

*Latitude 38*

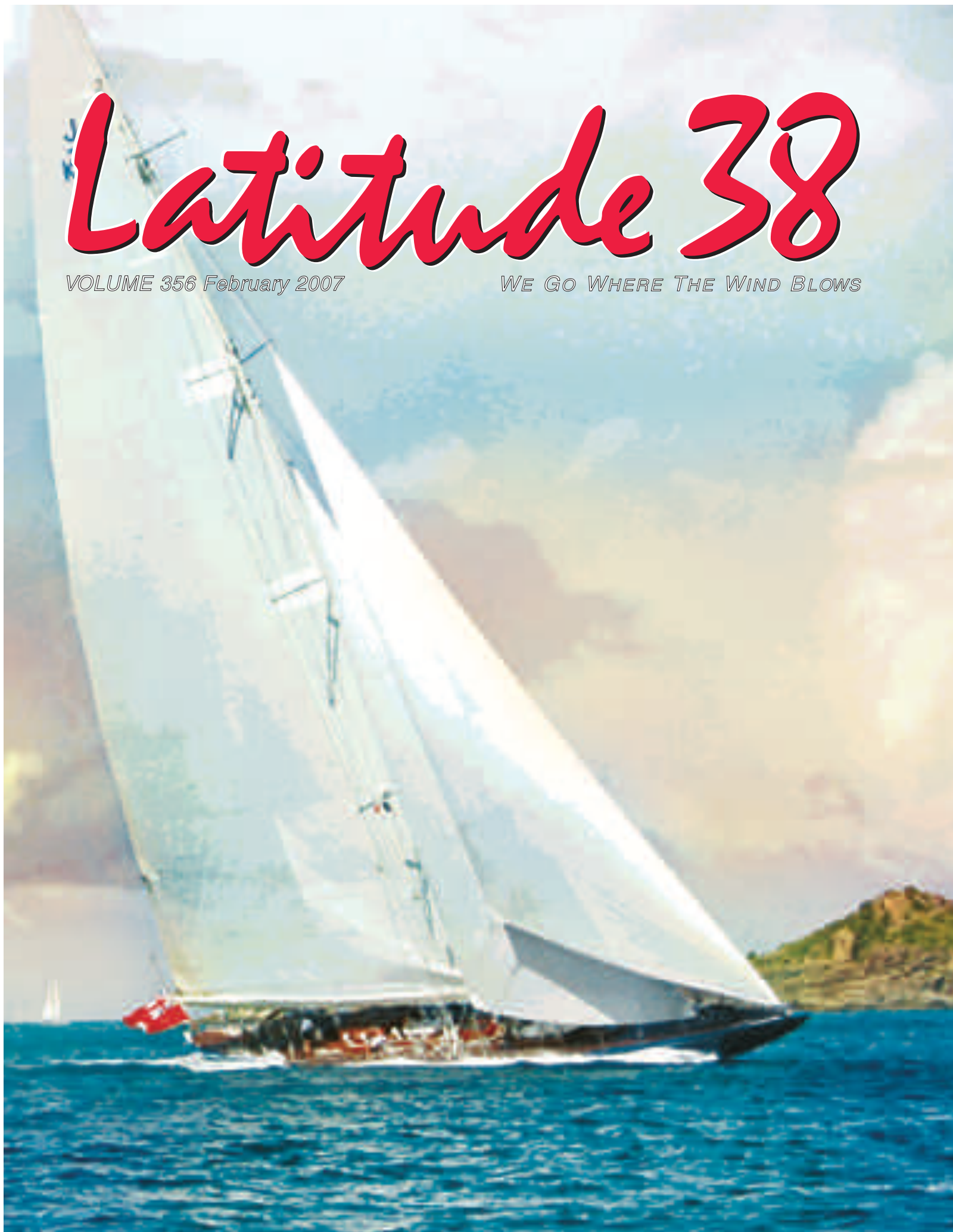
# *Latitude 38*

*VOLUME 356 February 2007*

*WE GO WHERE THE WIND BLOWS*

FEBRUARY 2007

VOLUME 356





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Alameda Prop & Machine .....	24
Bay Island Yachts .....	7
Bay Marine Diesel .....	204
Mariner Boat Yard .....	43
New Era Yachts .....	221
Pacific Coast Canvas .....	87
Pacific Yacht Imports .....	11



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"Fast forward 13 years. While preparing my new Catalina 470 for my 4<sup>th</sup> trip to Mañana Land, naturally a new cruising chute from Pineapple Sails was once again high on the list. Pineapple worked overtime to have the sail ready for our departure from San Francisco for the Baja Ha-Ha XIII. But as luck would have it, it was upwind all the way to the start in San Diego. *Déjà vu* all over again? Fortunately, no. XIII turned out to be our lucky number. This trip *Stainsby Girl* sailed days and glorious nights under our new spinnaker.

"Whether cruising down the coast to Cabo or cruising down the Oakland Estuary to Marina Village, a Pineapple cruising chute adds the finishing touch to a fun day on the water.

"Thanks Pineapple." - Garry Dobson



PHOTO: ROGER HAYWARD

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VIEW**

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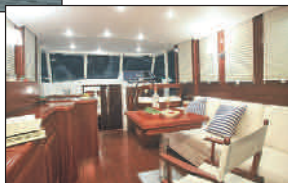
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## News From Key West Race Week

**Five Beneteau 10Rs showed up at Key West ready to show their stuff...**

**Day 1:** With winds around 12-15 knots and good seas, the 10Rs show their speed and agility. At the end of the day, in PHRF Section 3, 2 10Rs tie for first the rest finishing 5th, 7th, and 8th place finish.

**Day 2:** Clear and warm with a steady 12 knot breeze, the game is on and again it is a First 10R sweep with a 1st, 2nd, 6th, 7th, and 8th place finish.

**Day 3:** The day dawned overcast with threats of rain, but it was sunny sailing for the 10Rs finishing 1st, 3rd, 5th, 8th and 10th out of a fleet of 13 boats.

**Day 4:** Victory! Out of 13 boats, First 10Rs took 1st, 3rd, 6th, 7th and 8th places.

**Congratulations to NKE, Manic, Moon Racer, Pony Up, and 52905**

## 10R Wins Class at Key West and the PHRF National Championship

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*Charles Tobias*  
Charles Tobias, Chairman

## CONTENTS

subscriptions	12
calendar	26
letters	34
loose lips	88
sightings	94
sailing resolutions	114
ken barnes' solo attempt	120
cyc midwinters	126
45 days in the caribbean	132
ashley perrin	144
andaman islands	148
project boats	154
dear max ebb: lonely halyard club	160
the racing sheet	166
world of chartering	176
changes in latitudes	186
classy classifieds	206
advertisers' index	217
brokerage	218

Cover: The 130-ft J Class sloop 'Endeavour' sails the Caribbean.

Photo by: Latitude 38/Richard

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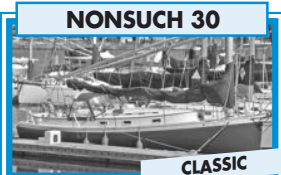
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Publisher/Exec. Editor.....Richard Spindler.....[richard@latitude38.com](mailto:richard@latitude38.com).....ext. 111  
Associate Publisher.....John Arndt.....[john@latitude38.com](mailto:john@latitude38.com).....ext. 108  
Managing Editor.....John Riise.....[johnr@latitude38.com](mailto:johnr@latitude38.com).....ext. 110  
Senior Editor.....Andy Turpin.....[andy@latitude38.com](mailto:andy@latitude38.com).....ext. 112  
Staff Writer.....LaDonna Bubak.....[ladonna@latitude38.com](mailto:ladonna@latitude38.com).....ext. 109  
Staff Writer.....Sutter Schumacher.....[sutter@latitude38.com](mailto:sutter@latitude38.com).....ext. 105  
Advertising Sales.....John Arndt.....[john@latitude38.com](mailto:john@latitude38.com).....ext. 108  
Advertising Sales.....Shawn Grassman.....[shawn@latitude38.com](mailto:shawn@latitude38.com).....ext. 107  
Classified Sales.....Mary Briggs.....[class@latitude38.com](mailto:class@latitude38.com).....ext. 104  
General Manager.....Colleen Levine.....[colleen@latitude38.com](mailto:colleen@latitude38.com).....ext. 102  
Production/Web.....Christine Weaver.....[chris@latitude38.com](mailto:chris@latitude38.com).....ext. 103  
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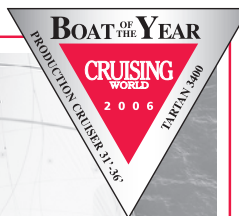
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86	Schooner Charterer	1970	70,000	37	Tayana Ketch	1975	79,900	30	Ericson 30.3 Sloop	1969	12,000
57	Crealock Ketch	1995	190,000	37	Islander Motorsailer	1970	44,900	30	Simpson-Wild Retractable Tri	1970	18,000
50	Hudson Pilothouse Ketch	1979	159,500	36	Union Cutter	1983	80,000	26	McGregor Sloop	2000	20,000
46	Hunter 460 Ctr Slip	2000	235,000	36	Chung Hwa Magellan Ketch	1979	53,000	<b>POWER</b>			
44	Irwin CC Sloop	1987	105,000	36	Chung Hwa Magellan Ketch	1977	52,900	71	Custom Passenger MY	1980	199,000
44	Miller 44 CC Cutter	1980	138,000	36	Westerly Conway Ketch	1976	38,900	52	Canvel Trawler	1984	160,000
43	Spindrift Ctr PH	1981	85,000	36	Islander Sloop	1972	28,000	48	Bluewater Coastal	1991	172,000
43	Camper Nicholson	1970	98,000	36	Columbia Sloop	1968	29,000	45	CHB Sedan	1981	169,000
42	Hylas Sloop	1987	169,000	35	Endurance PH Cutter	1988	49,900	40	Hatteras Convertible Spish	1968	95,000
42	Passport Cutter	1985	170,000	35	Ericson Sloop	1976	29,800	37	C&L Marine Trawler	1978	49,000
42	Acapulco Cutter	1988	97,500	35	Fuji Ketch	1974	59,900	33	Knight & Carver	1997	97,500
40	Hardin Sea Wolf Ketch	1978	92,000	35	Piver Catamaran	1970	11,000	26	Carver Sunseeker	1984	9,000
37	Endeavour 37.5 A Ctr Ketch	1979	65,000	34	O'Day Sloop	1984	37,900				



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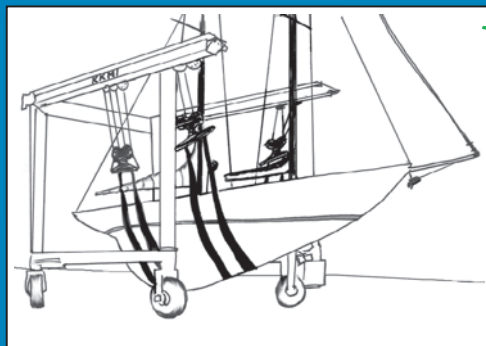


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**43' CONTESSA SLOOP, '78**  
Performance designed by Doug Peterson.  
Quality construction. Must see! \$139,000



**43' RON HOLLAND, '87**  
Offshore performance cruiser. Fully loaded  
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**41' LITTON PERRY, '83.** Capable and robust  
Perry design ready to cruise. Many upgrades  
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**36' C&C SLOOP, '81**  
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fiberglass, alum. spars, low hours on Perkins  
4-108 diesel, beautiful interior. \$49,500



**35' SCHOCK SLOOP, '86**  
Rebuilt Yanmar '03, new folding prop,  
good sail inventory. \$41,900



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**34' HUNTER SLOOP, '86**  
Full batten mainsail, dodger, bimini,  
refrigeration and electric head. \$37,500



