chaud chien* or something more French.

Call it what you may, the French recipe for this American classic is just a little different. Their secret appears to be to start with a stale bun. Why a stale bun in a country known for its excellent



fresh breads and other baked goods is a mystery to us, but further research seemed to confirm that a stale bun is an integral quality of Le Hot Dog.

The other thing about the buns is that they are solid rather than sliced open. Since it's impossible to slip the weiner into the bun, the chef impales the stale bun on a - no fooling - dildoe-shaped stainless steel kitchen appliance the diameter of a German bockwurst in order to create room in the bun for the dog. We didn't find this quasi sexual act to be very appetizing. Once the hole has been made in the bun, a little watery catsup and runny mayonnaise are squirted in. Then the piece de resistance, a weiner ordinaire the diameter of a Slim Jim, is slipped into the opening, and sort of rattles around in the oversized hole. If you're thinking that this doesn't sound too good, it tastes even worse.

In a country where the love of food is at least as great as the love of sex, and where every village has a *charcuterie*, what could be the problem? We think



Spread; Le Hot Dog is not so hot. Insets; Agay, one of the towns along the Esterel, and delicious olives on market day in St. Tropez.

it's merely indifference on the part of the French to the product they are serving. For when we inquired about some tomato, onions, a variety of relishes, and sauerkraut, we didn't get a very satisfactory reply.

"Pfffft! Alain Ducasse's Louis XV Restaurant is located inside the Hotel de Paris in Monaco," replied the chef.

We had a somewhat better experience at La Rochelle, which is on the Atlantic coast, and whose 3,500-boat Les Liminimes Marina is the largest pleasure boat harbor in all of Europe. Since it's such a boating center, it's no surprise that it's also a hub of boatbuilding and boat repair. In fact, we saw the maxi *Kialoa V*, which used to be based out of Los Angeles and belonged to Jim Kilroy, up on the hard. Sporting a roller furling headsail and a big three-bladed prop, she was in full cruising mode. Alas, she was in very poor cosmetic shape, unlike *Kialoa III*, which will be doing the Ha-Ha this fall.

La Rochelle is historic and picturesque. Thanks to trade in wine and salt, it was France's largest port in the 15th century. Things took a turn for the worse when the local Huguenots embraced Protestantism, causing Cardinal Richelieu to blockade the city for 14 months. La Rochelle had its heyday during the 'triangular trade' — slaves from

Africa to the Caribbean, Caribbean sugar to Canada, and Canadian furs to France. La Rochelle was also the last French city under German control during World War II, and the submarine pens are still used as sets for many movies.

Now known for boating and tourism, La Rochelle's most prominent features are the two

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ancient towers which guard the entrance to the old harbor and are beautifully illuminated in the evening. This stretch of the Atlantic Coast has extreme tides, so while two of the four marina docks go way up and down with the tides, two of them are behind locks and therefore don't rise and fall much. Imagine only being able to leave and return to your marina within about 90 minutes of midtide.

From St. Martin to Martinique, Tahiti to La Rochelle, there are few things the French enjoy as much as dining next to a marina full of boats. It's catnip to them! In La Rochelle, like many other places, many of these restaurants butt up to each other, and there's a promenade so everyone can people watch. It's all very festive, everybody dresses up, and the wine and champagne flow as though there will be no tomorrow.

Like the French, we love raw seafood. So we ordered one of the larger combination platters of the uncooked stuff — and were most impressed. There were clams, mussels, scallops, sea snails, a bit of lobster, tiny prawns, and a bunch of other slimy stuff we can't recall. It's such a lot of work to get all your food out of the little shells that we've often thought cute French dental hygienists, with their tools, ought to be made available to assist the diner. Otherwise, we had no complaints.

Doña de Mallorca's white fish, on the other hand, was so overcooked that it nearly could have passed for fish jerky. This was surprising, as we were dining at the biggest fish restaurant in a city full of fish restaurants. But she wasn't the only one to get overcooked fish. The Finns at the table next to us had a similar problem.

Slime me, s'il vous plaît. It takes a lot of effort to extract the raw treasures of the sea from their shells, but it's well worth it.



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There's good food — but bad spelling in La Ro-

cruising France, we have two dining tips. The first is to order raw, for no matter if it's beef or seafood, it's hard to ruin the stuff. The second is to eat aboard your boat,

If you plan on

French food is French

Fries — although

they refer to them

as pommes frites. At

even relatively nice

and expensive res-

taurants, the entrees

are almost always

accompanied by a

heaping portion of

this unpleasant sta-

ple. Yeech.

as it's much less expensive and you can often get a better meal.

Bon appetit!

chelle.

— latitude 38

Moonshadow — 50-ft Sloop Howard Hudson Pilot Negligence, Bahia de Caraquez

(N/A)

Ater a 15-hour motorsail, we arrived at the 'Waiting Room' at Bahia Caraquez, Ecuador on July 4, and waited for the mandatory pilot to take us across the bar and into the Rio Chone anchorage. Wanting to be safe, we got confirmation that our boat's draft of 6'6" wouldn't be a problem. In fact, *Vision*, a boat that draws 7'6", had entered the day before at the same stage of the tide and hadn't hit bottom.

The moment our pilot, Mariano, stepped aboard, he had us weigh anchor and take off at five knots. It seemed excessively fast to us, but he told us to remain "tranquilo". We touched a bit, but assumed that was to be expected. But then there was a tremendous jolt followed by near constant hitting of the bottom. It caused our mast to rock around, things to fall all over the cabin, and frightened our kids. Not knowing where the channel was, we had no choice but to trust the pilot. He didn't seem concerned, and kept insisting that we be tranquilo.

After managing to get our boat back up to six knots, Mariano slammed her into hard packed sand, causing the mast to pitch forward and aft so much that the deck-level mast wedges fell out! So I ran below to alert the anchored cruising fleet

Our other complaint with

> that we were having difficulty. Right after telling the fleet that we didn't need any immediate help, the pilot slammed our boat onto the bottom even harder. Then he put the boat in reverse, and slammed our bottom, stern first, once again! By this time we were heeled so far over that our rail was nearly under.

We got a line to the panga driver who had brought the pilot to our boat, but he obviously didn't have any idea how to help us get off and couldn't even secure the line. Then a fisheries boat offered to tie a line to our stern. We didn't want that, fearing for our rudder and self steering. Besides, that operator didn't know how to secure a line either. By this time other cruisers showed up in their dinghies, as did Frank 'Tripp' Martin from Puerto Amistad Marina, acting as a liaison with the port captain. Tripp came aboard for our final turn into the channel. We still hit bottom, but not as hard as before.

As best we can tell, Mariano missed the crucial turn on the approach to the channel, and continued off course for much of the bar crossing. His excessive speed and lack of regard for our wellfounded concerns really disturbed us. Nonetheless, we paid him \$30, and he and Trip went ashore.

At high tide on the 7th, I was able to dive and inspect the keel. Our boat's rudder had been crushed and splayed open beyond the lower rudder bearing. We're gong to have to haul the boat and get that repaired as soon as possible. We also need a rigger to check for damage to our mast. The boatyard in Salinas has given us an initial estimate of \$3,000 to have our boat hauled and repairs made to the rudder. We're seeking financial compensation from the pilot, the company that employs the pilot, and the Ecuadoran Navy. We'll report on what happens as soon as it happens. In any event, cruisers need to be very careful when allowing mandatory pilots to bring their boats across the bar here.

— howard 07/08/06

Bluefin — Swan 46 David McGuire Oahu to Sausalito (Sausalito)

We were sailing to the Marquesas in '01 when I last wrote to *Latitude*. At the time, we were at the beginning of an extended voyage through the islands of the Pacific, and happened to be carrying a spinnaker on a light air tight reach. Everything is different now. We're sailing We spent a night at Santa Barbara last month on Profligate's way to Catalina, and the next morning crossed paths with Liz Clark. You know Clark because we've been running her reports on the surfing safari under sail that she and crew Shannon Switzer have been doing with Clark's Cal 40 'Swell'. Liz is not only a genuine sweetheart but, now in her mid-20s, is also the absolute picture of health and vitality. Sailing, surfing and eating right seem like the perfect way to keep fit.

Liz was running around gathering boat parts, as she had a ticket to Costa Rica 10 days later, and was just dying to get back to her boat. Her current plans call for her to work her way south to Panama and Ecuador. then out to the Galapagos, and then across the Pacific to French Polynesia. When she asked us whether it was safe to cruise the Pacific Coast of Columbia, we didn't know what to tell her. That's always been a major staging point for smuggling pot, of course, and we've never heard of anyone cruising there. But it doesn't necessarily mean it can't be done. Anybody out there have firsthand cruising information from there?

While Shannon will probably be joining Liz in a few months for some part of the upcoming journey, it was clear that Liz wasn't at all troubled by the prospect of finding new crew or even doing parts of the trip singlehanded.

close-hauled with a full main and 130% genoa, and are 800 miles from Oahu on our way back to the mainland. Given the conditions, we're fortunate to be aboard this Frers-designed 46-footer, as she's such a fine sailing boat. *Bluey* just loves to sail upwind in the light to moderate trades we're having, and is eating up the miles.

After the usual pandemonium of provisioning, packing and repairing, we started our trip home by sailing along the leeward side of Oahu, then anchoring off the Makua coast in the lee of Kaena Point. It's one of the seldom-used anchorages in Hawaii that's just fine given the proper weather conditions. It was there that we settled in for our last night, enjoying a good meal and a full night's sleep. The next morning, Rich, John, Alex and I jumped in the warm water for a last swim. As we wiped the bottom, sea turtles took a curious interest in our antics. After lashing and securing everything, we departed in the typically turbulent island conditions.

By the end of our first day at sea, the entire crew had been reduced to glassy-



eyed zombies. Before long, however, the tranquility of what had temporarily turned into a singlehanded sail was broken by the heckles and jokes of a crew that had become acclimatized to the sea.

Having gotten atypical weather — light southeasterlies and easterlies instead of northwesterlies — we committed to sailing below the high early on. So far it's paid off with good boat speed. Skirting the 1022 isobar, the course would have us making landfall just south of San Francisco. Helped by hurricane *Daniel* to the south, the high has been nicely squeezed north, and the south swell gives us a gentle push upwind in the 10-15 knot breezes. Two days' time will tell if the gods are really smiling on us, and we can tack over and reach up to the Golden Gate in one long board.

Since I hate to motor, we are concentrating on our sailing, working the vectors and generating as much apparent wind as possible. At one point our boatspeed dropped to 3.5 knots, so Alex, our youngest crewmember, performed the wind dance for us. We're now sailing famously at seven knots. Well versed in the classics as well as the performing arts, Alex also did a fish dance — which produced a beautiful mahi mahi for supper. It was quickly transformed into a work of culinary art. As the rest of the crew was sitting around talking last night, it was decided that Alex ought to add a mermaid dance to his repertoire!

This passage will conclude a journey that took *Bluey* and us to hundreds of islands between the Marquesas and New Zealand. We spent much of the trip in

the remote atolls, where we filmed a coral reef and shark conservation documentary titled Sharks: Stewards of the Reef. It's to be aired this fall. While we returned to California to assemble the documentary over the last year, Bluey was kept at a berth at Ko Olina Marina - arguably Hawaii's finest

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— being refit and getting cosmetic work in preparation for her being put up for sale.

It's with mixed feelings that I make this last voyage aboard Bluey, both because it is my last in over 20,000 miles of ocean voyaging on this boat, and because the owner, my good friend Chris Johnson, can't be aboard for the last passage. As I continue east, the dances and surf of the Marquesas, the deep reefs of Niue, the savu savu ceremony of Fiji, and many other fond memories resonate in our minds. I hope to share some of these experiences with Latitude readers in upcoming articles, and also share with you our upcoming voyages aboard the gaff-rigged staysail schooner Kaiulani. Until then, it's four on, four off, and water on the decks.

— david 7/28/06

Cruise Notes:

It's been confirmed that you can now get a Mexican Temporary Import Per**mit** for your boat over the internet — and quickly, too. "One of our marina guests tried it, and it was fast and easy," reports Antonio Cevallos of Marina Mazatlan. "Within four days of applying, the original document arrived at the boatowner's home in Denver, Colorado! The site to go to is: www.banjercito.com.mx/site/imagenes/iitv/instruccionesIITV.html. The only problem is that there is no 'other' in the list of makes and models of boats. So if someone has a boat that is not in the list, I suggest picking the closest generic decription offered. Our tenant has a Tiara fishing boat, so he chose 'sports fisher'. The most important thing is that the serial number be correct. The folks at Customs and the Banjercito are telling folks to write the correct boat brand and model name on the original Since they've started providing Temporary Im-

port Permits online, Mexico has made it even easier to enjoy tropical sailing such as this.



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document when they get it."

Marina Cabo San Lucas has been sold, reports Randy Short of Almar Marinas. "There won't be any changes in staff, and Guti and Enrique will be there ready to welcome the Ha-Ha and Newport to Cabo Race fleets."

The dredging crew at **Puerto Los Cabos**, the 500-berth marina that's under construction about 25 miles to the east of Cabo San Lucas at San Jose del Cabo, is reportedly on their third dredge trying to connect the marina to the ocean in time for the November start of the season. It's not an easy job, and more than a few observers don't expect boats to be able to enter the marina until early in '07. In any event, only 100 slips will be ready in the first stage, and they've all been spoken for by owners of motoryachts.

"I was part of the Ha-Ha Class of '05," reports Glen Read of the Edmonds, Washington-based Island Packet 40 **Nootka**, "and after Mexico I singlehanded to Hawaii and then Sitka, Alaska. It took me 21 days to get to Hawaii, and another 18 days to Sitka. Upon arrival in Sitka, I looked up the mast to discover a hood ornament — the bald eagle, our national



NOOTKA

When Glen Read arrived in Sitka, his first visitor was a bald eagle, who proceeded to take up quarters on his masthead Windex.

symbol. Even though the eagle kept most of his considerable weight on the center shaft, he still managed to bend it a few degrees."

The Banderas Bay Cruisers Guide,

which we have published for 10 years, is expanding into a full-color magazine called Vallarta Nautica, and will be available in October," report Lew and Anneke Jennings of the P.V.-based Mantaray. "Vallarta Nautica will be an annual publication describing all the exciting nautical activities on, in, and under the waters of beautiful Banderas Bay. The magazine will include articles, maps and photography of anchorages and other locations around the bay, and a racing and regatta schedule — which this year will include the Marina Del Rey to Puerto Vallarta Race and the J/24 Worlds. The Banderas Bay Cruisers Guide will be featured in the magazine as an extensive resource directory of goods and services available to visiting boaters and guests. The publication will be priced at just 50 pesos - or \$5 U.S. - and a major portion of the proceeds will continue to support local charities."

Another sailor who did the Hawaii to Sitka run is singlehander Jeanne Socrates aboard the England-based Najad 361 **Nereida**. After taking delivery of the boat from the Swedish yard in '97,





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she and her husband George cruised Scandinavia, most of the Caribbean, and the East Coast of the United States. Then cancer claimed George in '03. Jeanne decided to continue the dream alone and, finding herself in San Francisco just before the start of the Singlehanded TransPac in June, signed up at the last minute. Despite an agonizingly slow race, she took third in her division. Then she decided to continue on to Alaska, which had been her original destination. Jeanne, who is one of those people who radiate good cheer like a lightbulb radiates light, left Kaneohe Bay, Kauai, in late July and arrived in Sitka on August 15.

"Twenty-two days out of Hawaii and the engine failed as I was coming into the dock!" Socrates laughs. "So I had to drop anchor and wait for the harbor staff to tow me into a slip. The problem turned out to be nothing more than a clogged secondary water filter. The weather has been typically rainy up here. From what I gather, they've only seen the sun a few days this summer. I'm celebrating my birthday tomorrow by going salmon fishing, as my current claim to notoriety up here is that I'm the only person in Alaska who has never caught a fish. I'll soon be heading up to Glacier Bay, then start heading south via Ketchikan. the west coast of Vancouver Island, San Francisco, and on to Mexico for the winter. I need some warm weather!"

"We're hoping to head to the San Blas Islands of Panama after hurricane season ends this year," write Jan and David Irons of the Florida-based Passport 37 **Interlude**, "and have been looking for something we could take that would help the Kuna inhabitants of those islands. Bernadette and Douglas Bernon on **Ithaka** take old sails for the local's *ulas*,



Socrates singlehanded her 36-footer to Hawaii in the Singlehanded TransPac, and then on to Alaska. She should be very proud of herself.

but they take up a lot of space and we're flying back down to our boat in Guatemala. So we decided we're going to take used reading glasses — which are more compact than sails — to hand out to the older Kuna women who have a hard time seeing the itty-bitty stitches they make when creating *molas*. If anyone



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wants to forward their old glasses for us to distribute, mail them to us at RR #1, Box 226C, Neoga, IL 62447."

We imagine you'll get a lot of responses from sailors over 45, most of whom are all too aware of how difficult it is to get by without being able to see clearly.

"All is going well with our repowering our boat in Ensenada," report Les Sutton and Diane Grant of the Alameda-based Albin Nimbus 42 **Gemini**. "With that job getting completed, we've just sent in our application and check for the Ha-Ha XIII. Thanks a million for putting on the event. Speaking of millions, check out the accompanying photo of the cash we paid to the boatyard in Colombia after we had a bunch of work done down there. It's 7,000,000 *pessos*, which sounds like a lot, but is only \$3,000 U.S. But if we'd had the same work done in the States, it would have cost 10 times that much."

Why should you carry a knife in your dinghy? Bill Lilly of the Long Beachbased Lagoon 47 cat **Moonbeam** will tell you: "In the wee hours of the morning, a friend and I were motoring our dinghy from Cat Harbor to Little Harbor on the back side of Catalina, when the painter



Seven million pesos just doesn't buy that much in Colombia. Fortunately, boat work and other stuff doesn't cost that much down there.

slipped overboard and got tightly wound up in the prop. Because it was wrapped so tight, it was all but impossible to untie the line and free the prop, and I had nothing to cut it with. We did have a VHF radio, but there's nobody to contact on the back side of the island in the middle of the night. So we were either going to spend a long night drifting offshore, or we were going to have to do the near impossible by getting the knot undone. The latter seemed like the better option, and after about 45 minutes of heavy finger work, we managed to finally undo the knot and get the painter out of the prop. Even a rusty knife would have made life a lot easier."

The kelp was so thick out at Harbor Reef off Two Harbors, Catalina, a few months ago that we couldn't find water shallow enough to anchor in," report Scott and Cindy Stolnitz of the Marina del Rey-based Switch 51 cat Beach House. "We haven't been to the reef in two months, however, so it might have died off in the record — and we mean record - water temperatures. How about 78 degrees at the Isthmus? And no, that's not a misprint. I've been going to Catalina for 40 years, and I've never seen water over 68 degrees. Could it be El Niño? If so, it could be a very wet winter in Southern California. We were also at

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Catalina when lightning started the big fire. 'Scary' was the word, but it wasn't because of the fire, but rather the 40knot mamantus - clouds with 40-knot gusts from every direction of the compass. A lot of the big powerboats pulled their moorings out of the ground.

When we were at the island in mid-August, people were still talking about that unusual summer storm and the fire. As for the water, it had to be in the mid-'70s when we swam up at Emerald Cove. In fact, everybody was raving about how wonderful it all was. "I've been here a month," said one sailor, "and it's been the best consistent weather I've ever seen at Catalina. If this is what they mean by climate change, we're all for it!" As for the kelp at Harbor Reef, after we pulled up our hook - and about two tons of kelp with it — there can't be much left.

Speaking of Catalina, we're told that a 14-ft oar fish, a prehistoric-looking beast that has only been seen a few times, toured Catalina on August 18. "It swam into Little Fisherman's Cove, where my friend's five-year-old jumped in and swam alongside it while it did a couple of

laps around the cove," reports Craig Chamberlain of Newport Beach. "Unfortunately, it then died. The USC guys apparently grabbed it and took it to the lab to study."

"Having set sail from Puerto Vallarta in early April, we made landfall at Eaio (wah-poe), the largest of the

northwestern Marquesas Islands 21 days later," reports Dave Kane of the Seattlebased Beneteau 405 La Vie. "The island has the most amazing rock formations, with incredibly sheer 4,000-ft rock spires towering over the bay. It also has to have one of the most beautiful harbors on the planet! The residents of Ua Pau are super



Ah, to be young, athletic, and cruising on a boat through the Marquesas, Tuamotus and the rest of French Polynesia. Dave Kane and friends.

friendly - a trait I believe is associated with their lack of tourism. Surprisingly, there were more shops and they were better stocked than on Nuku Hiva."

While ashore during a stop in our cruise of the Western Caribbean aboard our Puerto Vallarta-based Catana 47

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Moon And Stars," writes Lupe Dipp, "I saw a woman wearing a sweatshirt with the word 'Guess' embroidered across her chest. So I said, "Implants?" She hit me!"

"The accompanying photo is from one of the more than dozen a 'movie nights' we've had aboard our trimaran in Baja," writes Bruce Balan of the Northern and Southern California-based Cross 46 Migration. "The photo was taken in mid-July at Agua Verde, where we presented Casablanca. That night we had a relatively small audience of 10, including folks from Liberty Call II, Our Country Home, Guenevere, plus a local couple from Agua Verde. We had 21 folks show up for our screening of School of Rock at Marquer on Isla Carmen. It was great fun, as there is nothing like watching a movie and munching popcorn on a warm night under the stars. We use our boat awning for the screen, and show the film using a multimedia projector connected to a portable DVD player. We run the sound through the auxiliary input of our Altec Lansing iPod speaker system. It makes for a lot of wires, but it's well worth it. A two-hour movie usually uses



The Bruce Balan cruise-in floating film festival came to the Agua Verde anchorage in July of this year to present 'Casablanca'. 70-amp hours of juice.'

"We were Puddle Jumpers this year, and are currently at Tahaa, the island in French Polynesia that shares the same lagoon as Raiatea," report Paddy

and Alison Barry of the San Diegobased Baltic 42 Zafarse. "The weather appears to be about a month late this year, so we've been having squalls about once a week. But it's good to get a free boat wash whenever you can. We highly recommend the trip to French Polynesia, although if we had it to do again, we'd probably spend less time in the Marquesas and more time in the Tuamotus. As Americans, we're allowed 30 days in French Polynesia, but getting extensions has been easy, and it's fairly inexpensive to get a 90-day visa. But once you get to Tahiti, it's almost impossible to get anymore time. My visa runs out tomorrow, and we haven't even been to Bora Bora yet! Fortunately - or unfortunately — my Balmar alternator gave up yesterday on the way to Uturoa. I went to the Gendarmerie to clear out for the final time, but they were closed. So I stopped at Immigration across the street, told Adele, the nice administrator, about our alternator problem, and voila - 30 more days! That would never have happened in Tahiti. French Polynesia is a wonderful and beautiful place, although





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it is a little expensive. One exception is a 20-oz Hinano beer for 180 *Central Pacific Francs* — about \$2 U.S. — in the stores. Baguettes are, of course, excellent and cheap.

"Now for the dark side of paradise," Paddy and Alison continue. "Several boats have had dinghies, outboards, and surfboards stolen. The 68-year-old circumnavigator on Shoestring had his dinghy and 15-hp Johnson stolen from his boat in Cook's Bay on Moorea. His dinghy had been in the water and the line was cut. Thieves apparently prefer outboards of 15 hp or more, as the research center run by UC Berkeley has had two runabouts with 25-hp outboards stolen already this year. A boat anchored off Fare, Huahine, had thieves come aboard during an evening rainstorm and steal two surfboards — while four young men slept below! Another boat lost surfboards later in the week at the same spot. Huahine is a beautiful island, and the theft problem seems to be centered just around town.'

As many cruisers know, thieves prefer to strike at night during noisy squalls.

This is true from French Polynesia to the Eastern Caribbean.

"Trinidad is becoming an unsafe place for cruisers to stay during the Caribbean hurricane season," reports Alameda's John Anderton from his Trinidad-based Cabo Rico 38 **Sanderling**. "This is the fifth hur-

ricane season that I've spent down here, as most insurance companies require boats to stay south of 10 degrees 50 minutes north — which leaves Trinidad and Venezuela. I return to Trinidad each year to have a medical procedure done as the result of an operation I had on the island in '04, and in the five years I've been here, I've seen many changes. Most of the changes have been good, but not all of them. One problem is the lawless-



If someone steals your dinghy and outboard, you are often screwed, as they tend to be hard and expensive to replace when out cruising.

ness and the apparent lack of concern on the part of the police and Coast Guard. There have been 26 dinghy thefts from the main anchorage in the last three months! And each one of them has been reported. If you raise your dinghy at night to try to thwart the thieves, they will sometimes board your boat and cut the lines. If you lock your boat, they'll use bolt-cutters. There have also been



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three armed boardings, but so far no loss of life. Another problem is that it's legal for Trinidadians to carry guns, but cruisers must turn their guns over to Customs when they arrive. I anchor one bay over about a quarter of a mile from the Coast Guard station. Hopefully, it will be safe enough. The second problem is that Immigration has been making it increasingly difficult to obtain visa extensions to stay for longer than 90 days. The hurricane season is 180 days long, but in order to qualify for a second 90-day visa, boatowners are forced to get a written letter from a contractor stating that they need to stay in Trinidad to complete some work in progress. A third extension is almost impossible. I obtained one such letter, but also a letter from my doctor claiming that I needed to remain under observation for six months. Others aren't so lucky, however. One singlehandler was forced to leave Trinidad in a boat that wasn't seaworthy, and she sank on the way back to Grenada."

Anderton more recently wrote that cruisers had initiated night watches in the anchorage and started communicat-



One of the attractions of St. Barth is the fact that compared to most of the Caribbean, there is minimal crime and dinghy theft.

ing by cell phone, that the boatyards were directing their lights over the anchorage, and that the Trini Coast Guard has been making random passes through the anchorage a couple of times a night. So far, it's cut way down on the crime. Nonetheless, it's only a few months to the end of the hurricane season, and Anderton is saying, "St. Barth or bust!"

Speaking of **hurricanes**, as of August 21 it has been a very quiet season in the Atlantic-Caribbean. But it's far too early for anyone to breath a sigh of relief, as the prime hurricane months in that part of the world are September and October, and everything can change in a matter of days.