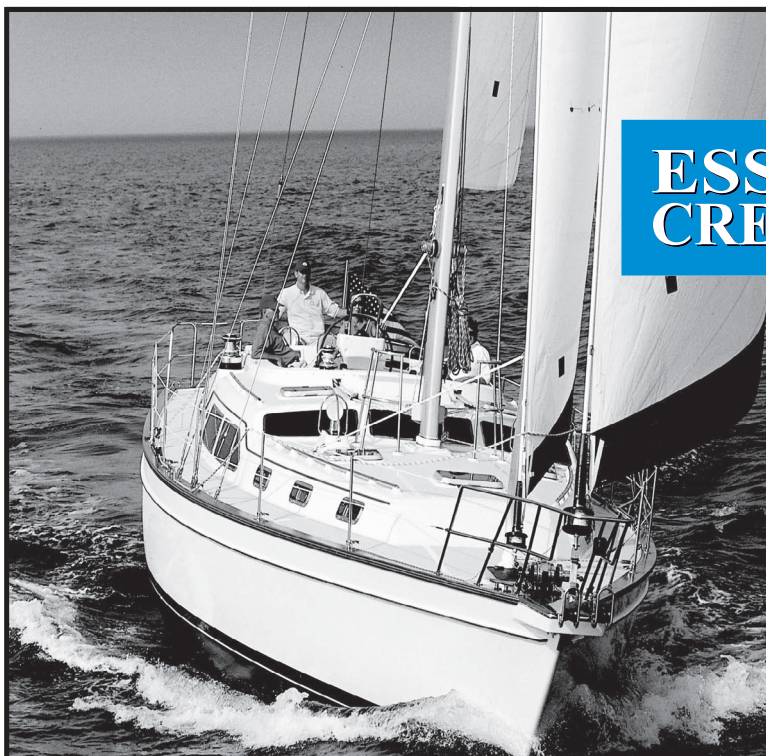
**33' MASON CUTTER, '85.** Beautiful woods,  
complete cruising inventory, green hull, beau-  
tiful teak decks, Furler, 2 sets of sails. \$89,000



**27' CATALINA, '86**  
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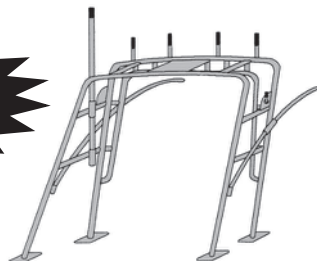
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**2002 Schumacher Custom 52**  
**\$615,000**



**1996 Beale 47**  
**\$259,000**



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**\$347,000**



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**\$179,000**



**1997 Tashiba 40**  
**\$250,000**



**1986 Passport 40**  
**\$155,000**



**2002 Farr 395**  
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**1989 Sabre 38 MkII**  
**\$173,000**



**1977 Tayana 37**  
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1991	72'	Viking CPMY	\$1,095,000
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1996	47'	Beale sloop	259,000
1999	44'	Outbound	347,000
1999	41'	Beneteau 411	179,000
1986	40'	Passport	155,000
1996	40'	Sabre 402	SOLD
1997	40'	Ta Shing Tashiba	250,000
2002	39'	Carroll Marine Farr 395	PENDING
2007	38'	Sabre Hardtop Express	525,000
1989	38'	Sabre MkII	PENDING
1977	37'	Tayana cutter	91,700
1980	35'	CHB twin cabin	SOLD
2007	34'	Sabre Hardtop Express	398,000
1997	32'	Silverton 312 sedan	59,000
2000	32'	Monterey 302	79,500

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## CALENDAR

### Non-Race

**Feb. 2** — Full moon on Groundhog Day (Friday).

**Feb. 4** — Cal Sailing Club will give free sailboat rides at Berkeley Marina, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**Feb. 4-25** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Feb. 7, 21** — Pt. Fermin Single Sailing YC invites singles to two monthly meetings. 6 p.m. at Acapulco Restaurant in San Pedro. Info, (310) 427-4817 or [www.pfsyc.com](http://www.pfsyc.com).

**Feb. 7, 14, 21, 28** — Yachtsmen's Luncheon Series at St. Francis YC, 12-2 p.m., \$12. Enjoy lunch and a dynamic speaker every Weds. Any YC members welcome. Go to [www.stfyc.com](http://www.stfyc.com) and click on 'Yachting Lunch' under 'Events'.

**Feb. 8** — Engine Maintenance Class by Santa Clara Power Squadron in San Jose, 7-9 p.m. Must be a member. Info, [www.usps.org/localusps/santaclara/member\\_courses.htm](http://www.usps.org/localusps/santaclara/member_courses.htm).

**Feb. 8** — If you want to meet other single sailors, learn to sail or need crew, Single Sailors Association's monthly meeting is at Oakland YC, 6:30 p.m. Info, [www.singlesailors.org](http://www.singlesailors.org).

**Feb. 14** — What could be more romantic than a sunset sail with your Valentine?

**Feb. 14-Apr. 8** — Advanced Coastal Navigation class taught by USCGA Flotilla 12-2 at Oakland YC, 6:30 p.m. \$125 fee. For info or to register (required), call Nancy at (510) 601-6239.

**Feb. 20-Apr. 24** — Boating Skills and Seamanship taught by USCGA Flotilla 12 at Sausalito Cruising Club, 7:30-9:30 p.m. \$75 fee includes textbook. For info or to register, contact John at (415) 924-1842 between 10 a.m.-9 p.m.

**Feb. 20-Apr. 24** — USPS Boating Course taught by the Ventura Power Squadron at the Ventura Yacht Club, 7:30-9:30 p.m. Course is free, materials \$49. For info or to register, contact Dave at (805) 482-0429 or [dawinandann@verizon.net](mailto:dawinandann@verizon.net).

**Feb. 24** — How the Tides Work for You presentation by Kame Richards at the Bay Model in Sausalito, 1 p.m. Boaters can learn how to use the Bay's currents. \$15 donation. Info, Celeste at [cymirassou@yahoo.com](mailto:cymirassou@yahoo.com) or (415) 383-6980.

**Feb. 25** — Golden Gate Tall Ships Society Annual Meeting at Sausalito YC, free. Meeting begins at 4:30 p.m. Presentation "The Life of Lucy Brown, a Tallship Captain's Daughter" by Martin Graham, 6-8 p.m. Info, [www.ggtss.org](http://www.ggtss.org).

**Feb. 28-Mar. 28** — ChartSmart course taught by Peralta Sail & Power Squadron in San Leandro, Weds. nights. Info, (650) 592-3604 or [www.peraltasquadron.org](http://www.peraltasquadron.org).

**Mar. 3** — Sail-a-Small-Boat Day. Free rides in a variety of different small sailboats at Richmond YC, 11 a.m.-4 p.m. Wear something warm and waterproof, like a wetsuit, and bring a PFD and change of clothing. Info, [www.richmondyc.org](http://www.richmondyc.org).

**Mar. 3** — Marilee Shaffer will talk on using computers in marine situations at Oakland YC, 9 a.m.-12 p.m. Free for members, others pay \$10 or \$15 for a couple. Register at (510) 522-6868 or [cwong@oaklandyachtclub.com](mailto:cwong@oaklandyachtclub.com).

**Mar. 4** — Oakland YC Open House for prospective members, 9 a.m.-12 p.m. Tour the facilities and stay for brunch, \$9.50. Info, (510) 522-6868 or [cwong@oaklandyachtclub.com](mailto:cwong@oaklandyachtclub.com).

**Mar. 13, 14, 20, 21** — Boat Smart Class, Marin Power & Sail Squadron at Kell Educational Center in Novato, 7-9 p.m. Info, (415) 883-6777.

**Mar. 15** — Winch Maintenance seminar at West Marine in Oakland, 5:30 p.m., free. Info, (510) 282-0198.

**Mar. 20** — How the Tides Work for You presentation by Kame Richards at the Bay Model in Sausalito, 7 p.m. Boaters can learn how to use the Bay's currents. \$15 donation. Info, Celeste at [cymirassou@yahoo.com](mailto:cymirassou@yahoo.com) or (415) 383-6980.

**Mar. 22** — Winch Maintenance seminar at West Marine in Sausalito, 5:30 p.m., free. Info, (510) 282-0198.

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FAX (206) 286-1353

## CALENDAR

**Mar. 25** — Berkeley YC Annual Swapmeet — the first of the season. Info, (510) 908-3304 or [wright53r@yahoo.com](mailto:wright53r@yahoo.com).

**Mar. 31** — 8th Annual Marine Flea Market at Anderson's Boat Yard in Sausalito, 8 a.m.-1 p.m. Benefits Sausalito YC Junior Sailing Program. Info, (415) 332-5432.

**Apr. 4** — Latitude 38 Spring Crew List Party at the Golden Gate YC, 6-9 p.m. \$7. Info, [www.latitude38.com](http://www.latitude38.com).

**Apr. 18-22** — Strictly Sail Pacific, Jack London Square. As the West Coast's really big all-sailboat show, this is a must-see for sailors. Info, [www.strictlysail.com](http://www.strictlysail.com).

### Racing

**Feb. 10** — Singlehanded South Bay Race, Sequoia YC. You learn better and faster with one hand than a whole crew. Using just one hand, dial (650) 361-9472 for information.

**Feb. 21-23** — San Diego-Puerto Vallarta Race, a 1,000-mile downwind race followed by MEXORC. See [www.pv07.com](http://www.pv07.com).

**Feb. 24** — Island YC Sadie Hawkins Race on the Estuary. Woman skipper, full crew. Chowder Challenge afterwards at the clubhouse. Joanne McFee (510) 521-7442 or [iycracing@yahoo.com](mailto:iycracing@yahoo.com).

**February, 1987** — It Was Twenty Years Ago, from an article titled *High Noon in Fremantle*:

Dennis Conner has been sailing competitively on 12-meters since his early 30s. He was Ted Hood's trimmer aboard *Courageous* in 1974 (the first time Alan Bond was beaten); he successfully skippered the 1980 Cup defender *Freedom*; and he lost the Cup in 1983 as skipper of the ill-fated *Liberty*. Now 44, he and his crew's skill could be the benchmark by which other 12-meter efforts are measured. His boat is built to go in a blow, he has that trick slick coating on the bottom and, if he is true to form, D.C. has at least one more ace yet to play.

His opponent, Iain Murray, is something of a legend-in-the-making himself. He's six-time world champion in Aussie 18s and has driven all manner and size yachts to wins in grand prix yachting events all over the world. At 28, he's participated in one America's Cup campaign, as skipper of the eliminated *Advance* in the 1983 trials. He also helped co-design both *Kookaburra* boats and has molded the *III* team into a crack crew that consistently and convincingly outsailed the best defending America's Cup winner Alan Bond had to offer.

If you get this issue on the first day of distribution, you'll have one day to beg, borrow or steal a TV with ESPN hookup. Despite an anchorman who doesn't know sailing from scuba diving, this coverage has proved excellent. Heck, even Herb Caen called it "a better show than most Super Bowls." If none of your friends get cable, try your yacht club. But don't miss it and don't delay. High noon is upon us. And by mid-February, it's going to all be over but the cheering — and the sobbing.

**Mar. 1-4** — Heineken Regatta, St. Maarten, West Indies. One of the world's great fun regattas — and some of the wildest parties. Ouch, my liver! Visit [www.heinekenregatta.com](http://www.heinekenregatta.com).

**Mar. 3** — 14th Annual Newport to Cabo San Lucas Race. This 800-mile downwind dash serves as a great tune-up for the TransPac. Newport Harbor YC, [www.nhyc.org](http://www.nhyc.org).

**Mar. 3-4** — Spring Keel Regatta, Cityfront. StFYC, (415) 563-6363 or [raceoffice@stfyc.com](mailto:raceoffice@stfyc.com).

**Mar. 8-11** — Acura Miami Race Week, Premiere Racing Events. Info, [www.premiere-racing.com](http://www.premiere-racing.com).

**Mar. 10-11** — Big Daddy Regatta, a Bay Area classic that shouldn't be missed. Richmond YC, (510) 237-2821 or [www.richmondyc.org](http://www.richmondyc.org).