"I did the '99 Ha-Ha with my boat, crewed aboard *Profligate* in the Zihua Race in '02, and am now in Trinidad," reports Brian Randolph of the Alamitos Bay-based Kelly-Peterson 46 **Wasabi**. I've been in contact with a woman who is thinking about crewing with me, and I wrote her to explain that the cruising lifestyle isn't quite as carefree as a lot of people assume it is. The woman insisted that I send the letter to you, so here it is:"

"I hope you know what kind of lifestyle it is being a cruiser. Everyone back home thinks that all we do is sit around and



relax. The truth is that there just isn't enough time in the day to get it all done. A lot of this comes from being spoiled back in the States, where all the parts and services are easy to get, so jobs get done quickly. It's not like that in much of the cruising world, and everything takes a little more effort. When I was a new cruiser, I used to get so frustrated because nothing ever seemed to get done, but I've learned that it just takes time in paradise."

We think yours is a pretty honest assessment, although a lot of how much work you have to do depends on how complicated your boat is and how good you are at keeping up with maintenance. The other side of the coin is that most boatowners quickly get to know their boat and systems, and doing things the second and third time is a lot easier than the first.

Au naturel or not? "I've been a professional who has dyed her hair for the past 20 years," writes Debbie 'no pun intended' Dye of the Channel Islandsbased **Lovely Reta**, "but now that I'm



Judging from this lovely woman at last year's Ha-Ha Kick-Off Party, natural hair color was in. This is natural color hair, isn't it?

going cruising, I'm not sure if I should keep it up. So I'd love to hear from some of the cruising ladies out there who dye their hair, or used to dye their hair, to see if they feel it's worth it to keep it up. Or

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are they happy to let their hair go back to its natural colors?"

"We recently sailed from Ensenada to La Paz via Turtle Bay and Cabo, and during that time our computer had a mental breakdown," reports Steve Howard of the Bloomington, Indiana-based Shannon 38 Adventure, which is currently in La Paz. "The loss of the computer killed off our Plan A for email, navigation, and obtaining weather information. So we shifted to Plan B. The lesson we learned is not to leave the paper charts and navigation tools at home. Life went on, of course, and perhaps even improved by not having email. However, there was the risk that those following our voyage by email would overreact when they didn't get our daily email via Skymate saying that we were fine. Fortunately, weather guru Don Anderson called a representative of ours, who notified everyone that we hadn't been lost at sea. While we were in Cabo. Dana Jazmin Estrada Ornelas, who runs F2A Sistemas out of her Internet café located on the top of the Cabo shopping center, referred us to José Alfredo Pérez Méndez, the director of Hardware



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Software, Ingenieros en Sistemas. She even gave me and our computer a ride to the store. Jose fixed our computer very quickly on short notice. Contact Sra. Ornelas at 624-129-9157 and Sr. Mendez at 624 143 45 40."

The first three or four times we sailed our Freya 39 **Contrary to Ordinary to Mexico**, we didn't have any electronic navigation, had no way to get weather, and our outside communication was limited to the VHF radio's range of about 20 miles. We navigated entirely by dead reckoning, took whatever weather that came our way, and didn't have any outside communication. We not only survived, it was wonderful. By the way, what was your Plan B?

Mike Harker reports that he's sold his Hunter 466 **Wanderlust II** — which as a novice he pretty much singlehanded across the Atlantic twice, around the Med, to French Polynesia, Hawaii, and San Francisco — to David Madera and his girlfriend Monika Kaufman of the Santa Monica area. Madera and Kaufman plan on sailing the boat to Mexico this fall, then will Puddle Jump across to French Polynesia in the spring. As for Harker, he's eagerly awaiting the delivery of the first 'Bluewater Version' of the Hunter 49, which will come with a 9-ft taller than standard mast, deeper keel, and all the other goodies, and will be named **Wanderlust III**. After she debuts at the St. Petersburg boat show in November, Harker will sail her to St. Barth for the Around The Island Parade on New Year's as a shakedown for a fast circumnavigation. During the latter, he'll be podcasting and reporting to *Latitude*.

With a population of 18 million, **Mumbai** — once known as Bombay — is not only the commercial and entertainment center of India, it's also the second largest metropolitan area in the world after Tokyo. It has 1,250 distinct slums that are home to about six million people, where the ratio of people to toilets is a not-so-sweet 1,500 to 1. But it's not as if the woefully infrastructure-deficient city is about to stop growing. Ground is about to be broken on a new part of Mumbai across the bay that, in less in 10 years, will be home to five million workers and two million residents. As such, we were somewhat surprised to get the following letter from Neil Tangri:

"It's now the monsoon season here in Mumbai, and that discourages sailing, but things should pick up again in a few months. I'm hoping to buy a boat that's already in the neighborhood — by which I mean India, Sri Lanka or the Maldives — to do some Indian Ocean cruising. However, there's no *Latitude* out here, so I'm having a hard time figuring out where all the sailors are. Any suggestions?"

We suggested that he visit Penang, Malaysia, during the Raja Muda Regatta in November, Thailand during the King's Cup in December, or Singapore's Changi Marina just about any time. Thailand would probably be the most promising, as many cruisers gather there just before New Year's Eve to have one last big bash prior to heading across the Indian Ocean. However, sailing is growing all over Asia, with more races to once-improbable destinations such as Vietnam, and with builders such as Hunter and Catalina reportedly shipping boats to buyers in





China. But if anyone else has any better suggestions for Tangri, please email them to him at chasseur9@yahoo.com.

Here's the final log entry, by Harley and Jennifer Earl of Berkeley, for their Hans Christian 41 Manu Kai: "On the afternoon of July 29, Manu Kai passed beneath the middle span of the Golden Gate Bridge and plied her home waters of San Francisco Bay for the first time since sailing away a little over two years ago. We are now berthed snugly in our old slip at the Berkeley Marina, and are working furiously to put Manu Kai in good nick so that her next owner, whoever he/she might be, can take her back out and continue the adventure. But all good things must come to an end, and our run of fun on the open ocean is over for now. We hope all of you have enjoyed reading some of our log entries as much we have enjoyed writing them. There were many long night watches where the mere act of writing for you made us feel that we were not just a lonely speck of light on a vast dark ocean. We particularly appreciate the effort many of you made to keep in touch with us, sharing the news of your



With the Golden Gate Bridge in sight once again, Harley and Jennifer begin to celebrate their rapid two-year circumnavigation.

lives and the world at large. Without you we would never have known the winner of the Stanley Cup, the outcome of the '04 elections, or that the Red Sox won the World Series. Although, we're still

IN LATITUDES

not sure the last two weren't hoaxes."

"So what's up for us?" the couple continue. "After living quite comfortably within the confines of a 40-ft boat for two years, we've decided to downsize our lives. Within 48 hours of tving up at the dock, we put an offer in on a small house in Sausalito a block from the marina and within walking distance of pretty much everything. Built a hundred years ago by a shipwright - there is a certain symmetry in this fact — the house combines beauty with function and is the perfect landfall for a couple of itinerant sailors. We'll no doubt be working hard — the price of getting to live in the Bay Area - but we'll keep one foot on the water for balance. And someday, who knows, there are a whole lot of places we never got to and a fair number we'd like to return to and spend more time. And there is always another boat out there waiting for the right crew to take her beyond the horizon. While we don't pretend to know any more about life than when we left, we do have one piece of advice: If you have a dream, chase it down. You'll never regret it."

So get chasing!

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Be Careful!

Recently we've been getting another tidal wave of reports of email scams, so we feel compelled to warn you once again about this unfortunate aspect of human nature. The current scam is offered up by Mr. Raymond Green who is going to send you a "money order" for more than the amount you're asking. He directs you to cash it and wire the remaining money back to his "client" who will use the money to pay the shipping cost of this boat that he's buying sight unseen. There are a myriad of fraudulent activites going on using the Internet and email addresses. Be smart. If you think it's too good to be true, trust your instincts. Don't even respond to the initial email. Brave New World.

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TINKER FOLDING RIB. Hypalon tubes, was \$3,000 air-freighted new from England, demo boat. \$1,200/obo. Call (510) 435-8870 or marty_chin@yahoo.com.

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12-FT INFLATABLE METZLER DINGHY. Top quality Hypalon. Ideal tender. Inflatable floor. Hard stern for outboard. Asking \$950. Please call (510) 534-4317 or (510) 205-2307 (cell). AVON ROLL-AWAY 2.85. 9'3". \$1,000. Call (530) 926-2473 or email: lynharris@snowcrest.net.

9-FT TINKER SAILING DINGHY 2006. Excellent condition. Like new, red with blue sails. Super Tramp model with every option: Complete sailing rig, roller furling jib, oars, warranty. Located San Diego. \$3,000. (714) 420-6320.

10-FT TRINKA SAILING DINGHY. Teak floorboards, thwart, breasthook, and quarter knees. Similar to a Fatty Knees dinghy. One pair oars. Rainbow sail. Canvas spar bag and custom boat cover. Excellent condition. Ventura. \$4,200. (805) 895-4189 or ps31capella@bigfoot.com.

24 FEET & UNDER

J/24, 1987. Turnkey one-design race boat. Racing and delivery sails. Fared keel. Dry sailed. Extras too numerous to list. Competitive, friendly fleet. Best racing bang for your buck on the Bay. http://www. worthyperformance.com/niceshot/boat. htm> \$8,500. (650) 740-5490.

CATALINA 22, 1986. New rigging, 2 jibs, stereo, swing keel, trailer, 6 hp ob. Mastraising system, bottom coat and many extras. Beautiful boat kept in fresh water. \$6,900. (530) 272-7157.

HUNTER 23.5, 1996. Looks new, still shines. 2002 electric start Honda 9.9, bimini, galvanized trailer, spare tire and propeller, sleeps 5, sail cover, water ballast. Easy tow, stove, ice chest, Porta-Potti. \$10,000. (661) 319-4082. **16-FT WINDRIDER TRIMARAN.** Iguana hulls, white sail accessories included, trailer, cockpit windshield, wave diverter, hand tillers or steer by foot. Easy to launch. See: http://www.windrider.com/16.shtml> This is great, great fun to sail. (707) 746-1194.

CATALINA 22 FIXED KEEL, 1977. In Richmond. Ready to sail. New mast, plus heavy-duty main, self-furling 130 headsail. Spinnaker, epoxy bottom, adjustable backstay. Mechanically near perfect. Cosmetically needs elbow grease. 8 hp Seagull. \$2,000 with trailer or \$1,500 w/o. (916) 733-2000.

MOORE 24, #70. Very clean and in great condition. Trailer, trailer box, boat cover, 4 hp motor, 9 sails, repainted deck, mastmounted instruments. Race ready, call for pictures and info. \$12,500/obo. (650) 346-0671.

ISLANDER BAHAMA 24, 1965. Nissan 8 hp ob, new Pineapple jib/mainsail, new running rigging, cockpit control, Porta-Potti, Alameda berth, could use new deck/ cabin paint otherwise sails great and good condition. \$1,000. (925) 989-0387.

CATALINA 22, 1987. Swing keel, popup, 7.5 hp Honda outboard and trailer. New mainsail, tiller and rigging. Well maintained and very clean inside and out. Includes 2 jibs and extras. \$6,500/obo. (530) 672-9617 or (530) 613-1002.

J/24, 1978. Tillotson 6 hp outboard, all in good condition, comes with 2 mains, 2 jibs, spinnaker and sail cover. Harbored in great Berkeley berth, J-Dock location. \$3,900. (415) 425-3363. 23-FT PEARSON CAT. Rare unstayed rig. No winching during tacks or jibes. Fixed keel, full-batten main, 8 hp Nissan ob. New: Autopilot, Lewmar traveler, boomkicker, line clutches. Roomy interior, Pearson quality. Turnkey ready. \$4,900. (707) 486-7699.

FALMOUTH CUTTER 22, 1984. Very rugged, classic fiberglass pocket cruiser from Lyle Hess design. One-cylinder diesel, propane stove, water tank, sink. This boat can go anywhere. Inflatable kayak, tools, spares, books, full boat cover. \$35,000. Call Mark (650) 245-5100.



SANTANA 23. Sails more like a sport boat than displacement boat. PHRF 168. 100, 120, 150 headsails, spinnaker, boomkicker, newer 4-stroke ob. BiData speed/depth, epoxy bottom, trailer, safety equipment. Very good condition. \$6,000/ obo. (707) 427-2291 or (707) 479-3434 or frankgmena@hotmail.com.

HUNTER 23, 1989. Fun family or weekend cruiser. Great condition, well-maintained, easily-handled sloop. Winged keel, 5 hp Honda 4-stroke, sleeps four, Porta-Potti, removable galley. Trailer. Turnkey operation. Many extras and upgrades. Can deliver. \$8,500. (831) 662-2339.



HUNTER 23, 1987. Well maintained, sails in excellent shape, 5 hp Nissan with top part rebuilt 2005, Porta-Potti, removable galley. Other extras. Priced to sell, \$2,500. (415) 898-3270.



WYLIE WABBIT #47, FURRARI. Turnkey One Design racer. 2005 National Champion. PHRF downwind terror, win the 2007 Delta Ditch Run. 2005 faired hull, keel and rudder. 2 sets Quantum sails plus genoa. Lots of accessories and spares. Trailer. \$6,500. (510) 932-6190.

VENTURE 21. Pretty good shape. Main, jib, solar panel, trailer, no motor. \$1,100. (510) 932-3675.