**Mar. 10-11** — Spring Dinghy Invitational. StFYC, (415) 563-6363 or [www.stfyc.com](http://www.stfyc.com).

**Mar. 16-18** — San Diego NOOD Regatta. San Diego YC,

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## **Santa Cruz 52, 2000**

### **Natazak**

This SC 52 is pristine: major refit in summer '06; full inshore/offshore cruising equipment. There is no finer SC 52 on the planet. Coming to our sales dock soon, call for information.

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The J/44 has become the most successful large, offshore American yacht design ever, with a total of 67 boats launched. *Marilyn* is a legend...an outstanding racer/cruiser.

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## **Andrews 56, 1994**

### **Charisma**

A special magnet charm or appeal. This performance cruising boat offers speed and comfort with the allure for adventure. Call today to fulfill your cruising dreams.

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## **J/120, Hot Tamale, '98**

For fleet racing or week-end cruising, you can't do any better than the J/120. *Hot Tamale* is ready to race or cruise with your yacht club. She's so clean even Mama will go with you. Asking **\$239,999**



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## **J/105, Taboo, '01**

This 105 is pristine: halyards never see the light of day, faired keel and clean, clean interior. Asking **\$119,000**

56' Andrews 56, '84, *Charisma*..... Just listed! \$395,000  
53' J/160, '00, *Kayenta*\*..... Sale Pending \$749,000  
52' Santa Cruz, '00, *Natazak*..... \$675,000  
50' Hunter HC 50-4, '01, *Break'N Wind*..... \$530,000  
44' J/44, '91, *Marilyn*..... \$259,000  
44' Hylas, '89, *Ocean Okie*\*..... Just listed! \$229,000  
42' Beneteau First 42s7, '98, *Just in Time*..... \$199,000  
42' J/42, '00, *Velocity*..... \$289,000  
40' J/120, '98, *Hot Tamale*..... \$239,999  
40' Beneteau 40.7, '02, *Tout Suite*..... \$179,000  
40' J/120, '98, *Shenanigan*\*..... \$199,000  
40' Tripp, '92, *Snake Oil*\*\*..... \$89,900

37' Pacific Seacraft Crealock, *Zest*..... \$139,900  
35' J/35, '90, *Unusual Attitude*\*\*..... \$62,500  
35' J/109, '03, *Queen Bee*..... \$239,999  
35' J/109, '03, *Ice Nine*..... SOLD!  
34' J/105, '01, *Hull #443*..... SOLD!  
34' J/105, '98, *Wianno*..... Just listed! \$91,500  
34' J/105, '00, *Tenacity*..... \$104,900  
34' J/105, '01 #375, *Taboo*..... \$119,000  
34' J/105, '00 #298, *Out of Options*..... \$119,000  
34' J/105, '99, *Roadster*\*\*..... \$119,000  
34' J/34, '85, *The Zoo*\*\*..... \$32,900  
33' J/100, '04, *Faster Horses*\*..... \$129,000

32' Melges, *Emotional Rescue*..... \$85,000  
32' J/32, '99, *Esprit*\*\*..... \$129,900  
30' J/82, '93, *El Pellin*..... Just listed! \$48,500  
29' J/29, *Godzilla*\*\*..... \$21,900  
29' J/29, '81, *Macs*\*..... \$26,900  
29' J/29, '84, *Jolly J*\*..... \$25,000  
28' Alerion, '02, *Flying Machine*\*\*..... \$78,900  
28' Grady White Sailfish 282 w/trailer..... \$109,500  
27' Express, '82, *Top Gun*..... SOLD!  
26' J/80, '00, *Risky Business*\*\*..... \$34,900  
22' J/22, '88, *Becky*\*\*..... \$12,000

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## CALENDAR

(619) 758-6310 or [www.sdyc.com](http://www.sdyc.com).

**Mar. 17** — Oakland YC Rites of Spring, the 1- and 2-handed, and women's crews mid-Bay way to celebrate St. Paddy's Day. Info, Craig at [oycrace@yabbb.net](mailto:oycrace@yabbb.net) or (510) 522-6868.

**Mar. 17-18** — Spring One Design Invitational. StFYC, (415) 563-6363 or [www.stfyc.com](http://www.stfyc.com).

**Mar. 24** — Island YC's Doublehanded Lightship. Benefits Cerebral Palsy. "Ease into the ocean racing season with us!" Joanne McFee, (510) 521-7442 or [iycracing@yahoo.com](mailto:iycracing@yahoo.com).

**Mar. 24** — OYRA Crewed Lightship I. Info, John Craig of StFYC at (415) 563-6363.

**Mar. 26-April 1** — BVI Spring Regatta, British Virgin Islands. One of the Caribbean's best regattas, which includes a huge bareboat fleet. A great way to end a week-long charter. Info, [www.bvispringregatta.org](http://www.bvispringregatta.org).

**Apr. 5-9** — Grenada Round-the-Island Easter Regatta. Info, [www.aroundgrenada.com](http://www.aroundgrenada.com).

**Apr. 21** — Singlehanded Farallones Race, a local rite of passage. SSS, [www.sfbay.sss.org](http://www.sfbay.sss.org).

**May 5-6** — The 107th annual Vallejo Race, the biggest inland race in the U.S., which also serves as the YRA season opener. Info, (415) 775-9500 or [info@yra.org](mailto:info@yra.org).

**July 9, 12, 15** — 44th L.A. to Honolulu Race, better known as 'The TransPac'. Info, [www.transpacificyc.org](http://www.transpacificyc.org).

### Midwinter Regattas

**ALAMEDA YC** — Estuary Midwinters: 2/11, 3/18. M.L. Higgins, (510) 748-0289.

**BERKELEY YC** — Midwinters: 2/9-10. Bobbie Tosse, [bobbi@ifcbat.com](mailto:bobbi@ifcbat.com).

**BERKELEY YC** — Chowder Races: Sundays through March except when it conflicts with above. Paul, (510) 540-7968.

**CORINTHIAN YC** — Midwinters: 2/17-18. Info, (415) 435-4771.

**ENCINAL YC** — Jack Frost Series: 2/17, 3/17. Charles Hodgkins, [rearcommadore@encinal.org](mailto:rearcommadore@encinal.org).

**GOLDEN GATE YC** — Seaweed Soup Series: 2/3, 3/3. Gary Salvo, (916) 215-4566.

**LAKE MERRITT SC** — Robinson Memorial Midwinters: 2/10, 3/11. Peggy, (510) 452-4477.

**OAKLAND YC** — Sunday Brunch Series: 2/4, 2/18, 3/4. Craig, (510) 522-6868.

**REGATTAPRO** — One Design: 2/10. Keelboat: 1/6, 2/3. Info, (415) 595-8364 or [info@regattapro.com](mailto:info@regattapro.com).

**RICHMOND YC** — Small Boat Midwinters: 2/4, 3/4. Kers Clausen, (510) 237-1307.

**SAN RAFAEL YC** — Midwinters: 2/17, 3/10, 3/24, 4/14, 4/28. Info, (650) 759-1134.

**SANTA CRUZ YC** — Midwinters: 2/17, 3/17. Info, (831) 425-0690.

**SAUSALITO YC** — Sunday Midwinters: 2/4, 3/4. J. Rigler, (415) 332-6367.

**SEQUOIA YC** — Winter Series: 3/3. Redwood Cup: 1/21, 2/11, 3/11. Charlie Watt, (650) 430-5567.

**SOUTH BAY YRA** — Midwinters: 2/3, 3/3. Larry Westland, (510) 459-5566.

**SOUTH BEACH YC** — Island Fever Midwinters: 2/10, 3/10. Nancy, (415) 409-1071.

**TIBURON YC** — Midwinters: 2/10, 3/10. Ian Matthew, (415) 883-6339.

**TREASURE ISLAND SC** — Midwinters (Vanguard 15s, Lasers, Laser Radials): 2/24, 3/24. Sally, [sailsally@gmail.com](mailto:sailsally@gmail.com) or Catherine, [sailflat@earthlink.net](mailto:sailflat@earthlink.net).

**VALLEJO YC** — Midwinters: 2/10. Info, (707) 643-1254.

### Mexico, The Season Ahead

**Late February** — Pacific Puddle Jump Kick-Off Party.



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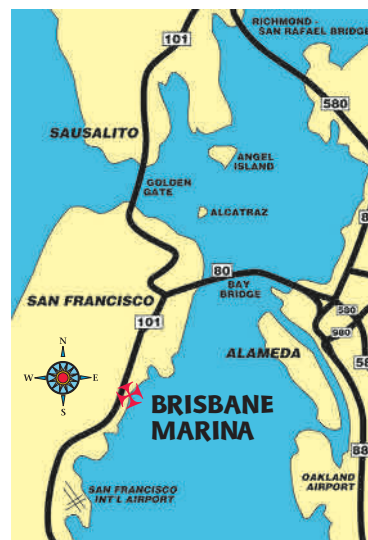
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## CALENDAR

*Latitude 38*, Paradise Marina and the Vallarta YC team up to host a final get-together for South Pacific-bound cruisers. It gives everyone a chance to compare notes and finalize radio skeds one last time, and also gives *Latitude*'s Andy Turpin a chance to interview you and take your photo for the magazine. Open only to people who are Puddle Jumping this year. For details, email [andy@latitude38.com](mailto:andy@latitude38.com).

**Sometime in March** — Pirates for Pupils Spinnaker Run for Charity, Punta Mita, Banderas Bay. *Latitude* and others host this 12-mile spinnaker run — one of the most pleasant in the world — to Paradise Marina to raise money for the schools in the village of Emiliano Zapata in Punta Mita as well as other schools around Banderas Bay. Sail your own boat or make a donation to sail on someone else's. But watch out for the whales! For info, email [richard@latitude38.com](mailto:richard@latitude38.com).

**Mar. 22-25** — The 15th Annual Banderas Bay Regatta is three days of 'friendly racing for cruising boats' and three nights of fun. The sailing conditions and the Paradise Marina venue couldn't be better. Everybody plays it safe because they are sailing their homes, and entry is free. It's the perfect time and place to have family and friends fly down and join you in the tropics. In fact, you'd have to be nuts to miss this one. The Regatta is part of the month-long Festival Náutico Vallarta. For details, visit [www.banderasbayregatta.com](http://www.banderasbayregatta.com).

**April 13-15** — La Paz Bay Fest. This will be the third year for this descendant of the (in)famous La Paz Race Week. After Race Week died, Club Cruceros created a new event for area cruisers that includes races, potlucks, cruising seminars and lots of other fun activities for the whole family. More info on Bay Fest 2007 will soon be found at [www.clubcruceros.org](http://www.clubcruceros.org).

**May 3-6** — Loreto Fest. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers for Ham tests, dinghy and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit [www.hiddenportyachtclub.com](http://www.hiddenportyachtclub.com).

Please send your calendar items by the 10th of the month to [calendar@latitude38.com](mailto: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.

### February Weekend Currents

date/day	slack	max	slack	max
2/03Sat	0221 1337	0443/2.5E 1648/4.4E	0759 2041	1048/2.8F 2340/3.5F
2/04Sun	0253 1421	0518/2.6E 1726/4.0E	0841 2114	1129/2.6F
2/10Sat	0024 1419	0336/1.6F 1717/1.9F	0627 2035	0952/3.1E 2225/1.1E
2/11Sun	0132 1519	0436/1.5F 1829/2.3F	0723 2143	1052/3.4E 2331/1.1E
2/17Sat	0118 1239	0342/3.0E 1554/5.4E	0650 1938	0947/3.4F 2237/4.3F
2/18Sun	0153 1330	0424/3.5E 1639/5.1E	0737 2016	1034/3.6F 2314/4.1F
2/19Mon	0226 1425	0507/3.9E 1725/4.6E	0827 2055	1124/3.7F 2353/3.9F
2/24Sat	0019 1355	0317/2.0F 1710/2.9F	0607 2027	0934/4.0E 2227/1.2E
2/25Sun	0139 1505	0430/1.9F 1826/3.1F	0716 2139	1047/4.0E

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## LETTERS

### ↑↓ WHAT ABOUT DUNCAN MCGREGOR?

Was Ken Barnes — recently rescued after his Gulfstream 44 *Privateer* was dismantled off Chile — really the first West Coaster to attempt an east-to-west circumnavigation via the three southern capes? If I'm not mistaken, Duncan McGregor, originally from Southern California, not only tried it many years ago, but succeeded. And he did it both ways.