25 TO 28 FEET

ISLANDER 26, 1977 AND SCHOCK 26, 1965. Both with trailers and both always in fresh water in Tahoe, no rust, extra equipment and sails. \$3,500/each/obo. Barry (805) 440-5651.

CATALINA 27, 1977. Dinette version with Petter 16 hp diesel. This boat has many upgrades & extras. Can be cruised or raced. Reduced to \$8,000. (707) 528-9520 or email: nemphi@aol.com.

NOR'SEA 27, 1985. Very complete, aft cabin. Yanmar 2 GM diesel, radar, solar, wind generator, Avon dinghy, 5 hp Honda, electric windlass, Monitor, roller furling, nav computer, SSB radio and auto tuner, watermaker, 4 batteries, fridge. \$55,000. Call (951) 760-0893 or sywhitecap@yahoo.com.

OLSON 25. 1986. Santa Cruz-built. #63. excellent condition. Full inventory of newer sails, trailer, 6.0 hp Johnson outboard. Bottom original gelcoat. very slick, very fast. Grapevine, TX. \$15,000. Call Brian (817) 424-5396.

PEARSON TRITON 28.5, 1962. Located Sea of Cortez. Roller furling, USCG documentation, diesel, solar, hard dodger, standing rigging 2004. Running rigging, bottom, rudder post, all 2006. Propane stove, spinnaker, trailerable. \$8,000/obo. Email: Idebnar@vahoo.com

ROBERTS 25. Trailerable version. Crittenden head, water tanks, holding tank, 3 battery banks, inverter, autopilot, 3700 automatic bilge pump, Sailmaster 9.9, throttle controls in cockpit. \$7,000/obo. Berkeley Marina. Paul Ouellette (209) 612-7617 or ouellettestc@aol.com.

CATALINA 25, 1985. Family cruiser, great condition. Swing keel with trailer. Raymarine ST1000 tiller pilot, Horizon speed and depth, Contest compass, all new in last two years. CNG stove, roller furler jib, GPS, Honda 9.9 hp with charger. \$10,900. (209) 832-9715.

CORONADO 25, 1969. Great Bay boat. 2 headsails, main, all running rigging is 2 years new, alcohol stove, depthsounder/ fishfinder, Porta-Potti, anchor and line. Sleeps 5. Located in Sausalito. \$2,500/ firm. Astin (415) 883-8500.

CATALINA 27, 1974 with Atomic 4 in good running condition. New standing rigging 2002, new battery 2005. Main, 2 jibs, spinnaker and gear. At Richmond Yacht Club. \$4,500/obo. John Glennon (925) 427-7107 or email: jglenno@aol.com.

ERICSON 27, 1978. Wheel, tiller, Yanmar inboard, roller reef jib, newer main, new sunbreller cushions, curtains. 2 anchors, VHF, knotmeter, depthsounder, safety gear. Holding tank, 2 batteries, single sailing, family boat. \$10,500/obo. Call (510) 710-0819 or (510) 522-2642.

CATALINA 250, 1995. Water ballast. Great boat in excellent condition. CDI roller furling, Autohelm ST-30 speed/ depth, wheel steering, 3 reef main, lines led aft. Galvanized dual-axle trailer with newer tires. Full boat cover. \$15,900. Call Loren (530) 873-2750.

OLSON 25, 1988. One of the last ones built. Roller furling, new standing and running rigging, new main and jib, rebuilt heavy-duty dual-axle trailer. Sleeps 4, Nissan 5 hp. lots of sails. Excellent condition. Asking \$12,900. Brent (510) 207-8844.

SUN 27, 1978. Fixed keel cruiser, tiller steering, roller furling genoa, asymmetric spinnaker. New auto-bilge and marine head. Recently had \$2,900 work on 8 hp Yanmar diesel, runs/sails great. Bottom paint 5/05. Berthed in Richmond. \$5.500/ obo. (916) 392-6128



CATALINA 25, 1979, Nice boat, Full batten main like new. Furler with 135% like new. Updated rudder. Swing keel. 9.9 Honda, Interior excellent with newer style cushions. Tandem-axle trailer. Great boat no time. \$9,800. (530) 677-7412.

GREAT DANE 28. Solid bluewater cruiser with new Betamarine diesel, oversized rigging, full keel, long list of gear. More info and pictures at: <www.kabai.com/dane. htm> \$16,000. (408) 340-8078.

PEARSON TRITON 28.5, 1962. A gem. 1st place Classic winner So-Bay OP-Day, 2006. 18 hp Yanmar, freshwater cooled. LectraSan. 7 sails including spinnaker. Barients, autopilot, standing headroom. Haulout 4/05. Will email photos. Asking \$15,500. (650) 327-0190 or cdroth2@sbcglobal.net. Certified check only.

CATALINA 25, 1981. Sweet fixed keel, standard rig, non-pop top, blue/white. Low hours Nissan 5 hp, working 110 and Kevlar 70 jibs, self-tailing Lewmars, asymmetric spinnaker, Autohelm, VHF, depth and compass. New upholstery. Berthed in Martinez. \$6,900. (925) 228-3886.

EXPRESS 27, HULL #46, 1982. Fast and solid, Quantum race sails plus many extras, nearly new outboard, road-worthy trailer, speed/depth, upgraded rigging. Full equipment list at <www.sfsail.com/afm> \$18,000/obo. Call (415) 602-7206 or e27@sfsail.com.

CATALINA 27, 1971. Dinette version, 5 hp Honda ob, tiller, new dodger, sail cover, bimini, pressure water, solar power 12 volt, shore power. New counter top, built-in microwave, fridge, 3 jibs, 2 mains. Looks and runs good. \$7,100/obo Dave (650) 576-8684.



BRUCE ROBERTS 28, 1981. OMC stern drive 18 hp inboard motor, fully rebuilt. New riggings, brand new head. 1 main sail and 3 jibs. Fresh paint and varnish. Beautiful hard wood. Excellent liveaboard. Marina Bay Yacht Harbor. \$8,500/obo. (510) 772-0340 or shoyu@sbcglobal.net.

PEARSON 28, 1977, New bottom/side paint, 135 genoa with Harken roller furling. stormsail, blooper, Autohelm, new cushion covers. Excellent condition. Tahoe. Includes buoy until 11/1. Take this legendary boat for test sail. Asking \$9,500. (775) 544-1692 or sailboatjohn@charter.net

PEARSON TRITON WC, 1963, #366. Volvo diesel, sails in excellent condition. Recent interior work. Still needs topside paint. Great sailing boat. Morro Bay Marina slip. \$8,500. (805) 215-9230 or islopezisl@vahoo.com

CATALINA 27, 1982. Rebuilt Universal diesel, 30 hours. Immaculate original interior. 5 headsails perfect condition. New: Batteries, head, life jackets, sail and winch covers. Autohelm, Loran, 2 anchors, cushions. Bottom 2005. Must see. Offer. (510) 215-8888.

CAL 25, 1975. Pop-top model. Great singlehander, great condition. 1998 8 hp 4-stroke Evinrude, electric start, remote gear/throttle control. Furling jib, Walker Bay 8' dinghy with sail kit. Recent upgrades: New battery, bilge pump, motor mount. \$4,000. Call (415) 508-0827 or wildduck1975@vahoo.com.

CATALINA 25 SWING KEEL. Inflatable, 4-stroke Honda 7-1/2 hp, 2 roller reefing headsails, pop-top enclosure, dinette interior. Long list of amenities. Fresh water only. Boat looks new. \$15,000/obo. (559) 859-0143 (cell) or (559) 638-9343 (hm).



RANGER 26, 1972. Standing rigging 2005, 15 hp Merc outboard with electric start. Mast strut, reinforced cabin overhead. New windows 2002. Jiffy reef, lines led aft. 2 anchors. Bottom job 2006. VHF 2005. \$5,500. (925) 284-2118. RYC.

HUNTER 25, 1975. Kokopelli. Unique sailboat with great personality. New Honda 10 hp outboard, 8 assorted headsails, spinnaker, pole. Bottom repairs and paint, new outboard mount and bracket summer 2005. Registration and paperwork current. \$5,000/obo. mdrama2@gmail.com.

CATALINA 27, 1984. Original owner. Two trips to Cabo and beyond, Smallest Boat Award Baja Ha-Ha '97. Diesel, Harken furler, dodger, bimini, Autohelm, stove, oven, refrigerator, inflatable, 4 hp outboard, ground tackle. \$15,000. (510) 236-9849.

CHEOY LEE, 1961. All teak hull, Sitka spruce mast. More than I could handle, no carpentry experience. Haulout last year, hull/bottom painted. Sound hull. Free to a good home. I'll even help with sanding and varnishing. (510) 430-1491.

ISLANDER 28, 1977. 2nd owner. New standing/running rigging, interior, charger, batteries, inverter, North FB main, 90 and 150, wheel. DS, speed. FWC A4, 120 hours. Great condition. (650) 345-8957 or SLBasuino@aol.com.

ERICSON 27, 1972. Over 10k of new equipment. New rigging, boom, furler, jib, lines run aft, gas tank, prop shaft, all new blocks and much more. Atomic 4 in great shape. Email me for complete list and photos: w_32@sbcglobal.net. Asking \$6,500. (415) 380-5004.

PEARSON TRITON 28.5, #109. Sausalito built, 9.8 hp Nisson 4-stroke outboard, compass, VHF, Autohelm. Sail a classic \$6,500. (805) 438-4819.



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ERICSON 27, 1977. Tiller, 2003 Honda outboard. 2 mains, near-new cover. 3 headsails, spinnaker, holding tank, 2 batteries, built-in charger, knotmeter, depthsounder. Excellent interior. 2 anchors and tackle. Safety gear. VHF. Lines led aft. \$7,500/obo. Call (916) 944-8713 or (916) 213-1561.



DANISH SPIDSGATTER 25. Doubleender sloop berthed in Sausalito. Needs new canvas, deck and chain plates. 1939 Berg design, recent survey, no engine, rebuilt mast and rudder, keel bolts replaced. \$4,900/obo. (415) 847-3718.

OLSON 25, 1987, #106. Santa Cruzbuilt. Race-ready with all equipment and newer sails, bottom 1-year-old. Dual-axle trailer, ob. Berthed at Coyote Point. Great one design fleet. Call (650) 591-8998 or ralph@kirbergmotors.com.

CAPE DORY 27, 1979. Highest quality full-keel coastal cruiser. Bronze ports/fittings. Diesel, tiller pilot, GPS/sounder, Loran, VHF, dodger, much more. Seaworthy, well maintained. Ready to go. Must sell. Steal at \$20,000. (530) 741-4543 (days) or (530) 755-2166 (eves) or email: rickm@syix.com.

MacGREGOR 26 CLASSIC, 1990 with newer trailer. Swing keel, water ballast, lightweight, easy trailering, beachable. 9.9 hp 4-stroke Evinrude, swim ladder, pop-top, nice cabin with custom upholstery, new tiller. Currently in slip on Lake Berryessa through Spring, 2007. \$8,500. kathyabaldwin@yahoo.com or (707) 738-8684.



MILLER 28, 1974. Bluewater-modified full keel fiberglass sloop, keel-stepped mast, oversized standing rig. 12 hp Yanmar diesel, standing headroom, all lines aft, roller furling headsail, wheel or tiller, new hull and bottom paint, no blisters. \$5,500/obo. (707) 823-0390.

TWO BOATS: COLUMBIA 8.7, 1977. White sloop, Atomic 4, tiller, good sails and rig, \$5,500/obo. Hunter 25, 1974, 1/4-ton cruiser/racer, 6 hp ob. \$1,500/obo. Alameda. (510) 467-8372. **CATALINA 27, 1982.** Clean. Sharp looking. Electric start ob, VHF, depth, AM/FM/CD, mainsail and 2 headsails (85 and 120 North), spinnaker and pole, all teak, canvas-covered. 6 Lewmar winches, anchor/chain.All lines led aft. Cockpit cushions. \$8,995/obo. (707) 745-3538 or (707) 746-5491.

MacGREGOR 26M, 2004. Blue hull 50 hp Evinrude, etc. Trailer, mast-raising system. Well outfitted, clean, low usage. Bottom paint fall 2004. New 2-person inflatable dinghy, USCG-required safety equipment. Located in CA Delta. \$29,500. Interested parties only. (707) 374-5627.

PACIFIC SEACRAFT 25, 1980. Legendary pocket cruiser, great for Bay/coastal sailing. Teak decks/interior, bronze ports. Bowsprit/pulpit with windlass. Elegant black hull with off-white topsides. Needs engine re-do. \$13,500. Call for pictures and equipment list. (415) 385-5446.



ERICSON 27, 1973. Classic, new engine, beautiful hull. New rebuilt Atomic 4 installed 2005, 2-coat bottom job, gel coat toutch-up just completed. New genoa 2006, standing/running rigging 2004-06, new lighting and mast electrical 2004, new head/holding system 2004, roller furler. Spinnaker, sock, pole. Lines led aft. Extras and gear. On the hard at Nelson's. Proceeds benefit Blind Circumnavigation voyage: <www.blindsailing.com> \$12,500. Call (415) 377-6250 or (415) 786-0349. Support a great cause and get a fantastic boat.

SEAWARD 25, 1990. Well maintained. Tiller, 8 hp Tohatsu with remote start and controls. Galvanized dual-axle trailer with surge brakes, new tires and extendable tongue. Details and pictures: http://sward566.photosite.com Long Beach, delivery negotiable. \$15,000/obo. (714) 457-2078.

HUNTER 270, 2001. Yanmar 9 hp diesel, fixed wing keel, furling jib, wheel steering, stern rail seats, bimini top, enclosed head, butane stove, teak and holly floor. Sleeps 6. Galvanized trailer, mast raising system. Delivery available. \$29,500. (559) 974-1399.

29 TO 31 FEET

CATALINA 30, 1981. \$14,000. Well maintained C30 with A4, dinette, wheel, many extras. In Redwood City Marina. Email Jim: jimhumphries@sbcglobal.net.



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PACIFIC SEACRAFT MARIAH, 1979. LOD 31', LOA 36', LWL 25', beam 10'9", draft 4'5", displacement 16,000 lbs, ballast 6,000 lbs. SA 596 sq ft, headroom 6'5". Fiberglass hull double-ender, full keel, cutaway forefoot. Wheel steering or emergency tiller. Staysail, roller furling foresail, fully battened mainsail. 30 hp Yanmar diesel, serviced 10/06. New standing rigging 9/03. Bottom paint 6/05. Radar, GPS, VHF, SSB/Ham, Muir windlass, more. Loch Lomond Marina. \$83,000. Richard (415) 927-2765 (MWF, 10 am-noon or M-Th 7-9 pm).



US 305, DESIGNED BY WILLIAM Garden. New rigging, completeley refurbished mast, painted, all new rivets and instruments aloft. Very spacious interior completely refurbished, fresh paint throughout, sole revarnished. All systems have been replaced since 1995. Perfect liveaboard. One month free rent at Jack London Square. Diesel. \$27,500 or intelligent offer. Motivated seller. Call Rob or Rosey at (510) 521-2727 or Stuart at (510) 325-5966.

ERICSON 30, 1978. Good condition and ready to sail with several recent upgrades. New bottom paint, new sheets and halyards, new pressurized fresh water system, new mainsail cover, 2 new deepcycle batteries, rig professionally tuned this summer. A4 engine well maintained, new carb, etc. Wheel steering, roller furiing, 4 headsails, 3-burner alcohol oven/ stove, integrated entertainment system with Blaupunkt CD and DVD player. Moss Landing Harbor. \$14,900. Call Blake (408) 402-2917.



30-FT RAWSON PILOTHOUSE motorsailer. 50 hp Perkins at 1,800 hours. Aux. fuel tank for long range. 1/2 gal/hour. One of 36 made in Washington State. Must see. Passed survey with flying colors. \$29,900. Call Frank (760) 485-1887.

CATALINA 30, 1982. Very clean, mast can raise and be lowered with built-in winch, rebuilt engine, new batteries, wheel steering, fresh water clean-out, extras. \$22,000. (650) 219-4357.

MIRAGE, BLACK SOO 30. Hard-chine plywood, early ULDB Van de Stadt design. PacCup vet, ready to go again. New deckstepped mast and halyards, fractional rig with masthead chute. Fast downwind. Set up for easy singlehanding. We hate to part with her, but it's time to get our big boat ready to cruise. See photo in May Latitude 38, SSS Farallones article. Call Ben Mewes (510) 522-1433.



MORRIS/VICTORIA LEIGH 30, 1984. Chuck Paine design. Hasse/Port Townsend sails, Artful dodger, Brion Toss rigging, Spectra watermaker, Monitor, Furuno, etc. Turnkey, ocean voyager. \$119,000. Details/photos: (360) 421-6909 or email: svtrinket@yahoo.com.

CATALINA 30, 1976. Roller furling, electric head, tiller. Atomic4 needs tlc. Bottom job 2/05. Inflatable dinghy, 6 hp outboard. Good boat \$8,000/obo. (415) 828-3166 or (510)-893-0718 (eves).

YANKEE 30. 700+ hours spent upgrading. New: Quantum main, Ballenger boom, Harken R/F. Headstay, main/jib halyards, headsail sock, upholstery, compass, nonskid, bottom painted, interior/exterior paint/varnish, gate valves. Batteries 2005, Atomic 4, Pineapple headsails, VHF, Martec. \$22,750. (415) 924-2463.



CATALINA 30, 1988. Universal diesel, wheel steering, Garhauer traveler, boom vang, Schafer roller furler, cockpit cushions, VHF radio with remote cockpit microphone, Standard Horizon color GPS mounted on the pedestal, self-tailing winches, Raymarine autopilot, Doyle asymmetric spinnaker, Kappa racing mainsail, 3 jibs, 155, 135, 100, adjustable whisker pole, two solar vents, two anchors, 12/120 volt color TV with VHS, refrigerator, interior completely varnished, stern perch seats, West Marine inflatable dinghy with Honda 4-cycle 2 hp motor. \$40,000. Email: fastalfa@aol.com.

OLSON 30, ENIGMA. Lots of racing sails. 2005 Merc ob. New Tactick. Lewmars. Well equipped. \$15,000/obo. Fast really is fun. (707) 315-4196.

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COLUMBIA 29 Mk II, 1967. Premier sailing yacht for SF Bay. 50% lead keel. SS design. Well maintained, including a small mountain of extra stuff. Full cover, 150% genoa, drifter, dinghy, anchors, etc. \$8,000. (510) 865-6436.



HALLBERG-RASSY 31, 1978. Finances force me to sell this boat that I really love. If you're looking for one of these boats you'll want this one. There's probably none nicer. Looks new and original. \$38,000. (805) 471-6863.

RAWSON 30, 1981. Offshore ready. Spacious, comfortable and strong. Rebuilt Volvo diesel, radar, GPS, SSB, windvane, fridge/freezer, 6 sails and much more. Reduced, distress sale: \$30,000. In La Paz, Mexico and ready to sail the world. Email Jay: travellinglows@yahoo.ca.



COLUMBIA 29, 1977. Widebody cruiser. 6'1" headroom, 10' beam, roller furling, Universal inboard, head, galley, custom canvas, tiller mate, great shape. Great liveaboard. Easy to sail. In San Diego. \$10,000. Call (619) 933-1928.

CATALINA 30 TALL RIG, 1982. New standing rigging, furling jib, chute, Universal diesel, wheel, Autohelm, dodger, Iazyjacks, H&C pressure water, rigid vang, CD player, cockpit cushions, great varnish, 8-ft inflatable. All in great condition. \$24,500. (510) 325-4420 or sound_wave_30@hotmail.com.

PACIFIC SEACRAFT 31, 1986. Cutter, loaded with factory options and extras. Great condition. Windvane, autopilot. Radar, EPIRB, 3 VHFs, 2 GPSs. CQR and Fortress. Solar, refrigeration. Low diesel hours. Avon and 3.3 Merc. Ventura. \$87,500. <http://www.members. cox.net/ps31capella> (805) 895-4189 or ps31capella@bigfoot.com.

CATALINA 30, 1983. Atomic 4 complete overhaul October 2004. Excellent bottom paint. Wheel, self furling jib, well equipped. Clean. Alameda, Fortman G32. \$12,500. John (415) 664-2801 or (415) 810-6651 or email: Mrbarkan@aol.com.

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ISLANDER BAHAMA, 1979. Engine: Diesel Volvo Penta 18 hp. Great condition. It has a shower, additional battery, charger, microwave, new bilge pump, rebuilt alternator, and many other upgrades. Call Nick (415) 568-5704.

CAL 2-29, 1975. Dodger, fore and aft anchors, full sail inventory, no roller furling jib. A solid Jensen Marine, Bill Lapworth sailboat. Blue dodger, light blue hull, white deck and cockpit. Wheel steering. Entire boat nice condition. \$7,500/obc. (209) 915-7057 or (209) 942-2136.

HUNTER 31, 1984. Club racer, family cruiser. New stays, twin furler. 4 headsails, spinnaker, jacks, dodger. Upgraded winches, running rigging. VHF, instruments. New bottom April 2006. Yanmar diesel, wheel. Sleeps 6. Hot/cold water, shower. Galley, BBQ. Asking \$20,000. Doug (415) 640-7440.



CATALINA 30, 1981. She's a beauty. Custom cockpit cover, new upholstery, marine stereo, very clean, motor needs work. Must see to appreciate. \$15,000/obo. (510) 223-2173, or email: b.botz@comcast.net.



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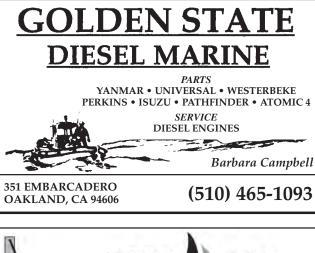
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C&C 29, 1977. Quantum sails in new condition, new solid vang and Harken traveler system, wheel steering. Rebuilt Atomic 4. Very attractive boat. At Richmond Yacht Club. Over \$25k spent in last eight years. \$12,000. (209) 586-9121.



CATALINA 30, 1987. Tabernacled. Wing keel. Loaded with inventory and improvements. Located at Santa Cruz Harbor. Call Patrick for list. \$35,000. (831) 818-7605.

ISLANDER BAHAMA 30, 1980. In great shape, better than new. Completely new interior: Cushions, woodwork, floor, galley. New exterior: All new running riggings, stanchions, lifelines. I spent too much money on this boat. \$24,000. John (415) 602-8416

ERICSON 28+, 1984. Diesel. New main, r/f headsails; jib and genoa. Recent re-rig. S/T Lewmars. Water heater, reefer, 2 water tanks. Tiller. Ask \$22,500. Email: labjab@aol.com for extensive inventory list and pix. (562) 989-4645.

32 TO 35 FEET

PACIFIC SEACRAFT 34, 1996. Crealock sloop. Rigged for singlehanded offshore cruising. Oversized winches, Seafrost 12v refrigeration, propane stove, microwave, B&G instruments, ST4000 A/P, ICOM402 VHF. Berthed Shelter Island, San Diego. \$140,500. For detailed info call (949) 489-1529

HEALTH FORCES SALE. 1963 Cheoy Lee Lion 35 in good overall condition. Needs some TLC. Yanmar diesel engine. \$19,000/obo. Brookings, OR. Call (541) 479-2636 (days, 9 am-5:30 pm) or (541) 846-6107 (after 7 pm).



1D35, RADICAL DEPARTURE II. Winner and world class racer, like-new condition. Includes: Full sail inventory, new asymmetrical, low engine hours. Current trophies: Angleman Cup, 66 series, Leukemia Cup, Bogart Series, etc. Newport Beach. \$79,995. Dennis (949) 645-6478 or email: therosenes@adelphia.net.

RANGER 33, 1979. Custom mast and boom, 80 gal water tank, dodger, Avon with 8 hp outboard. Monitor windvane, oversized 9-winch package, Yanmar diesel, lots of spare parts. Charts, fishing gear, propane range, good condition. Located in PV. Ready to cruise. 40-ft slip for sale or rent below marina rates. Equipped for racing and cruising. Over \$50k in upgrades, a steal at \$25,000. Marc (510) 965-1934.

RIVAL 32, 1975. English-built to Lloyd's standards. Exceptionally well-built and able to take you around the world or the Bay. Many upgrades. 20 hp diesel, propane stove, knot and log meters, more. Reduced \$27,500. (530) 637-1151 or (916) 541-9999 (cell).



WESTSAIL 32, HULL 121. Original owner, furling gear, all sails, less than 6-yearsold Perkins 4-107, runs strong. Great custom interior. Love boat, must sell, I got too old. Ventura, CA. Ask \$42,000. (818) 887-6558.

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



PEARSON VANGUARD 32.5. South Pacific veteran. Still in South Pacific in Vava'u, Kingdom of Tonga and ready to sail away. Yanmar diesel engine, GPS, Aries windvane, autopilot, roller furling. All lines led to cockpit. \$18,900. (925) 829-5256 or JJAntares@aol.com.

CATALINA 320, 1998. Pristine freshwater Lake Tahoe sailboat in excellent condition. Detailed information on web site: <www. synaptec.net/catalina> or call Richard (775) 848-8520 (day/eve).

SOVEREL 33-2, 1985. Flexi Flyer is a winner. Fast, beautiful, well maintained, new bottom, fresh sail inventory. See: <http://flexiflyer.blogspot.com/> \$31,000. (408) 656-9919.

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SCHOCK 35, 1985. Beautiful boat, cherry body, rig and diesel. VHF, Signet speed, wind and depth, removable V-berth, batten board interior, stove, oven, 4 bags. \$37,500. Lying So Cal. For pics email: Sailho10@hotmail.com or call (702) 374-2787.

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

PEARSON VANGUARD 32.5. Dinette version, two quarter berths, spruce boom, aluminum mast, fresh water Atomic 4 in running condition, DS, VHF. Sitting idle for past 7 years. Located SSF. \$4,000/offer. (415) 424-3507 or jonas1@pacbell.net.



HUNTER 33, 2004. LOA: 33'6". Beam: 11'6". Draft: 5'6". Conventional rig with full-batten main. Roller jib. Two cabin top and two aft winches. Engine: Yanmar diesel, 27 hp. Fuel tank: 25. Water tank: 50. Holding tank: 25. Two staterooms. Large salon with convertible dinette. Rugs for all compartments. Window curtains. Solar powered vent in head. Window screens and shades for cabin top windows. Refrigerator. Full set of dishes, drinkware, silverware and cookware. 2005 dodger and bimini and transition. \$94,000. (209) 823-4393 (lv msg).