McGregor was more than 80 years old when he passed away about seven years ago in St. Croix, U.S. Virgins, where he spent many of the last years of his life. He'd made ambitious voyages right up to the very end. He had also been an early commodore of the Seven Seas Cruising Association.

A merchant marine officer and a merchant marine engineer, McGregor taught skippers during World War II. After the war, he made a living by skippering various yachts and doing deliveries. He never lost or abandoned a boat, although he had some close scrapes during some deliveries.

McGregor left Long Beach in the late '60s for good aboard a *Blackjack 30*, which was a cut-down version of the *Columbia 34* MK1 centerboard design. She had a Mercedes diesel with a dry stack, a few orange crates for storage, and a level pad for Duncan's sleeping bag.

I'm not sure what happened next, but subsequently McGregor circumnavigated three times aboard *Nordica*, his 37-ft steel boat. He did east-to-west and west-to-east circumnavigations via the southern capes, as well as a third circumnavigation the conventional way, using the Panama and Suez Canals. His last major voyage, after he turned 80, was a circumnavigation of South America. He then continued on to Antarctica, and the following summer sailed as far north up the coast of Greenland as the ice pack would allow.

*Nordica* was later lost from her mooring in St. Croix during a hurricane. McGregor died a few months later.

Duncan was one of those sailors who never sought publicity, but 'did it all'.

I'm not making any judgements about Ken Barnes, but there are many sailors who seem to have made a number of significant voyages with no fanfare or expensive rescues — and others who seem to seek publicity. It seems that the latter have fewer successful voyages than the former. Having said that, I wish Mr. Barnes well, and am glad that he was rescued.

Bob Austin  
Pensacola, Florida

Bob — Thanks for the info, as we were not aware of McGregor's considerable exploits, but did he solo non-stop? That somebody had done something like that with hardly anybody knowing about it doesn't particularly surprise us, because, as you say, there are lots of sailors who have done incredible things but have never bothered to tell anyone about them. We know a guy who has sailed his own boats across the Atlantic 25 times, and his 13-year-old son has already been across 16 times. For them, it's like the rest of us driving a car from San Francisco to L.A. and back, but nobody has ever heard of them. Remember the guy from Southern California who spent 10 years cruising to Asia aboard a catamaran he built for \$500? Nobody had heard of him until we did an article in *Latitude*. As such, we wouldn't be surprised if some guy that nobody had ever heard of had done 10 circumnavigations.

As for Ken Barnes, he's a very humble guy, and we're convinced that he didn't attempt his voyage for fame or fortune. After he returned from Chile he said his greatest regret — even above not completing the voyage — was having to involve others in his predicament. When offered financial assistance he



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## LETTERS

replied, "I thank you for the offers but would rather you spend your money on your own dreams."

### ↑↓ IF IT BLEEDS, IT LEADS

You noted that, had Ken Barnes completed his ambitious singlehanded trip, the press probably would have ignored it. But since he was dismayed and had to be rescued, it became a big story. It's not that his story isn't interesting, but there are more incredible things happening in the world of sailing. It makes you wonder how the press pick up on other stories and how it shapes our perceptions. Or maybe they just like a good disaster story.

Dave Fiorito  
Sonoma County

*David — The press loves a good disaster story for the simple reason that readers love a good disaster story. But hopefully the sailing press, writing to a more sophisticated and knowledgeable audience, will put the Barnes story more into the context in which it belongs.*

### ↑↓ ARMCHAIR PONTIFICATORS

While reading a recent *Electronic* item about singlehander Ken Barnes, I clicked on the link back to your September '06 *Sightings* on him. I quote,

"... he openly acknowledged that he had relatively little offshore experience, and therefore did not want to invite criticism from every armchair pontificator in the sailing world by seeking advance publicity."

Seeking advice is *not* the same as seeking publicity.

It's unfortunate that Barnes didn't talk to and heed at least one "armchair pontificator" who, I'm sure, would have



COURTESY KEN BARNES

**Ken Barnes lost his boat and his dream last month near Cape Horn.**

suggested that he get at least *one* long-distance, crewed, voyage under his belt before even selecting a boat for this venture. If his long-distance voyage had been on a Pacific Cup boat or a return delivery, he may then have been aware that positively latched hatches and secured equipment, as well as a workable emergency rudder, are very important to have at sea. He would also have been made very aware that waves do not come from a single direction when you are away from the shore.

I'm looking forward to reading his 'story', which I expect will appear elsewhere in this issue.

Bob Beda  
LaBoo  
Vancouver, British Columbia

*Bob — We understand what you're saying. On the other hand, if sailors had heeded all the advice of armchair experts, most of the world's great sailing voyages would never have taken place. For example, when the first Singlehanded Farallones Race — 25 miles out to the rocks and 25 miles back to the Gate — was proposed, many sailors, and not just the armchair variety, said it was the height of irresponsibility. Nowadays, even 14-year-olds are crossing oceans by themselves, and 70-year-olds with heart transplants have done*

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## Sailing Schedule

SPRING 2007



### VOYAGES FROM THE EAST COAST USA

#### EAST COAST USA TO MEDITERRANEAN

Newport	05/07	→	Toulon	06/07
Newport	05/07	→	Marmaris	07/07
Port Everglades	03/07	→	Palma de Mallorca	04/07
Port Everglades	04/07	→	Palma de Mallorca	05/07
Port Everglades	05/07	→	Genoa	06/07
Port Everglades	06/07	→	Toulon	07/07

#### EAST COAST USA TO CARIBBEAN

Newport	05/07	→	St. Thomas	05/07
Port Everglades	02/07	→	Martinique	02/07
Port Everglades	02/07	→	St. Thomas	03/07
Port Everglades	03/07	→	St. Thomas	04/07

#### EAST COAST USA TO PACIFIC WEST COAST

Port Everglades	02/07	→	Ensenada	02/07
Port Everglades	03/07	→	Ensenada	04/07
Port Everglades	02/07	→	La Paz	02/07
Port Everglades	02/07	→	Vancouver	03/07
Port Everglades	03/07	→	Vancouver	04/07

#### EAST COAST USA TO NORTHERN EUROPE

Newport	05/07	→	Cherbourg	06/07
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### VOYAGES FROM THE MEDITERRANEAN

#### MEDITERRANEAN TO EAST COAST USA

Palma de Mallorca	03/07	→	Port Everglades	04/07
Palma de Mallorca	04/07	→	Port Everglades	05/07
Palma de Mallorca	06/07	→	Port Everglades	06/07
Toulon	07/07	→	Port Everglades	07/07

#### MEDITERRANEAN TO CARIBBEAN

Genoa	04/07	→	Martinique	05/07
Palma de Mallorca	04/07	→	St. Thomas	04/07

### VOYAGES FROM THE CARIBBEAN

#### CARIBBEAN TO EAST COAST USA

Martinique	04/07	→	Port Everglades	03/07
St. Thomas	04/07	→	Newport	05/07
St. Thomas	05/07	→	Newport	05/07
St. Thomas	03/07	→	Port Everglades	03/07

#### CARIBBEAN TO MEDITERRANEAN

Martinique	04/07	→	Genoa	04/07
Martinique	05/07	→	Palma de Mallorca	05/07
Martinique	06/07	→	Toulon	06/07

#### CARIBBEAN TO NORTHERN EUROPE

St. Thomas	06/07	→	Cherbourg	07/07
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### VOYAGES WITHIN EUROPE

#### NORTHERN EUROPE TO MEDITERRANEAN

Cherbourg	07/07	→	Marmaris	07/07
Cherbourg	07/07	→	Toulon	07/07
Stockholm	08/07	→	Palma de Mallorca	08/07
Stockholm	08/07	→	Marmaris	09/07

#### MEDITERRANEAN TO NORTHERN EUROPE

Marmaris	07/07	→	Stockholm	08/07
Palma de Mallorca	07/07	→	Stockholm	08/07

#### MEDITERRANEAN

Marmaris	07/07	→	Palma de Mallorca	07/07
Toulon	07/07	→	Marmaris	07/07
Palma de Mallorca	09/07	→	Marmaris	09/07

### VOYAGES FROM THE SOUTH PACIFIC

#### SOUTH PACIFIC TO EAST COAST USA

Auckland	07/07	→	Port Everglades	08/07
Brisbane	07/07	→	Port Everglades	08/07

#### SOUTH PACIFIC TO PACIFIC WEST COAST

Auckland	07/07	→	Ensenada	08/07
Brisbane	07/07	→	Ensenada	08/07

#### SOUTH PACIFIC

Brisbane	07/07	→	Auckland	07/07
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### VOYAGES FROM PACIFIC WEST COAST

#### PACIFIC WEST COAST

Ensenada	02/07	→	Golfito	03/07
Ensenada	02/07	→	Vancouver	03/07
Ensenada	04/07	→	Vancouver	04/07
La Paz	02/07	→	Vancouver	03/07
La Paz	05/07	→	Vancouver	05/07
La Paz	05/07	→	Golfito	05/07
Vancouver	03/07	→	Golfito	03/07
Vancouver	05/07	→	Golfito	05/07
Vancouver	04/07	→	La Paz	05/07
Vancouver	05/07	→	La Paz	05/07

#### PACIFIC WEST COAST TO MEDITERRANEAN

Ensenada	02/07	→	Palma de Mallorca	03/07
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#### PACIFIC WEST COAST TO EAST COAST USA

Ensenada	02/07	→	Port Everglades	03/07
Ensenada	08/08	→	Port Everglades	08/08
Golfito	03/07	→	Port Everglades	03/07
Vancouver	03/07	→	Port Everglades	03/07

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## LETTERS

circumnavigations on 27-ft boats. And we're sure armchair experts would have nixed the voyages proposed by the likes of Shane St. Clair, K.P. Chin, Serge Testa and many others. Who are they? Check out the next letter.

### ↑↓NOT THAT I WOULD RECOMMEND IT

In the December issue, reader Larry James asked if anyone had sailed a Catalina 25 to Hawaii. In your response, you mentioned that Frank Butler, the owner of Catalina, would tell him that the Catalina 25 was built for sailing in more protected waters.

I think that's an accurate response. Ironically, Shane St. Clair, a dock neighbor I'm proud to know, sailed an even smaller Catalina to Hawaii. He pulled the feat off with a Capri 18. He's recognized for that accomplishment on the Catalina website.

(By the way, if anyone is interested in sailing with Shane on something a bit more comfy than a Capri, they can visit his website at [www.sailscovere.com](http://www.sailscovere.com).)

And former San Francisco resident K.P. Chin, who is a customer and friend of ours, sailed to Hawaii in a comparatively luxurious Cal 20.

It's amazing how far people get on pure sailing ability and resourcefulness. Both of these gentlemen took the boats they did because it's what they could afford at the time. And, of course, both men are top-notch sailors.

My visits to Southeast Asia have shown me that many in the cruising community are cruising boats that some *Latitude* readers would consider unsuitable for the voyage. For example, on my last trip I met a couple who have been doing an east-about circumnavigation on an old Islander 32. And a few years ago, I saw a small Wharram catamaran that sailed from Europe to Malaysia. You see some boats over there that readers would be afraid to take out on San Francisco Bay, yet the boats sailed thousands of miles from Europe, Australia or the United States. Good seamanship — and a ration of luck — have taken some of these voyagers far.

I wouldn't recommend an ocean crossing in a small trailer-sailor designed for lakes, but I would never say that it couldn't be done.

Dave Benjamin  
Island Planet Sails  
Portland, Oregon

Dave — Small boat circumnavigations haven't shocked us since Serge Testa, subsequently a resident of Berkeley, sailed his 11-ft, 10-inch Acrohc Australis 27,000 miles around the



WALLY WEBB

Serge Testa circumnavigated aboard the diminutive 'Acrohc Australis' in the '80s.

world, starting and finishing in Brisbane, Australia. Nobody has circumnavigated in a smaller boat. Like you, we wouldn't recommend that anybody do it, but we wouldn't say it can't be done. For what it's worth, 10 years later Serge and his wife Robin did a circumnavigation aboard Encanto, the 60-ft sailboat he built.