PETERSON 34, 1978. Successful ocean and Bay racer, 10+ bags of sails, 10 Lewmar winches, ocean safety equipment, 15 hp Yanmar diesel, rod upper shrouds, CNG stove/oven. As-is, \$25,000/firm. Email: ammc2006@sbcglobal.net.

36 TO 39 FEET

ISLANDER 36, 1976. Rebuilt Perkins diesel. New windows, headliner and cushions. Never raced, ready to cruise. \$44,987. (707) 575-0630.



OHLSON 38, DARK HORSE. Totally restored and ready for singlehanded sailing. See website: <www.frequentlywrong. com/boat.html> \$187,500. (510) 521-9268 or email: cjscon@pacbell.net.

CATALINA 36, 1987. Universal diesel, new sails and standing rigging, self-tending roller furling headsail. Dodger and full cockpit bimini and enclosure. Loaded with every option including air conditioning. No blisters, like new, beautiful condition, must see. \$69,000. (925) 228-2852.

UNION 36, 1986. 50 hp Perkins, upgrades include dual roller furling, radar, GPS, instruments, wind generator, solar, sails, running and standing rigging, Andersen winches, refer, portable A/C, Shadetree awnings. Loaded with gear. Teak decks removed. Lying Hawaii. \$94,500. (510) 331-2092 or cwo4sailor@yahoo.com.



IRWIN CITATION 34, 1984. Successful Ted Irwin-designed production boat. Modern design and layout not found on most '80's boats. New canvas and dodger, bottom stripped with two coats antifoul this year, rebuilt rudder with new hardware, new portholes and teak paneling in main cabin, hot and cold pressure water, refrigeration, Yanmar diesel, much, much more. Very well maintained and very clean. Can send pics. In Alameda. Asking \$42,000. Call Joe (925) 280-0472 or email: joe@appmech.com.

COLUMBIA 36, 1973. Excellent condition. Roller furling genoa, working and storm jibs, main, lazyjacks. VHF, fathometer, autopilot. Well-maintained Atomic 4, full galley, pressurized water, enclosed head/shower. Nav station. Large cockpit with dodger, weather cloths, awning. MdR/LA. \$23,950. (310) 543-5072 or Columbia36@verizon.net.



ERICSON 39, 1971. Flush deck. Great design for fast cruising. Isuzu 60 hp diesel, full batten main. All the hard work has been done. Needs deck hardware and interior completed. Located Petaluma Marina. \$29,000/obo. (707) 217-1709.

39-FT X-119, 1990. Fractional sloop. Easy to sail crewed or singlehanded. A blast downwind. Ready for cruising or racing. Equipment list. Please email for details. Price \$95,000. No broker fees. Can deliver anywhere. Ask for details. Please email: X-119-39@hotmail.com.

PEARSON 365. Extraordinary, like-new boat in mint condition. 600 hours on original engine. \$30k+ in recent upgrades. Ready to go. \$65,000. Details: (510) 521-1966.

ISLANDER 36, 1980. Never raced. Excellent condition. Too many extras to list. Must see. \$45,000. (510) 582-1519 or (510) 393-1519 (cell).

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



ISLANDER FREEPORT 36, 1981. Plan B interior. Beautiful condition. New Quantum sails. Roller jib and roller main. Repowered with a fuel efficient Volvo turbo diesel. New color radar/chartplotter/GPS. LCD TV/DVD. New digital electric panel and inverter. New Raymarine autopilot. \$65,000. (415) 233-1350.

ISLANDER 36, 1977. Perkins 4-108, new rigging 2002, 2 self-tailing Harken 44s, 2 self-tailing Barlow 25s. Dodger, covers, holding tank, macerator, propane stove/ oven, radar, chartplotter, VHF, bowroller, 2 anchors/chain and rode, carpets/curtains, Avon/ob. \$55,000/obo. Call Arnie (415) 999-6751 (cell) or (415) 383-9180 (hm).



BAVARIA 37, 2000, \$117,500. Fully equipped offshore / coastal cruiser, 6-man Avon liferaft, dinghy with motor, masthead WI-FI. Upgraded autopilot, radar, 5 batteries, inverter, fridge, heat, dodger, 135%, storm jib, spinnaker with pole, 29 hp Volvo cruises at 7 knots. http://www.sailpapa.com com > (801) 556-7858.

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ISLANDER 36, 1985. Great boat which I have owned for 8 years, 2nd owner. New upholstery, new counter top, newly waxed and in great shape. Canvas birnini, chart-plotter, etc. \$62,500. No agents please.



IRWIN 37, 1980. Center cockpit cutter, as is. Stiff bluewater keel, 4-108 Perkins diesel, 80 gallon tank, aft and fore staterooms, two bathrooms, nav station, rowing hard dinghy, radar, solar, hurricane ground tackle, sea anchor, gas generator. \$38,000. (619) 422-5664.

ISLANDER FREEPORT 36, 1979. Plan B. Good condition and well equipped. Perkins rebuilt 2003. Newer sails, diesel heater, full canvas, oversized ground tackle. SSB, chartplotter, autopilot. Regular use, cruise ready. \$69.900. SoCal. (562) 810-1138 or vshrigley@earthlink.net.

MORGAN 38-2, 1980. Well equipped, good electronics, GPS, hard dodger, Perkins 4-108. Autohelm, Monitor windvane, electric windlass, Adler-Barbour. Asking \$62,500. For specs / photos please call (213) 500-0009 or (213) 999-1450 or email: oukiva80@hotmail.com.



MORGAN 38-2 1979. Great cruiser or liveaboard. Equipped with: Yanmar diesel, Harken furler, asymmetrical spinnaker, self-tailing winches, spinnaker pole, oversize wheel, dodger, birnini, B&G autopilot, wind instruments, depthsounder, ICOM 710 SSB, VHF, weather fax, radar, GPS, Spectra 380 watermaker, 400 battery amp hours, ample power meter, DC refrigeration, propane stove/oven, separate stall shower, 3 anchors, covers for all wood work, cockpit cushions, TV. \$62,000. (510) 697-5189.

CAL 39, 1973. \$28,500/FIRM. 30 hp Yanmar diesel, 3 headsails, spinnaker, gear, pressure water. Rates PH 115. Good, solid boat. Wheel steering, depth and speed. In Richmond/SF Bay. Needs some cleaning. Tom (831) 334-1161.



1981 J/BOAT J/36, OFFSHORE ONE design racer/cruiser: One of only about 40 made. Major refit 2003: New rigging: Standing and running. Harken furling jib, Vangmaster boom vang, lazyjacks, West System epoxy bottom, Awlgrip paint: Hull and spar. New electronics: Raytheon wind/speed/depth. New ICOM radio with command mike. Complete sail inventory. Owner spent more time perfecting than using. Hull #: TSP60049M82B. Designer: Rod Johnstone, CT. View pics: <www. usedboats.coms, quick ID #896891. Steal away: \$77,000. Call George or Dawn (707) 447-7303.

PEARSON 365, 1976. Leaving the area, must sell my boat. Great cruising boat with many upgrades and improvements. See <http://home.comcast.net/~phlyphish/ pearson365.html> for info. \$35,000/obo. Call (510) 506-1991 from 1000h to 1730h or leave message.

CABO RICO 38. Cruise-ready boat, fully loaded, 2-year Mexico vet. Good Perkins 4-108, sails and ground tackle. Radar, radios, windvane, full awnings, hard dodger, bimini, etc. Call (415) 454-5359 or svsilhouette@hotmail.com.



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ISLANDER FREEPORT 36, 1981. B Plan. Pathfinder diesel, electric windlass, fresh bottom paint. Clean survey. \$61,000. (925) 825-2026 or jacksandy@astound.net.



CATALINA 38, 1984. S&S design. \$46,500. Universal diesel, radar, 6' 2" headroom, new propeller, Lewmar self-tailing winches, Sausalito berth, documented, pressure hot/cold water, double sinks, two-burner CNG stove/oven, roller furling jib. Reduced from \$46.9k to \$43,000/obo. Richard (415) 235-2165 or mybluemagic38@gmail.com.



CHEOY LEE 38 OFFSHORE, 1978. Roberts design. Westerbeke 33 hp diesel, new Waeco refer, new interior cushions and varnish, great cruising boat, sleeps six with large-radius dinette area for entertaining. Many sails, Quicksilver dinghy and new Yamaha 4 hp. \$62,000. View pics: <www.sailwildblue.com> or call (818) 667-0897.

40 TO 50 FEET

CUSTOM BREWER 46 KETCH, 1972. Teak hull, center cockpit. Major upgrades in last five years including new 76 hp diesel. Large equipment inventory. \$114,000. Located in San Diego. See details at: <www.custombrewerketch.us>



BENETEAU OCEANIS 46, 2000. Fully cruise equipped. Already in Caribbean. Stern arch with davits, solar panels, Aerogen 6 wind generator. Seafrost freezer. A/P. GPS, Apex dinghy, 15 hp Mercury outboard. etc. Excellent condition. <www. sbcontrol.com/boat.htm> \$195,000. (805) 969-3009.

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FARR 40 ONE TON. Ocean race modifications. All gear required for OYRA offshore racing. Berthed at Richmond Yacht Club. \$44,950. Call Mike at (916) 769-0299 or email: mcaplan@golyon.com.

PAN OCEANIC 46 PILOTHOUSE CUTTER. Project boat nearing completion. Rebuilt Ford Lehman, new trans, prop, shaft, control panels, standing/running rigging, plumbing, stove, thruhull seacocks and hoses, rudder post, more. \$75,00/obo. Serious inquiries only. Located Alameda. Email: marty_chin@yahoo.com or call (510) 435-8870.



ISLANDER 41, 45-FT LOA. NEW: Compass, epoxy bottom, drive shaft, fuel tank, furling hardware, radar, some standing rigging, all running rigging. Strong diesel and batteries. Dinghy, 5 hp ob. Roomy, perfect liveabaord, 2 heads, good sail inventory. Must sell, medical issues. \$49,900. (510) 333-7465.

BENETEAU 40.7 RACER/CRUISER. Phantom Mist. Like new. Original owner. 3 staterooms, full kitchen, bathroom. Roller furling, autopilot, B&G instruments. New race bottom. Great sail inventory. Call Gary (925) 314-7303 or (925) 451-1619 or gmassari@cobblestonemc.com.



CT 41, 1974. Documented, well maintained, no teak decks, watermaker, solar panels, sunshades, ready to cruise now. Website: <www.svspirit.com> In La Paz, BCS. \$65,000. Email: info@svspirit.com for complete list or call 011-52 (612) 104-5880.

FORMOSA 46 CUTTER, 1980. 80 hp Ford Lehman with new prop and shaft. Electrical system including panel, wiring and batteries completely redone. Icom VHF and SSB, Loran, TV/VCR. Adler/Barbour reefer, 2kw genset, Bosch hot water heater, Fourwinds wind generator, solar panels. Many interior and exterior custom upgrades and spare/redundant parts and equipment included. Fresh bottom job and clean bottom survey. \$85,900. Eric (805) 471-8314.

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HANS CHRISTIAN 41T MOLOKAI, 1985. Windvane, autopilot, SSB, Pactor3, 130 fuel, 160 water, heavy ground tackle, bimini, dodger, many extras and spares. Stunning below, new brightwork topsides. Recent rerigging. Ready to cruise. \$190,000. Specs at <www.manukai.com> or call (415) 272-5056.



CHEOY LEE 40 LIVEABOARD. New Yanmar engine, new canvas in enclosed center cockpit, ketch rigged, fiberglass, new systems, center cockpit. Aft stateroom with head/shower, forward stateroom with head/shower. \$75,900. Please call Bob (510) 719-7153.

KELLY PETERSON 44, 1981. Racer/ cruiser center cockpit cutter. 2 staterooms with ensuite heads, new Raritan with 30 gal holding, separate freezer and fridge. 2004 Raymarine autopilot with SG3 course computer, Raymarine 24nm radar, Icom SSB, Trace 2500 watt inverter/charger, Spectra watermaker 10 gph, Perkins 62 hp diesel, 130 amp alternator, spare: Alt, starter, injectors, prop, propshaft. Solar panel with controller, emeter, Delta 55, 200' 3/8" chain, 45 CQR, 3 Danforths, bimini, dodger, 2 reachers, 2004 10'6" Caribe RIB, 15 hp OB, 5 hp OB, davits with electric winches, Baja Ha-Ha ready, located Ventura. See: <www.sv-kuleana. com> \$128,000. Sweendog44@aol.com or (661) 713-4371.

CHOATE 41 SLOOP. Turnkey condition. Ready to race, cruise and/or live aboard. Pathfinder diesel engine, anchor windlass, radar, Navico 8000 self-steering, roller furling, spinnakers and extra sails. Located in Alameda. \$36,000/obo. (510) 759-5109 or email: billypollock_60@ hotmail.com.



COLUMBIA 45 SHOAL KEEL KETCH, 1972. Hull #3. Solid and clean motorsailer. Perkins 4-107 with 425 hours. 200 gal fuel, 200 gal water. Independent hydraulic inside steering station. Paneled wood interior throughout. Tiled shower, galley and heads. Great liveaboard or go anywhere. Additional photos and info at: <http:// www.msnusers.com/Columbia45Hull3> \$65,000. Call (415) 420-4299 or email: eorincipe01@hotmail.com.