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## LETTERS

### ↑↓ ALL THINGS MUST PASS

Good news. You may already have heard, but knowledge of Morse Code is no longer required for any class of ham radio licenses. The details can be found at [www.arrl.org/news/stories/2006/12/19/101/?nc=1](http://www.arrl.org/news/stories/2006/12/19/101/?nc=1).

Let's celebrate!

Steve Matz  
California

Steve — We've already reported on that in 'Lectronic and Latitude, but your letter will inform those who perhaps didn't get the news yet. For years we at Latitude have argued that Morse Code is no longer necessary in emergency situations, and that requiring applicants to learn code was really more a form of hazing that didn't stop 'bad apples' from trying to join Amateur Radio ranks. After all these years, the Federal Communications Commission has finally come around to agreeing with us.

Having said that, we want to salute all those who genuinely did learn code — as opposed to those who learned enough to pass the test and then forgot it all a week later. For, over the years, the folks who became fluent in code saved many lives and helped out in countless emergencies.

The other big news in the world of marine electronics is that certain older style EPIRBs are no longer legal. See Sightings for the details.

### ↑↓ I SMUGGLED SUITCASES OF POT ON AIRPLANES

A friend of mine emailed me a copy of a letter that appeared in Latitude, where, at the end, you said you wondered what happened to me. So I thought I'd satisfy your curiosity.

But first, let's clear the air about one thing you wrote: "Rather than doing the smuggling himself, Perlowin recruited down-on-their-luck fishermen from places like Moss Landing."

First off, I couldn't do the smuggling myself because I don't know much about commanding a boat — and, by the way, remember that you still owe me a sail on your boat. So I had to hire the captains and crews. But, in the beginning, when I smuggled suitcases full of pot from Miami to Los Angeles on commercial airlines, I did the transporting. By the way, I don't know how to fly an airplane either.

Next, let's drop the "Perlowin recruited down-on-their-luck fishermen from places like Moss Landing" line. I used that story to place the blame of the smuggling activities on myself, and to elicit sympathy for my captains and crews. It worked, as I got 15 years in prison while almost everyone else got anywhere from probation to 18 months. I believe only one of them got five years. Although my marijuana-smuggling ring was the biggest in West Coast history, all those involved — except for me — received the least punitive sentences in U.S. history. So the 'poor fishermen' story was my way to help cut their sentences, not so much a real deal.

It is true that the fishermen were down on their luck at the time, as there were fewer fish than before, and the fuel prices had gone way up. However, most if not all these guys could chew me up, spit me out, and swap [sic] the decks with me. The reality is that they were a rugged and enterprising group of individuals, modern day pirates, as it were. In fact, I think they had 'the spirit of America' in them, or at least a certain element that is inculcated into a lot of Americans, especially the ones that live and work on the sea.

While I downplayed the involvement of the skippers and the crew to keep their sentences as light as possible, all of them couldn't wait to do the next smuggle as captain or crew. I paid





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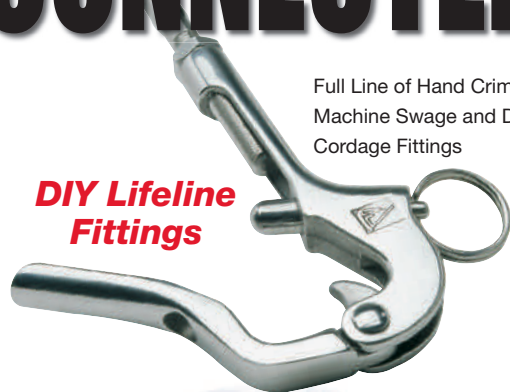


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## LETTERS

\$300,000 for the trip from Colombia to California. Captains got \$120,000 a trip, while the crew got \$80,000. Smuggler B, who saw green flashes at sunrise while holding a cup of coffee — green flashes at sunrise, what else was in that coffee? — was supposed to get paid \$80,000 on his first trip. But since the captain got sick and couldn't go, and there was only my partner — a seasoned seaman — and B that went to do the off-load, he got an extra \$20,000.

B was the eager captain for a couple more trips, and, like everyone else, would get upset if he didn't get the job.

Lastly, the amount of marijuana we smuggled was closer to \$500 million than the figure I originally gave to you in my interview. I just didn't want to reveal the real amounts back then because the feds didn't know about a bunch of other smuggles we did — like the other two that B did. And don't worry, B, the statute of limitations is over, so you can't get busted for those trips now. But I didn't want the feds to figure out that the numbers didn't add up, and then have them start looking to find the smuggles they didn't know about, and thus catch other captains and crews.

So what am I doing today? It actually applies to the rugged individual readers of your magazine who go to sea, as I manufacture and market a biofrequency machine. In fact, they would be the perfect sort of first-aid kit at sea. I can't make medical claims for them, so I don't say my machines can cure anything — although I may be able to say that my machines create an absence of symptoms for about 200 conditions. Check out the two best websites we have: [www.energywellness.net](http://www.energywellness.net) and [www.energywellness.co.nz](http://www.energywellness.co.nz) to see what the machines can do.

The biofrequency machine is really great for injuries at sea, when patients can't get to a doctor or hospital quickly. Again, I can't make any medical claim, but your readers should decide for themselves. We've been doing this for eight years now, and have seen all kinds of miracles — the absence of symptoms — occur. If I ever went for an extended sea voyage, I wouldn't go without one of my Energy Wellness® machines.

By the way, we are looking for salespeople in the marine industry, so interested people can just call 800-555-4082 and ask for Sales. To hear the updates on what we're doing just call back and say "Updates," and you'll hear about that. To reach me, just say, "Bruce."

I hope that B reads this letter, as there is talk of a movie being made about our adventures, which means we'd have to do the book first, the one we were working on earlier. And B, you'd be a great contributor, since you did more trips than disclosed earlier. So email me at [bruce@perlowin.com](mailto:bruce@perlowin.com).

As for *Latitude*, I still hope to go on that sailboat ride.

Bruce Perlowin  
Planet Earth

*Bruce — The next issue marks the 30th year of publishing Latitude, and, looking back, the two interviews with you have to be among the top ten most memorable stories we've run. Not surprisingly, several of the other top ten were also interviews with people who smuggled drugs, although they actually did the smuggling.*

*As for B, we edited out his complete name because it seemed as though it might be in everyone's best interest to let sleeping dogs lie, regardless of the statute of limitations. By the way, B may not have had anything in his coffee but coffee, because as has been gone over numerous times in Latitude, you can indeed see a green flash in the morning as well as the evening.*

*As for that sailboat ride, just call us in May when our boat is back from Mexico. But be prepared to explain why you*

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## LETTERS

*haven't used your organizational skills more fruitfully than for marketing a biofrequency machine. We doubt that even your most powerful machine could 'cure' our skepticism.*

### ↑↓ THE BLACK HOLE OF CUSTOMS IN GUADALAJARA

As most cruisers have discovered, it's not easy to ship boat stuff from the United States to Mexico. Unless it's a direct flight from the States, packages bound for Puerto Vallarta are off-loaded in Guadalajara for inspection and assessment of duty.

I ordered some halyards and shackles from Layline to be shipped to Puerto Vallarta. Layline was great and sent them out the next day via UPS expedited service.

But the order got hung up at Customs in Guadalajara. That agency said they needed several documents, a power of attorney from the consignee and a NAFTA certificate of origin. Vilma Yacht Services in Puerto Vallarta was quick to get my side's documents delivered, and Layline was equally rapid in their response for the NAFTA papers.

Think that was the end of it? Think again.

Customs then claimed that the contents of the package didn't match the enclosed invoice. They were unable, for example, to find the splices. *No comprendo*, they said. So I told them to log into the Layline's website and search for 'splice' — thinking there would be a picture of a splice for them to see. Well, someone at Layline posted a picture of the most beautiful dog ever in the places where they didn't have a photo to illustrate the item they were selling. So now I'm waiting to be asked where the dog is that is supposed to be inside the package.

As result, the halyards and shackles that were supposed to be delivered on Tuesday will be delayed by at least a week.

Dave Hamilton  
Sea Grace  
Puerto Vallarta

*Dave — Delayed a week? Based on the previous behavior by Customs in Guadalajara, you'll be lucky if you get those halyards in two months — if at all. Apparently you weren't reading Latitude a couple of years ago when cruiser after cruiser related their horror stories of how their stuff was held hostage by Customs in Guadalajara. For when Customs in Guadalajara requests paperwork and documentation and such, they don't really want it, they're just jerking you around. In more than a few cases, the folks who were to receive the stuff — and often it was valuable — simply gave up after months of frustrating negotiations and even trips to Guadalajara. With each passing year there seems to be less corruption in Mexico, but it seems to be alive and well at the Customs department at the Guadalajara Airport.*

*The rule a few years ago was to never, ever ship anything through Guadalajara. We see no reason why that rule shouldn't still be in effect.*

*By comparison, in December of last year we flew Alaska Airlines from San Francisco direct to Puerto Vallarta, with our bags stuffed with tons of obviously brand-new non-tourist goods for our boat. When it came time for us to push the 'search' or 'no search' button, by which passengers are selected to see if they bullshitted on their declaration forms, we got the dreaded red light. That meant our bags had to be searched. We opened the bags, and the Customs guy stared at cellophane-wrapped box after cellophane-wrapped box without batting an eye. In no more than 20 seconds he waved us, and all our stuff, on through.*

*The moral of the story is to never have stuff shipped to Mex-*



## FOR THE RECORD

### 2006 Coastal Cup

IRC Overall... **1, 2**

PHRF Overall... **1, 2, 3**

### 2006 Spinnaker Cup...

1st to finish + course record

### San Diego-Ensenada

1st to finish

### 2006 Rolex Big Boat Series

1D35... **1\*, 2, 5, 6**

IRC A... **1, 4**

IRC B... **1\*, 6, 7**

IRC C... **1, 2, 3, 4, 6, 9**

J105... **1\*, 4, 5, 6, 8, 10**

J/120... **1, 2, 3, 8, 10**

### San Diego-Puerto Vallarta

Overall... **1\*, 2**

Americap Division 1... **1**

Americap Division 2... **1**

Americap Division 3... **1\***

Cruising A... **1**

**Beneteau 40.7 '06 Season... 1**

**Beneteau 36.7 '06 Season... 1**

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## LETTERS

ico, but rather have it brought down by yourself or friends as airline baggage. Based on all the reports we've heard, normally there is no better place to bring it in than Puerto Vallarta.

### ↑↓THE SMELL OF OUR CHARTER FROM HELL

Peg Hammer's *What Would Jack Sparrow Have Done?* letter in the November issue prompted my wife and me to remember our charter from hell. For us, it wasn't so much the boat as the charter company.

We booked a charter with a company in the Pacific Northwest, with whom we'd had a pleasant charter experience six years before. Our plan was to sail to Desolation Sound, and cruise for 10 days.

We paid for early boarding in order to stay aboard the night before our charter actually began, and accordingly attended our briefing prior to loading supplies and moving aboard. During the briefing we were told, in no uncertain terms, that we were not to attempt any major repairs. That is why, we suppose, the boat was only equipped with a screwdriver and a pair of pliers. In case of a problem, we were to notify the owners of the boat, and they, or someone they would contact from somewhere in the Sound or islands, would attend to the problem.

During the checkout of the Catalina 310, the charter company employee told us that the boat had come in that morning with problems with the head — and therefore some very unhappy charterers. He said they had worked on the head for five hours, which probably accounted for the smell and the dirty footprints throughout the vessel. After loading our supplies and eating at a nearby restaurant, we returned to the boat.

Even though we had opened the hatches and ports to air out the interior, the smell still permeated the boat. And we noticed that the head was full almost to overflowing. We pumped it into the holding tank, but, in a relatively short period of time, the bowl was almost full again. This was repeated over and over again, with the smell becoming progressively worse.

We were, in fact, rinsing out the holding tank over and over, and my wife was getting sicker and sicker. At 11 p.m., we finally decided to look up the owner's home phone number, and called to tell him about the problem. I was greeted with a burst of outrage that we should not call them at home at night. The owner I talked to — or attempted to talk to — told us to run the macerator, meaning pump the holding tank into the marina. If that didn't work, I was instructed to shut the whole thing down and use the head at a local pub. He then hung up on me.

We tried everything we could short of repairing the head, which we had been admonished not to do, although we had experience doing it from the head on our Columbia 43. But nothing stopped the holding tank from filling the bowl. By this time my wife was physically ill, and we could no longer stay onboard.

Because I had born the brunt of the owner's previous outburst, my wife said she would call the owner and tell him that we were leaving the boat and getting a room. At first, she got the message machine. But when the owner heard that we were leaving the boat, he picked up the phone and started yelling at her. She told him she would not continue the conversation like that, and informed him we were leaving the boat. She then hung up, and we began to off-load 10 days of supplies and gear.

The owner showed up about 1 a.m., barged aboard without a word, and started to work on the head. He frightened my wife, but we continued off-loading. At 2 a.m., we had com-

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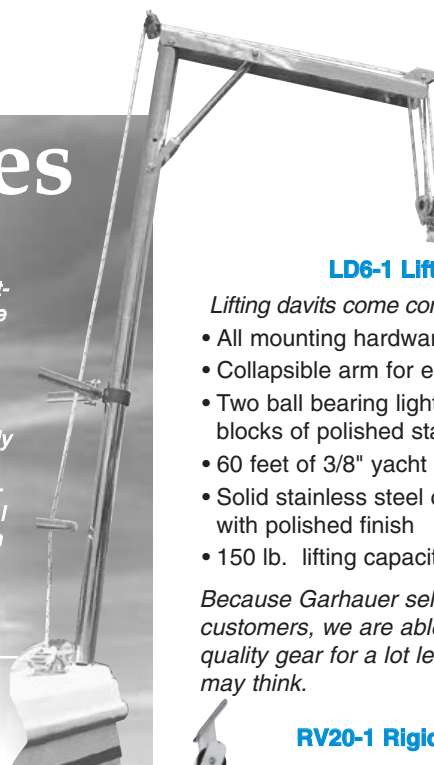
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## LETTERS

pletely moved off the boat, and left to get a room. The owner was still working on the head.

The next morning we returned to the company office. Even though we were again told that the vessel was sound and ready to sail, our confidence in the boat and the ability of the company to provide friendly and competent support had been completely destroyed.

Neither owner was there, but we did explain to an employee that we would like to have a refund. We never did get it. Looking back, we're still amazed and disappointed that at no time was there an offer of another vessel or a room for the night. In fact, there was never even a simple apology. A "we're so sorry" would have gone a long way.

When we visit Puget Sound and Canada in the future, we will take the extra time to sail our own boat up and do the cruise on her.

After some discussion, my wife and I have decided that Jack Sparrow probably would have scuttled the charter company's entire fleet.

David Fuller  
Alcyone, Columbia 43  
Brookings, Oregon

### ↑↓ OUR CHARTER FROM HECK, NOT HELL

Nine months after our Morgan 45 *Painkiller* sank off of Colombia, and now living in Georgia, we decided a midwinter sailing charter out of Miami would be a good idea. It also would give us a chance to try out a catamaran as a possible next boat. I contacted a Miami-based charter broker and decided on a 45-foot cat operated by a private, one-boat charter operation.

The design had four staterooms with en suite heads. Based on this amount of accommodation, we arranged for several couples to join us for anywhere from three days to a full week. Our cruising range was from North Miami to the upper part of the Keys. It was to be a simple, nothing stressful, no-brainer sailing vacation in the warmest part of the continental United States in January.

Everything looked good on paper, as the owner promised the boat was in "better than new condition" and was "constantly being upgraded." Well, "better than new condition" turned out to be, "it floated, but it didn't float when it was being built." And "constantly being upgraded" meant that "repairs that should have been made two years ago will be made as soon as your check clears and you get off the boat."

We met the boat at a North Miami Marina and provisioned at a wonderful grocery store just across the street. While my wife led a team to the store, I spent time with the owner going through the vessel's systems. Almost immediately I became aware of some problems. For example, the starboard engine would start from the controls next to the wheel, but the port engine wouldn't. The owner said he couldn't trace down the electrical problem, but he could show me how to start it. This required that I drop down into the port engine room and, armed with a winch handle — there was no hammer aboard — tap on the solenoid while someone turned the key at the port engine control station. How convenient!

When I stepped into the dinghy that was tied up to the two hulls, my foot went through the wooden floorboards and jammed in tight. "I've been meaning to replace those floorboards" was the fellow's response to the problem. "Be careful that nobody hurts themselves on the floorboards during the charter."

As for the dinghy's 5-hp outboard, it wouldn't run much beyond idle speed. I was told that was a safety feature! Yeah,



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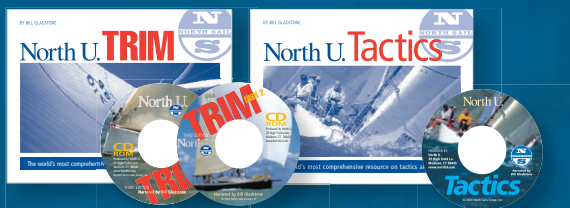
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## LETTERS

and a limp penis is a birth control measure! The tender itself was a 10-ft gray inflatable held together by patches. Some of the patches were the same color as the tender, but the majority were not. It appeared to be the resurrection of someone's discarded tender.

The forward head on the port side was missing the part that makes it a head. When I asked where it was, the fellow told me he'd removed it so the boat would have one large shower in case someone might like more space when they showered. When I asked where the people staying in that stateroom should go when they needed to use a head, he replied, "They'll have to go into someone else's stateroom, of course. But hey, you're gonna love that large shower area!"

Oddly enough, most of the overhead lights had been removed from the salon. "That's so that you don't run the batteries down overnight." Yep, I'm not smart enough to shut down unused portions of the electrical system before I retire at night.

There were a number of other items that simply didn't work, or, if they did work, only did so marginally. "When you set the main, you need to haul it up manually until you get about four feet from the top. That's because the halyard has a 2:1 purchase, and if you use a winch, you'll introduce twist into the halyard and the friction will lock it up." As it turned out, I had to remove twist from the halyard when the vessel was at rest. One day the halyard did get twisted up — even though we manually hauled it up to within four feet of the top. I had to hoist my grown daughter up the mast on a spare halyard to clear the twist.

The best part was the windlass. The anchor rode, which was all chain, was one size too small to fit the gypsy! When we retrieved the anchor, the windlass would grind away, and every few seconds the gypsy would slip and we'd lose 75% of the chain we'd raised. It was 10 feet up, 7 feet of slippage; 12 feet up, 9 feet of slippage — until we eventually raised the anchor. Besides being noisy and inefficient, it was dangerous when the chain slipped out. "You're the first person to complain about the windlass," I was told, "everyone else loves it." Loose translation? Other charterers love to watch chain fly out of the chain locker, across 12 feet of foredeck and over the bow roller at slightly less than the speed of sound. Yeah, right.

But here's the bottom line: The sailing was great! The destinations — be they anchorages, yacht clubs or marinas — were all fun. Our friends who joined us were all fun. The speed of the cat under sail was a real eye-opener. The food and beverages were fantastic, as I'm married to a chef who loves to cook aboard and who knows how to entertain large groups of people with interesting menus and plenty of appropriate beverages for whatever time of the day or night.

Would I do a charter from a small company again? Probably. But I would have to do more research on the vessel before the charter to make sure it was in "better than new condition" and "being constantly upgraded."

Captain Ron Landmann  
Between Vessels  
Northern California

### ⚡ DID A SELF-IMPOSED DEADLINE PLAY A FACTOR?

*Lectronic Latitude* reported that a delivery crew of three was tragically lost off the Oregon coast while delivering *Cat Shot*, a 44-ft Voyage 440 catamaran, from South Africa to Seattle on or about December 11th. Evidently, the boat was being delivered for the Seattle Boat Show.

According to various reports, the delivery crew, a British

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## LETTERS



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**Swan 44 MkII** (1996) A very comfortable two-cabin, two-head yacht with a single cockpit. Lightly used, extensively outfitted, excellent condition. The perfect Swan for those looking to cruise shorthanded. **\$469,000**



**Gulfstar 44 Motor Cruiser** (1979) A two-stateroom, galley-down interior, spacious master aft, comfortable salon and fully enclosed aft deck. Deep keel, trawler-like performance. **\$159,000**



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captain and two Americans, were in San Francisco before shoving off for a direct course to Cape Flattery. I wonder if they were behind an imposed schedule. As a fairly busy delivery skipper, I believe I can relate to their situation and the potential dangers they faced. At the risk of being judgmental, I'll keep it to general facts and assumptions.

First of all, delivering boats is not really cruising. There's little romance or time to absorb the local flavor. These guys were coming from a great distance and were nearly within reach of their destination. There may have been some self-imposed urgency to get it done, clean up and go home.

Coming from South Africa, they were probably feeling confident in their abilities. They'd had thousands of miles in which to dial the boat in, get their line and sail-handling in order, sort out any crew issues — one crew was apparently a non-sailor — and weather a few gales. I imagine that the skipper felt secure about the risks he was taking sailing the northeast Pacific in December. After all, he'd made it that far.

That brings me to my next point, which is that it may have been easy for this — or any skipper — to underestimate the weather conditions off the Pacific Coast. Few foreign sailors understand that the world's biggest seas and most treacherous coastal conditions often occur between San Francisco and Cape Flattery, and further on up to Alaska. On average, that's where you'll find the largest seas in the world. Force 11 and 12 storms of cold, dense air are common and cover huge areas, causing enormous fetch that pounds the coastline and closes down harbor bars. Heck, I felt the effects of the storm that destroyed the catamaran while some 1,500 miles away in Mexico.

Of course, the advantage of sailing on the West Coast is that the weather seldom surprises. A skipper should be able to see a storm coming from far away, giving him precious days to decide what to do. Finding safe harbor along the Oregon and Washington coasts has less to do with the wind than with waves. A certain angle or swell height can make all the difference between this port and that one, between entrances being safe and dangerous. As far as I'm concerned, a skipper should have three 'Plan Bs'.

On a recent mid-November delivery of a Tayana 52 from San Francisco to San Juan Island, we were holed up for 10 days in Coos Bay, Oregon, due to poor weather conditions. There were Force 12 winds and 30-to-46-ft seas outside. But as we only needed two good days to turn the corner at Cape Flattery, there was an inclination to want to finish the job at the first opportunity. In order not to let my desire to complete the job overcome my good sense about the weather, I enlisted my weather router to help me identify and confirm a proper weather window, and not to let me go until one appeared. That helped take the pressure off my decision-making process.

One could argue about the wisdom of sailing catamarans in heavy weather, but it's usually the large, steep seas that do the real damage. The cat was obviously capsized with all on board, as evidenced by the one tether tied to the saildrive. It's noteworthy that the crew had not staged their EPIRB in their crash bag, as it had been left in its holder belowdecks. No one could know whether it would have made any difference, of course, but I always suggest staging a water-tight crash bag, with internal flotation and long lanyard attached, within easy reach of the companionway. In it should be everything you need to survive less the liferaft and Gumby suits. By the way, I call it a 'crash bag' because that's usually the catastrophic event that sinks you.

This storm that claimed the crew of the cat also claimed



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## LETTERS

the lives of four local fishermen around the same time. They were trying to cross the Rogue River bar, but were caught in rough surf. And, of course, everyone heard about the mountain climbers on Mt. Hood.