FREYA 40, 1983. Just back from circumnavigation. Brand new 43 hp Beta Marine engine and propeller with high-output alternator. New main/jib. August haulout, new anti-fouling, topside and interior paint. New cabin sole. Autohelm, GPS, solar, Aries, Hood furling, stainless tanks: water 150 gal, fuel 100 gal. Great boat. \$65,000. Call Mike (208) 371-1524. K. AAGE NIELSEN DOUBLE-ENDED ketch. 43' OD x 13.3' x 7.0'. Built in 1963. 1-5/8" African mahogony. Copper riveted, new everything, turnkey, go anywhere, mint condition. \$79,000/obo. Call for pictures. S.D. slip. (760) 716-8673.

TRADE: 1977 CSY 44 SLOOP. Located in San Carlos, Mexico, 6 hours south of Tucson, meticulous condition, ready to cruise. Trade for western mountain property or a Pacific Northwest power boat of equal value. Asking \$94,900. Email: bateaux@gmail.com.

FORMOSA 47 KETCH, 1977. Project boat. Center cockpit. Perfect cruiser/liveaboard. Spacious teak interior. Large aft stateroom with head and shower. Forward bunk with head. Middle bunk. In the Delta. \$42,500. Serious buyers only. (530) 476-3271.



50-FT LOA FERRO KETCH. Permanent custom slip in Moss Landing, North Harbor. Workshop, engine room, wood stove. Great liveaboard with standing headroom. Illness forces quick sale. Needs some work. Ship and slip \$25,000/firm. Serious only. (408) 506-0805.

CATALINA 42, 1992. Super clean, very well maintained. 2 cabins, 2 heads, full galley. Lots of upgrades including radar, chartplotter, autopilot, roller furling, custom dodger and cover, custom cabinets, etc. \$119,500. Details: (877) 643-8846 or (925) 371-8086.

GOLDEN WAVE 42. Built by Cheoy Lee 1984, designed by Robert Perry for sale by owner. This is a wonderful cruiser/racer that has classic teak interior with 2 staterooms. Perkins 4-108, Barient winches, Furuno radar, Horizon VHF, Benmar autopilot, Datamarine depth, app wind, knot/log, electric windlass. Possible Sausalito slip. The boat is in excellent shape with many new improvements. Asking \$125,000. Call (415) 846-6919 or email: sailonbaby@gmail.com.



PASSPORT 40, 1987. Loaded with equipment. Perkins 4-108, Avon RIB with 8 hp Yamaha. Boat is in NW Florida. \$129,500. Call Mike (850) 942-5600 (or leave message).

SPINDRIFT/PETERSON 46, 1983. Big sister of Peterson 44. Perfect cruiser/ liveaboard. Cutter rigged sloop, center cockpit, makes easy, fast sailing. Excellent condition, new tankage, wind steering vane, etc. \$125,000. Call (510) 601-6863. MORGAN 43, 1985. Proven world cruiser. Catalina layout. Just completely refitted, Autohelm, autopilot, electric windlass, refrigeration, a/c, new Raytheon electronics. Extremely clean and finished, beautiful and well-founded yacht. SF Bay Area. \$125,000. (831) 840-4609. No brokers. Photos/info: <www.capitolareef.com>



HUGHES NORTHSTAR 40, 1975. Center cockpit ketch. Two cabins, each with head. Fully equipped, maintained and upgraded, with radar, GPS, solar and wind gen, windvane,SSB/Ham. 3 sets of heavy ground tackle, dinghy with 2 engines, too much equipment and spare parts to list. Kayaks, fishing and diving gear, CD player, TV/VCR/DVD player. Currently cruising in Mexico for last 2 years. Instructions included. New, drastically reduced price: \$69,000. sallinman @ earthlink.net.

VALIANT 40, 1977. Cutter-rigged bluewater cruiser, Perry design, Mexico veteran (2001-02). Rready to cruise, new LP paint. Located in San Diego. Owners of 23 years must sell. \$90,000. See: http://members.cox.net/shfaerbers for more info. (760) 230-1861



42-FT COMANCHE, S&S-DESIGNED, Chris Craft built. F/G liveaboard oceancruising sloop. Classic New England lines, modern underbody, fast, responsive, doublehander. Major rifit: Mast, rigging, sails, wiring, offshore anchor gear, dodger, profurler, interior. ABI portlights, etc. Excellent Perkins diesel, new paint. \$49,000. (415) 713-6876.

CATALINA 42 Mk II, 2000. Excellent liveaboard in bristol condition. 2 staterooms/2 heads. Lots of upgrades: Custom teak rolltop desk to house flat-screen computer system, custom mattress, salon ultraleather seating, 7 cockpit cushions, canvas covers including: Mainsail, 4 winches, cockpit, table, barbecue, full helm and jib sheet bags. Dodger, 2 Y-valve heads, 2 macerators, Adler-Barbour refrigeration, LPG stove and oven, barbecue outside with cover, teak cockpit grates. Furling headsail, Dutchman system and full batten mainsail. Knotmeter, depthsounder, electric anchor windlass, stereo system with CD, inside and outside speakers. VHF radio, boat wired for 2 phone lines and 2 cable TV outlets. Yanmar engine, 328 hours. See detailed pictures: <http:// www.aronralston.com/catalina> Asking \$185,000. Please call (510) 708-9100 Serious buyers only.



51 FEET & OVER



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65-FT AMERICAN PRIVATEER STEEL schooner. Dry-docked in Northern California. No miles on Isutta Fraschini 300 hp diesel engine. On trailer. Washer, dryer, icemaker, refer/freezer, stove, oven. Custom tiled bathroom, shower, tub. Survey/ pics: http://home.comcast.net/~shaunarenee/ Santa Cruz. \$39,900/obo. (831) 251-3252.



70-FT ROBERT PERRY-DESIGNED cutter. This is absolutely the highest quality, custom, aluminum, American-made sailing vessel. Solid cherry interior throughout, very little wood outside, Master with walk-around queen, 2 guest staterooms, pilot berth, 3 heads, gourmet galley with stove, convection oven, microwave, huge freezer, front-opening refrigerator, dishwasher, trash compactor, near-new electronics including Garmin chartplotter, new ICOM SSB and VHF, autopilot, roller furling on all 4 sails, bow thruster, Village Marine watermaker, genset, Yanmar engine, dive compressor, 42" plasma TV and stereo. Tons of storage. Roomy pilothouse with table with refrigerator. In addition, this boat is fast and ready to sail away. Condition: Bristol. Built 1993. \$795,000. Call to see. Robert (925) 890-8619.



email: homebase@oregoncoast.com

AMEL SUPER MARAMU 53, 1998. Superb condition. Located Annapolis, MD. Three air conditioners, 2 deep freezes, full awning, satphone, dinghy, generator, watermaker, bow thruster, dual autopilots, more. Website: <http://embark. to/yachtsale> for full list, survey, photos. Reduced \$379,500. (520) 378-9488 or email: amelsale@aol.com.



TAYANA 55, 1986. Center cockpit cutter. Out-of-state doctor selling custom-built circumnavigator. Navtec rigging, Forespar mast and mainsail furler, 8kw Onan, Village Marine watermaker, Grunert fridge, Cruiseair AC/heat, Furuno radar, ICOM SSB, B&G instruments, Alpha autopilot, Trimble GPS, Zodiac liferaft, 4 ACR EPIRBs. Cruising spinny, new 150 genoa, tri-sail. Currently based in So. Cal. for viewing. Possible liveaboard slip in San Diego. \$325,000. Brokers 3%. Contact my Captain: captpaulscott@att.net or call (619) 756-9034.

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1980 MURRAY PETERSON COASTER III schooner. 42 feet, cedar over oak, teak and holly interior, 100 hp Detroit diesel, 12-sail inventory. A traditional beauty. \$125,000. Call (208) 315-1050 or email: lifeepbaker@hotmail.com.



SEABIRD YAWL, DUCHESS. MMBA member, Marconi full keel. Built 1940 of mahogany. LOA 33-ft, LOD 26-ft. New Yanmar. Send for list of equipment and numerous upgrades. \$12,000. Call John Tucker (510) 215-6620 or email: itucker903@sbcclobal.net.

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ATKINS 34 DOUBLE-ENDED KETCH. LOA 45'. Built in Hawaii 1961. Strong, safe, fast cruiser. Yellow cedar on Apitong, bronze, teak deck. Yanmar diesel, immaculate. Custom 12v refrigerator/freezer. New cushions. Seattle, WA. \$49,000. (509) 763-3442 or email: svauwan@yahoo.com.



40-FT HINCKLEY WOOD CLASSIC. Cutter rigged, 1955. Great condition. Double-planked mahogany over cedar, oak frames, bronze floors and fasteners. Spruce spars, teak decks. 2002 Volvo 38 hp diesel. See: <www.thecarts.net/me> for specs and pics. bob@cartdev.com or (510) 225-5178.

 (510) 225-5178.
 1964 TAHITI KETCH, ASUKA. Wellfounded and full of gear. 2003 Volvo 940 diesel, Hasler vane, AP, VHF, inverter and more. Cedar on oak. Hull and decks in good condition. Offshore vet. \$8,500/obo. Call (415) 227-4555 or sail1025@aol.com.

MULTIHULLS

MAYOTTE 47 CATAMARAN, 1994. Located St. Petersburg, Florida. Boat is in great condition, fully equipped, just add food and fun, ready to cruise the Caribbean and beyond. Boat equipped to meet PIYI Category I standards. \$339,000. (503) 810-4435 or brsarch@comcast.net.

FARRIER TRAILER TRI 720. Set up for cruising, trailering. Roller-furling jib, anchor roller, VHF, depth, steerable 9.9 Yamaha, stove, sink, forward head, storage nets, boom tent, 2-axle trailer. Built in 1996, painted 2000. \$23,500. Call (707) 485-1580 or djbuick@adelphia.net.



53-FT 1991 FOUNTAINE-PAJOT catamaran. Ready to cruise the world in luxury? Rhapsodie is ready to go. Rhapsodie's interior was redesigned by Carl Schumacher to create a beautiful, light, living space on this proven, seaworthy sailing catamaran. Rhapsodie has undergone 2 major refits, the latest in 2005 to include new: Standing and running rigging, mast, sails, refrigeration, batteries, electronics, paint. She has galley up salon, 4 double staterooms plus double berth crew's quarters, 3 heads, separate bathtub, microwave, washer/dryer, watermaker, 8kw generator, large fuel tankage, custom hard dodger and windshield, electric winches, 110/220 electrical systems. \$539,000. See: <www.rhapsodie.us> Email: caren_edwards@earthlink.net or call (650) 804-6716.

CATANA 53, 1994. Outstanding ocean class performance cruiser. Recent refit, repower, and survey. Custom rigging. 4cabin owners layout. Bluewater outfitted, set up to be sailed by two. Proven, safe, and comfortable. Extensive equipment inventory. \$539,500. Delivery/orientation available. Info: svtizza@hotmail.com.



60-FT PERFORMANCE CAT, 1999. Four guest cabins with heads and showers, two crew quarters. Epoxy, honeycomb vacuumbag post-cured hulls, structure hardtop and daggerboard. Calvert Vectran main, jib and screecher. Yanmars, Harken hardware, Lewmar hatches, Balmar alts, 2 Glacier Bay refers, freezer. Air cond., 8 gel cell batteries, flat screen TV, DVD, VCR, CD, autoprops. One of the fastest cats in the Caribbean, open, light and airy. \$950,000. Worldwide delivery. Email: nlbolde@yahoo.com or (340) 998-1976. USVI.



ARTHUR PIVER DESIGN. 20-ft x 10-ft. Fast, beautiful, huge. 5 hp outboard. Huge storage. High aspect sails. Daysailer. Free trailer registration, super strong, one axle. \$9,500 For pictures email: Carl_F_Anderson@yahoo.com.



1992 SOLARIS SUNSTAR 36 catamaran. Proven bluewater cat. well-equipped for extended cruising, fast, stable. Loads of interior space, 2 double cabins, 1 single, large shower, Perkins diesels. Great for Baja. Serious buyers for cat. In California, as is \$139,000. (805) 712-8259.

38-FT MODIFIED SEARUNNER trimaran. Fully rebuilt, fully loaded, ready for circumnavigation. \$77,000/obc. Visible in Newport, CA. See: <www.multihulls.uk.com/ gbrokerage/1072_searunner_2.htm> and <www.sailboatlistings.com/view/3547> Email: brunocean@yahoo.com.

DRASTICALLY REDUCED by \$8,000. Brown 34-ft trimaran. Now only \$10,000/ firm. Hull's rebuilt and amas freshly painted. Kubota 2-cylinder diesel. In Rio Vista, CA. Serious only need inquire. No bullshi**ers. (925) 584-7658 between 5 am and 7 pm.



GEMINI 105 MC, 2002 CATAMARAN. Easy and fast to sail. Like new. Kanpai is very well equipped with fully battened main, roller furling 2 jibs. Westerbeke 30B diesel, 250 hours. AC/propane fridge/ freezer, heater, love seat, romantic master state room. Long list, see: <http://home. comcast.net/~achjones/Kanpai-Gemini. html>Asking \$135,000. We are upgrading to a bigger catamaran. Call Andy (650) 773-8200.

BROWN 31 A-FRAME TRIMARAN. Bay, Ha-Ha, circumnavigation? 9.9, good sails, very clean, ready to go. Safe, comfortable. Same design, local boat, sailed around the globe. Possible trade for smaller multihull? Whatcha got? \$17,000/best/trade. Photos, details: stuart@vineyardvideo.com or (707) 591-9999.

31-FT BROWN SEARUNNER. Open vented wing, 9.9 Johnson ob, Autohelm, surveyed 2004, located Brisbane Marina with \$165/mo. berth fee, \$15,000. 38-ft Wharram cat, two hulls, 45-ft tapered mast, rudders, needs everything, on the hard, \$3,000. 28.5-ft Bayliner Victoria with factory trailer, \$8,000. 11.5-ft Vacationeer Aristocrat cab-over camper, \$1,000. 8-ft cab-over camper, \$500. 7-ft cab-over camper on trailer, \$500. 28-ft Piver tri with diesel inboard, on the hard. \$2,000. (650) 207-4044.

CROSS TRI 28. Production built. New mast, rigging in 1996. Haulout in 2000 for two weeks. 15 hp Evinrude, like new. Santa Cruz, CA. \$7,500/obo. Email for photos, info: ninette.bravo@seagate.com or call (831) 439-2683.

34-FT 2005 GEMINI 105MC catamaran. Perfect condition, better than new, excellent equipment. Fast and comfortable. Ideal for the whole family: Racing, cruising the Bay, to Mexico, and beyond. Finest Gemini available on the West Coast. <http://loonasea.gibbons.web.stanford. edu> \$175,000. (650) 380-3343 or email: loon.asea@yahoo.com.

POWER & HOUSEBOATS

TRADE OR SALE: 1974 68-ft x 20-ft working steel trawler / office / home. 1,000 sq.ft. of space. Legal liveaboard. Trade value: 45 to 70-ft sailboat or cash or terms. Be creative. Berkeley slip. Email: GaryKJennings@msn.com or call (510) 665-7716.



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



LUHRS 34, 1968. Classic sportfishing. Fiberglass hull, single 160 hp diesel, 3 gph. Flybridge, aft canvas enclosure, radar, autopilot, depthsounder, fishfinder, electric windlass, bait tank, dinghy, davits, oven, more. Ready to go. Located Ventura. Pictures at: <www.surveyorCraft. com/GreySeal.html> \$18,900. Call (805) 686-4589 or chris@surveyorcraft.com.



1979 FIBERFORM 28-FT sportfishing boat. Twin Volvo Penta V8s. Last hauled October 2005. New props, new Morse controls and cables. Petaluma Marina. \$15,000. For appointment call Kerr (707) 479-4589 or Levon (707) 364-5890 or email: kerrandmary@earthlink.net.



CHRIS CRAFT CATALINA 28 EXPRESS cruiser, 1977. Great family boat, Delta or Bay. Sleeps 6. Galley with sink, alcohol stove, refrigerator, head with shower, VHF, depth, windlass, 6'5" headroom. Repowered with 80+ hours with fresh tuneup, oil, etc. Bottom redone in 2004. Needs some TLC. Berthed at Vallejo Marina, H-011. \$12,000/obo. Doug Boyle (707) 486-9647 (cell) or (707) 433-2143 (hm).



42-FT FIBERGLASS RAWSON/MONK 1969, long-range trawler. Supremely outfitted good condition. 800 gals. diesel Naiad stabilizers, hydraulic Get-home, rebuilt Detroit 453, keel coolers, storm plates, liferaft, EPIRB, 2 new generators, 2 radars, 2 Nav-Trak Laptop Nav Systems, 2 windlasses, weatherfax, SSB, color depthsounder, autopilot, isolation transformer, bimini, 1800 watt inverter, 4 anchors, watermaker, 2 refrigerators, 2 microwave ovens, watermaker, Webasto heat, roomy salon and galley, island bed, 2 heads, Lectra-San, stand-up shower, new carpeting, stern davits, AB inflatable with 9.9 Honda outboard. Honda Elite motor scooter and much more at: http://www.sheerfollv.net. \$100,000. (831) 429-1780.



20-FT FIBERGLASS BEACHCRAFT runabout with trailer. No motor. Needs TLC. A bargain fixer-upper. \$750/obo. Ray (209) 772-9695.

TIRED OF LOOKING AT OTHER people's junk? 1980 CHB trawler with bow/stern thrust, central air. New: Cushions inside, vinyl out, canvas, mattress, carpet, appliances, non-skid, paint, counter/sinks, holding tank. Single Ford Lehman 1940 hours. Bow/stern thruster, much more. \$94,500. Call Scott (925) 855-1706.



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



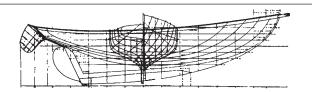
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PACEMAKER 65 MY, 1971. 3 staterooms including owner's master with bath and shower. Flybridge, dual controls, lots of recent upgrades. Great liveaboard, excellent condition. 49 passengers COI. Priced to sell \$285,000/RE trade? Call Gerry (415) 332-3291.



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PARTNERSHIPS

1/3 SHARE CATALINA 30 in prime Sausalito berth. This 1980 is extensively upgraded with more powerful diesel, new cushions, replaced masts, spreaders, roller furling, MaxProp. 5 min. to Bay, 30 min. to Angel Island or Golden Gate. Join legacy owner, \$7,900 buy-in, \$220/month includes 10 days/month use, close parking space, walk to cafes, jazz bar, movies and restaurants. See pics: http://web.mac.com/debsbs Call Lee or Gif (415) 332-5442.

LOOKING FOR A COMPATIBLE equity partner, 1/3 to 1/2 interest, in wellequipped Islander 36 at South Beach Harbor. (650) 964-8901. LANCER 36 SLOOP, 1982. Designed by Bill Lee. Downtown Sausalito berth, excellent condition, many upgrades, fully equipped, new sails, new interior, more. Large salon, single stateroom, open floorplan. Great boat for the Bay, sails like a dream. Original owner seeking 1/3 or 1/2 equity share partner(s). Call Alson (650) 654-7987 (ofc) or (650) 483-3252 (cell).

1/3 CATALINA 30. Sausalito, 1980 with upgrades: Diesel, new cushions, masts, spreaders, roller furling, MaxProp. 5 min. to Bay, 30 to Angel Island or GG. \$7,300 plus \$220/month with parking, walk to cafes, jazz bar, movies, restaurants. Call for pics. Lee (415) 332-5442.

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BENETEAU 393 PARTNERSHIP. Equity or non-equity available. Beautiful 2002 39-ft cruiser. Sausalito berth. Fully equipped, full electronics. Great sailing boat, comfortable below. Carefully maintained. Two cabins, large salon. Down / monthly variable on share from \$400/mo. (415) 331-4900.

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LITTON 41 TRAWLER, 1978. San Carlos, Mex. Twin 120 Lehmans, 3,500 hours, 4.0 gph. 7.5kw Kohler. LectraSan / Vacuflush. New FG decks. 10, Caribe with 15 hp Merc. New bottom paint. Proven coastal cruiser. \$140,000. Fully equipped. (520) 299-7251 or onthehook @att.net.

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DICKERSON 41, 1971. Strip-planked aft-cabin ketch, mahogany over oak. Westerbeke 60 hp diesel. Neat cruiseoutfitted eye-catcher reluctantly for sale. I've aged out. \$25,000/as-is, where-is. Lying Panama, no hurricanes. Details and pics: sidboat@hotmail.com.

AZUL CIELO Y AZUL MAR. Book your winter vacation in the tropics now. Gorgeous new Punta Mita condos 35 minutes from Puerto Vallarta, available to rent by private owner, starting October 1. Right on the beach, 10 feet from the water, they offer spectacular views of the ocean and mountains, the biggest infinity pool in the area, an endless beach, great advanced and beginning surf breaks, great fishing and tremendous views of whales, bird life, and the islands. While uncrowded and tranguil, it's just a five-minute walk to several waterfront restaurants. Choose from a one or three-bedroom unit, unusually spacious and beautifully furnished or an amazing two-story penthouse with its own palapa on the top floor. For reservations, call (415) 599-5012.

TRADE

TRADE OR SALE: 1974 68-ft x 20-ft working steel trawler / office / home. 1,000 sq.ft. of space. Legal liveaboard. Trade value: 45 to 70-ft sailboat or cash or terms. Be creative. Berkeley slip. Email: GaryKJennings@msn.com or call (510) 665-7716.

WANTED

PRIVATE PARTY TRYING TO LOCATE any year Alden 44 for sale anywhere on West Coast of USA, Canada, or Mexico. Price based on boat condition and current equipment. Please only principals/owners. Ask for Chad (925) 684-3636 or email: Westmac@sbcglobal.net.

AMF TRAC 14 CATAMARAN with trailer. Call (916) 361-1731 (Sacramento). NEED TO RENT: Government employee needs boat, 30+ feet, to basically sleep on up to 4 nights/week max. In Sausalito area to ease long commute. Mature, good references. (707) 696-0043.

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225-FT 3/8" TRIPLE B CHAIN. Never used. \$750/obo. Call (415) 663-1442.

WESTERBEKE 4-107 DIESEL heat exchanger, cooled with Paragon 1 to 1 gearbox. Lifeboat takeout, runs excellent, can demo. \$1,000/obo. Call (530) 926-5541.

MONITOR WINDVANE with wheel adapter, spares, 2003, \$2,995. SGC2000 SSB, \$150. 6-man Avon canister liferaft, last certified 1995, \$1,295. Full boat cover for Peterson 45 ketch, \$800. Little Wonder watermaker, \$1,800. (619) 987-5920 or email: wdd2090@sailmail.com.

NEVER USED STUFF: ATN Topclimber, \$200. Fiorentino 6, para-anchor, \$300, complete outfit. 300-ft 5/8-inch Fiorentino rode, trip line, roderap for para-anchor, \$200. MOM8-A, \$250. Lifesling, \$50. Call (520) 896-2285 or email: tomikemorgan@yahoo.com.

CONVERTED TO LEISURE FURL on Sceptre 41. Have boom, North sail with Dutchman system, custom sail cover. Luff 47.25', Foot 14.25', Leech 49.35', Schaefer battslides, 5 battens. \$3,000 for all, or offers on part. (415) 461-5902 or sarian1286@aol.com.

THE IRISH COCKROACH ARMY (ICA) is selling two 16 hp Universal engines for \$2,600. Or 14 hp Westerbeke for \$1,800. Or 1-GM-10 Yanmar for \$2,800. All complete with accessories, transmissions. Also Yanmar, Volvo and Atomic 4 parts. Up the ICA. (415) 272-5776.

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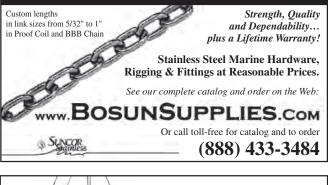
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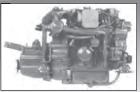
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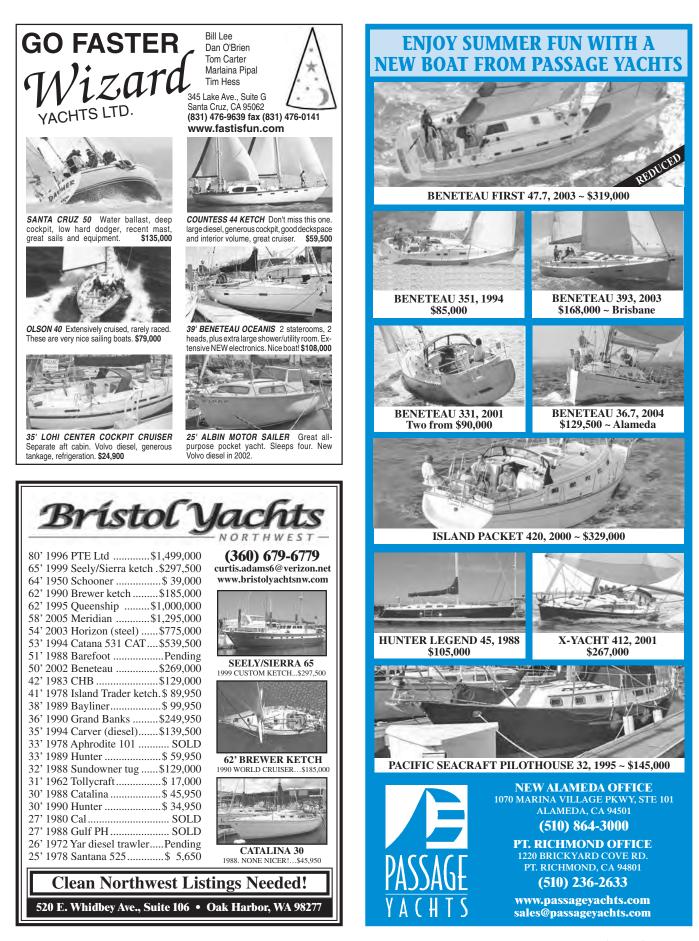
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41' CT KETCH, 1971 This heavily built fiberglass cruiser looks like a carvel-planked classic, without the hassles of wood. Charming, roomy and sea kindly, Boundless shows very nicely - owner has spent almost \$24,000 this past year - and is competitively priced. Transferable Sausalito slip. \$52,000



32' ERICSON, 1986 Classic Bruce King design, originally launched in '67, sporting an integral lead keel, spade rudder, deck-mounted mast and a double-spreader rig was years ahead of her time. Even by today's standards, the boat holds her own in terms of aesthetics, build quality and performance. \$45,900



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