Arnstein Mustad  
Delivery Skipper, US Sailing  
and USCG licensed Instructor

*Arnstein — For most everyone, the mystery of the loss of the Cat Shot was what she was doing out there with such a big storm forecast so far in advance. And in an area well-known — at least to West Coast sailors — for potentially ferocious conditions. Your theories about overconfidence, lack of familiarity with the area, and a self-imposed deadline — the Seattle Boat Show didn't start for another six weeks — seem the most plausible to us, too. But we suppose we'll never know for sure.*

### ↑↓BE THE NAVIGATOR, NOT THE OFFERING

Hello *Latitude* staff, and readers of the finest sailing magazine! In the January issue you asked for input on the weather and sea conditions here in the northern waters. I have been a boater for about 30 years, and have been sailing out of Eureka for the last nine years, a liveaboard for the last four years and work part-time for the Marina. My experience has been in the great lakes, the Bay Area and here.

Eureka is the first port north of Cape Mendocino, which, in my opinion, is the dividing line between northern and southern waters of the Pacific coast. This cape is dangerous, with unpredictable currents and rapidly changing conditions. Having sailed from Alameda to Eureka twice, heed my advice — watch NOAA carefully and be prudent! If the weather deteriorates, Fort Bragg is the only northbound port of return from this Cape and do not hesitate to duck back. Many cruisers make port here with damaged boats in the summer, fall and spring. Winter travel is for the extremely experienced — or the foolhardy. The water conditions are a grade or two of magnitude stronger than to the south, and it changes rapidly.



MARK ALLEN BRADY

*'Dauntless' sports a massive hole where she rubbed against a dock in a storm.*

Seventy-knot wind storms happen several times a year, usually from the northwest. Two years ago, we had two winter storms with hurricane force winds — a Category Two storm on January 1, 2005, saw 110 knots of wind, and on December 28, 2005, a Category One storm brought 70 knots of sustained wind, damaging boats at docks and ripping the docks apart here at the new Eureka Public Marina. Tsunami waves tore apart docks in Crescent City — the next port north — last fall. You are sailing over earth's fault lines.

In spite of this, we usually have great sailing on a wonderful bay, albeit a smaller one than yours, new marina facilities, wireless and a great chandlery in Englund Marine. Our local fishermen are a great asset, as they are out there for a living. We watch and listen to them and, if the medium and smaller boats are out, then we can usually go out, too. My advice to cruisers: be prudent, harbor hop, listen to NOAA, have proper gear, gain experience first, and be safe. My submission to

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## LETTERS

*Latitude's* Wisdom section sums it up well: Nav-i-gation — the root translation is "sacrifices to the sea." Be the navigator, not the offering.

Mark Allen Brady  
S/V *Future Shock*  
Yorktown 41

### ↑↓ ONE STEP AT A TIME — BUT FIRST, LET'S EAT!

I've been a *Latitude* fan since almost forever! In my pre-boat days from '84-'96, I was an apartment dweller on the Peninsula. During my liveaboard days from '96-'01, I was an avid *Latitude* fanatic! And I've been a landlocked landlubber in the South Bay from '01 to the present. As such, I no longer have easy access to the freebie copies, so I'm forced to subscribe to the snail mail version. I'm not complaining, it's merely a fact. And I thoroughly enjoy every copy that I receive.

Hubbie and I are planning on getting back into a Bay-suitable sailboat soon. Right now we have a 16-ft sailing dink in



LATITUDE / JR

***The docks at Sam's in Tiburon, one of the Bay's most popular 'boat-in' restaurants, are always crowded.***

which we play around on the South Bay lakes, but in the next year we hope to buy a 25-to-27-ft trailerable boat for the Bay. In the longer term, about five years, we think we'll buy something in the 35-to-42-ft range for bluewater sailing. But one step at a time, right?

In preparation for getting a Bay-suitable boat, I've given my hubbie — who is an electronics engineer and ham radio geek — multiple boatie gifts for Christmases and birthdays. Among them are a Garmin Land 'n Sea GPS. He's also been doing 'virtual sails' of the Bay and Delta aboard his PC. The trouble is, he can't seem to find 'boat-in' restaurants on the MapQuest and BlueChart software. I tried Googling the subject, but came up with very little info.

I know that the Bay has a limited number of boat-in restaurants, but there has to be more than zero! The Ramp in San Francisco immediately comes to mind, although I recall that you have to get there early on weekends unless you want to have to moor out and dinghy in. I also believe that the East Bay has quite a few restaurants where you can dock your boat, as do Sausalito and Tiburon. But I don't recall the specifics.

It would be great if *Latitude* could create a list of boat-in restaurants, and then have a link to that information on your website.

Nancy Cowell-Miller  
South Bay

Nancy — It's been a few years since we ran a list of boat-in restaurants, so it's clearly time to do it again. We think it would be the most fun if our readers could come up with the info — as well as very short reviews of the docking/mooring facilities and the food. So let's hear from you.

### ↑↓ AS RARE AS A CAT THAT SWIMS FOR PLEASURE

I read the following in December 20s *Letronic*:

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## LETTERS

"We received the following desperate plea for help from Tom Turner, who was hoping our female readership might be able to help him.

"Your response in December's *Letters* to Liesbet Collaert, that you would have given the dogs away long before you'd sell your catamaran, is very interesting," Tom wrote. "What about a wife? My wife and I bought a 50-ft boat that we keep in Sausalito. I have fallen in love all over again, from my childhood, with being on the water, yet my wife hates it. We've even spent a couple of weeks on our friend's Nordhavn 57 in and around Vancouver and La Paz. How can it get much better? I'm not willing to sell the boat . . . so, like I said, I found *Latitude's* response to Liesbet Collaert interesting. Any seaworthy ladies have any advice for me? Can my wife be converted?"

Having read all that reminded me of something my first wife said to me: "A woman who likes to sail is as rare as a cat that swims for pleasure." She hated sailing, so I kept the boat.

By the way, the accompanying photo is of the boat I owned in '75 on the Santa Barbara sandbar, where I was getting a free haulout. She was a knock-off of a Teak Lady that had been



BILLY SWAGMAN

*He chose his teak lady over the lady in his life.*

built in Long Beach in about '57. She was my first boat, and I had her for about five years from '76 to '81. I took her to every — and I mean every — nook and cranny on Santa Cruz Island, from Forney's Cove to Prisoner's Harbor. I last saw her about 10 years ago when she was hauled out here. Someone had taken what looked to have been about 80 grit to her with a belt-sander all over the hull and white-primed the whole fucking thing.

Billy Swagman  
Santa Barbara

### ↑↓WHAT TOM TURNER NEEDS IS A 'BOAT WIFE'

We had a good friend who had a 'boat wife' for years. She did all the sailing that the real wife didn't want to do. Over the years, the two 'wives' became good friends. Now that the fellow has died, the two women get together often, and even spend their holidays and other time together.

It was a very successful relationship for all concerned. Even the children, who are now adults, didn't have a problem with the arrangement.

The 'boat wife' is a single lady.

Sarah G. Huse  
Northern California

*Sarah — We don't think the 'boat wife' idea is going to work out very well for couples in their 20s, 30s or 40s, but we've known quite a few reasonably successful — at least for a few years — 'boat wife' situations when couples were in their 50s and 60s, at which point their interests had diverged.*

### ↑↓I DON'T SHOUT AT HIM BECAUSE I'M ANGRY

Does Tom Turner's wife like to do some things that he doesn't necessarily like to do? If so, does he go ahead and do them with her just to please her? Relationships are give and



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## LETTERS

take, not one-way. What's in sailing for his wife? Why should she enjoy sailing with him?

On the other hand, if she is really frightened of being out in a sailboat, lessons in a calm place, given by a calm instructor, will help. Besides, it's good if she can sail the boat in case something happens to Tom.

If Tom's wife gets queasy or seasick, I've found that Bonine works without causing drowsiness.

Shouting is another issue. Some people, men and women, don't like the shouting that happens on boats from time to time. I had to explain to my husband that I shout so my instructions and questions can be heard, not because I'm angry, and that he has to shout even louder if I'm in the cockpit with the engine running.

Is Tom's wife concerned about her hair, nails, wrinkled or damp clothes, and/or feeling gritty from the salt air? Then she needs shorter cruises, access to a real bathroom and shower at anchorages, and another crewmember to do the 'nail-breaking' stuff. And she shouldn't be given any grief about how much toilet paper she uses.

Finally, I suggest that Tom's wife should do most of the driving, while he does most of the scrambling, hoisting sails, grinding, looking for markers, setting the hook, cooking underway, and tying up at port.

Uh-huh.

Lou Ann Roth  
Planet Earth

### SHARING THE SAME PASSIONS

No, Tom Turner's wife can't be converted to sailing. It's not her thing. He should enjoy his sailing hobby with his friends, male and female, and accept the fact that his passion isn't her passion. When it comes to planning vacations, they should be made where there are water and land activities.

Note to single folks — marrying someone with the same passions is a good idea.

Water Baby  
California

*Water Baby — As counterintuitive as it might seem, marrying someone with different passions isn't always such a bad idea. For some couples, being together and doing as many things as possible together is the ideal. For other couples, particularly when independent people are involved, just the opposite is true. One of the two likes sailing, the other might like horses, art, music or car racing. When each one does their own thing, they get to be in charge and make all the decisions instead of having to compromise about something they are passionate about. And when they get back together after their respective activities, they have lots of new stuff to talk about.*

### RULES FOR KEEPING A WOMAN HAPPY ON A BOAT

My husband Don and I have been living aboard our sailboat *Locura* very happily for about four years now. For us, living aboard has become a dream come true.

My husband says that to keep a woman happy on a boat, you first have to make sure that she knows, every morning, that she is your dream girl and the most wonderful thing that every happened to you in your life. Then you have to do or have the following on your boat:

Endless hot water; a 50-gallon/hour watermaker so that you never run out; an 8kw generator for a curling iron, hot rollers and a hair-dryer; 240-volt reverse-cycle central heat and air-conditioning and a washer/dryer. Furthermore, there shouldn't be any leaks that could get any of her things wet.

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## LETTERS

In addition, there should never be any yelling. When anchoring or docking, only hand signals should be used. Moreover, no woman should be expected to do anything she's not well-trained to do or not confident she can do.

She should also be sent to the Women's Sailing Convention at the Bahia Corinthian YC in Newport Beach. Log on to [www.scya.org](http://www.scya.org), click on Women's Sailing Convention, and read all about it. No guys allowed.

In addition, the woman should become actively involved in the yacht club, especially the sailing programs. She should be encouraged to learn to sail on a small boat, taught by anyone *but* the man in her life. This is a must for her enjoyment. Then she should be introduced to some 'all lady' racing crews, and the man should get out of the way, for she'll really be taught how to sail. Then all the ladies should come aboard the husband's boat, without him, so the woman can learn, with the help of the other women, to sail the boat.

Oh yeah, two more things. First, the man should make the bunk every morning, and two, he should become the world's best dishwasher.

Patty Murray  
Southern California

*Patty — We think you have a lot of good suggestions — particularly in the second to last paragraph. But if you have a man such as the one you describe, you'd better not let him out of your sight, not with all those members of the Newport Beach Princesses Sailing Club looking for someone just like him.*

*If we may be so bold, what, if any, responsibilities do women have?*

*[Psst — While the Wanderer, who responds to all the letters, is off in the Caribbean, I'm going to sneak in my two cents' worth. My husband is the dedicated dishwasher on our boat. I cook,*



LATITUDE / LD

*he cleans. When I first moved aboard, I did all the 'pink' jobs and quickly got fed up doing all the grunt work, in addition to a normal amount of 'boat work'. Assuming a woman does her fair share of boat stuff, it's certainly reasonable that her man be expected to do some of the 'housekeeping'. After all, who'd do the dishes if she wasn't there? — ld]*

### ↑↓IT'S A PROBLEM IN THE NORTH, TOO

Here in Portland too, a lot of guys wonder how they can get their wives to like sailing.

I own a Cal 20 and, over the years, when the guys would see me take my boat out myself and have a great day, they would come over and lament that their wives hated sailing. So I suggested they get their wives to the Oregon Women's Sailing Association meetings, and have them take lessons from the competent and enthusiastic ladies. Quite a few marriages were saved.

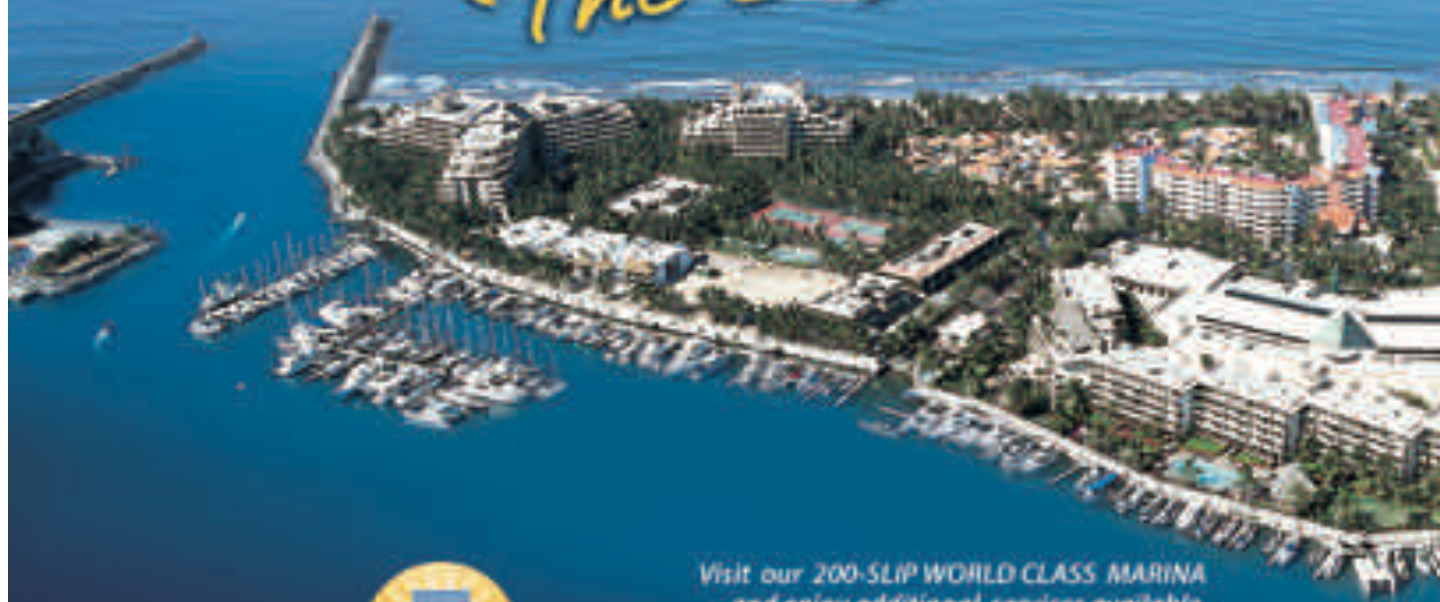
I think most women hate it when the guy knows it all, and when pretty much nothing she does is good enough. So we women foster confidence. We have women-only classes,

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## LETTERS

Wednesday night cruising, boat maneuvering classes, mentors for women-only racing, and much more.

I know of several couples and families who have overcome the hurdles and already left for full-time cruising or are about to. But nothing stops a woman faster than a husband/boy-friend/significant other screaming at her.

So my recommendation to Turner is to get his wife involved in all the women-only opportunities he can for a while. For only then will she really know if she doesn't like sailing.

Linda Wanitschek

Oregon Women's Sailing Association ([www.owsa.net](http://www.owsa.net))

### ↑↓ I MADE THE CHOICE TWICE IN MY LIFE

Tell Turner that I was faced with the same choice he is facing twice in my life. The first time was 30 years ago, and more recently two years ago. My advice is that he and his wife will both be happier if he just accepts it and keeps sailing. After all, it doesn't do justice to either when a man tries to serve two mistresses.

Ernie Copp

*Orient Star*, Cheoy Lee Offshore 50  
Long Beach

### ↑↓ GET OVER THAT NAUTICAL CRAP AND GIVE HER ROOM FOR HER BOWLING BALL

Turner didn't mention what kind of 50-ft boat he currently owns, but I will take a stab at responding to his request. I've been married 25 years, and have spent 12 of those 25 years sailing with my husband — and close to 10 of those years it's been 'happily sailing'. The advice I give is from experience and feedback from the wives of friends and relatives.

1) It's better not to place your wife in a letter regarding cat and dog sales in the local rag while including your name.

2) Take it slow, as your idea of adventure may not be your wife's ideal trip. You name a couple of weeks on a Nordhavn up north. Was that sitting and drinking at the dock, two straight weeks in the wilderness, or did you add something interesting like stopping at local areas for some window shopping, restaurants or even quiet walking? Excursions ashore, if done correctly, may make you "fall in love all over again," as you say.

3) Fifty feet does not mean "camping in a larger boat." We have friends who still use plastic tableware, plastic cups and towels with anchors on them. Get over the nautical crap and the attitude that everything must be unbreakable. We use crystal glasses from the 99-Cent Store; Corel plates, which clean up much better than plastic; and have removed almost every nautical knick-knack that is not essential to the boat. That makes the boat feel like a home, not a bachelor pad for a sailor.

4) Speaking of camping, a boat the size of yours should include a fairly large battery bank. I will assume you don't scrimp on electricity, shutting down every light your wife turns on to save those precious amps. But if you do, stop, and turn on the engine when the battery goes down. Or use solar or generator power, or buy more batteries. Do whatever you have to do so there is plenty of power. Add an inverter if you don't have one, and invite her to bring her 1800-watt hairdryer onboard — and tell her not to forget the curling iron and toaster. Make sure your boat is a place that she doesn't mind coming to.

5) Give her a place to stow her comfort items. This doesn't mean letting her have a small corner in a cabinet to store tampons. Give it up, Tom. Provide some real estate so that she can store the big pots that she cooks pasta in; make room

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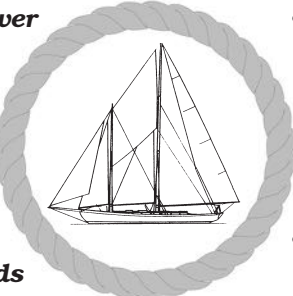
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## LETTERS

for the hairdryer; make space for plenty of nice towels and washcloths; leave room for shoes, magazines, and her favorite game or hobby materials. Heck, give her room for a bowling ball, if that's what she likes. Remember, you're already in love, so give her a chance to look forward to going out.

6) Prior to leaving the dock, give her a hand stowing things. Better yet, take the initiative and let her say some goodbyes to the folks on the dock. Additionally, when you do go out for the day or the evening, try lending a hand, if you don't already, with the cooking and cleaning up. There is nothing as sexy as a man with soap on his hands.

Lastly, and I won't even number this one, you're not on an America's Cup team, so keep the rail out of the water when you sail. If your wife's cosmo or martini is going to tip over every time you sail, she's going to stay home or stay at the club. Give her time to adjust to the boat. It won't kill you to sail a little softer, and she'll be more willing to take the helm as well.

Lisa Novak

*Beyond Reason*, Hans Christian 43 ketch  
Northern California

### ↑↓ MOST WOMEN DIDN'T SAIL AS GIRLS

Here are some of the reasons women I know hate sailing:

1) Many men take up sailing again in later life, when they can afford that really, really nice boat. Most women didn't sail as girls, and therefore feel extremely incompetent on board. This is usually worsened by their husbands trying to help them learn by shouting at them.

Solution: Ask your wife to consider going to a sailing school that has classes specifically for women, with no men aboard to help. Competence equals confidence equals enjoyment.

2) Just when the kids are less of a burden, and there is a little money for travelling or that new kitchen, wives find themselves trying to 'relax' by preparing sandwiches while heading upwind against a strong current while being told, "We'll be in calm water soon, honey."

Solution: Once a year take a holiday of her choosing. If you own a 50-ft boat, you can afford to do this as well as enjoy your boat.

3) You've backed down on job commitments to spend more time with your family. Your 'family' suddenly includes male friends who are always, always prepared to go down "and work on the boat with you." This is usually code for "my wife is mad at me and I need to escape."

Solution: Only let this happen once in awhile, not every weekend plus Thursdays.

4) Your wife finds herself in charge of cleaning your 50-foot boat as well as your house. Left to you, the boat would be a bit of a shambles, with nearly empty freshwater tanks.

Solution: Hire someone to make sure the boat is spic and span. Ensure that the hot-water shower system works impeccably.

I hope this helps. Oh me? I learned to sail dinghies with my husband 15 years ago. Our only problem is trying to find time to spend on our boat.

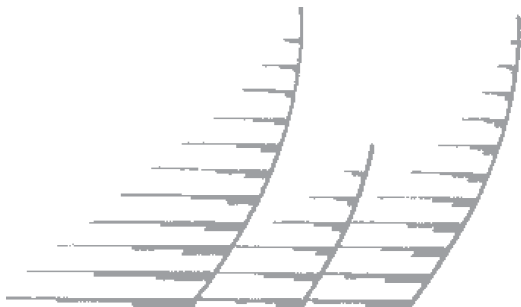
Cathryn Macfarlane  
California

### ↑↓ IF HER NAILS ARE MORE IMPORTANT THAN GRINDING A WINCH, I WOULDN'T HOLD OUT MUCH HOPE

Can Turner's wife be converted to liking sailing? Only if she wants to. To help, I suggest making sure the boat is warm, dry, smells good, and that she can use the head whenever she wants to.

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## LETTERS

Of course, maybe she doesn't like sailing because she doesn't know what she's doing. Or maybe she is not convinced that you know what you are doing. We mariners take for granted a lot of things that are totally confusing to someone who has never been around boats. Maybe some classes to get an understanding of what to do, when and why, would help. But she has to want to do this. If her nails are more important than grinding a winch, I wouldn't hold out much hope.

I know I thank my lucky stars every day that my husband likes the water as much as I do. So good luck. Oh, and could you introduce us to your friend with the Nordhavn 57?

Sally Cable  
San Diego

### ↑↓MAYBE TURNER'S WIFE NEEDS A CAT

Turner needs a wife who isn't seasick. I have the world's worst seasick wife. The cure? Get a catamaran. My wife and I had a beautiful week in the British Virgins aboard a crewed charter catamaran, and she never once looked close to getting sick. We are sold on the cat thing.

By the way, I'll never forget our experience coming back through the airport at Puerto Rico after that charter. Through a slight rum hangover, I saw this guy wearing shorts, a sun shirt and a boat hat tacking aimlessly through the airport, an Apple laptop in tow, looking as if he were the Flying Dutchman himself. Upon closer inspection, I realized it was the Wanderer, also heading back to San Francisco from the British Virgins. He was short-tacking to different areas in the airport looking for a place to plug in his computer. I don't think he ever got the Apple 'juiced'.

But the most amazing thing about the encounter was when we finally arrived at the San Francisco Airport late that night and we were at the taxi stand. The Wanderer appeared from the sleepy airport terminal, still dressed in shorts and a sun shirt, and jumped into a cab — without a bit of luggage. He really knows how to travel!

Thanks for all the years of making sailing the best. I've met nice captains and crews answering crew ads in *Latitude*, and have enjoyed sailing on San Francisco Bay and other places. I live in Angel's Camp, race on a few Bay boats, charter boats when I can, and sail my Hobie 16 *Cataclysmic* on nearby lakes.

Bruce Leister  
Angels Camp

Bruce — Thanks for the kind words.

That probably was us you saw in San Juan, but we weren't coming from the British Virgins. We ended up there because of a broken plane in St. Martin. Our happy itinerary on that very long day was St. Barth to St. Martin to St. Thomas to Puerto Rico to Dallas and, after having to wait because of a second broken plane, to San Francisco. Having made numerous trips such as that, you can understand why we like to travel very light — the clothes on our back, a computer case and a camera case.

### ↑↓THE MAGIC WORDS

Having signed up for Ha-Ha XIII, a week before the start I discovered that my boat had a bad cutlass bearing. I went to Shelter Island Boatyard and talked to Stan at Viking Marine. He told me it would be a couple of weeks before they could get to me because they were so busy. But when I mentioned that I was signed up for the Ha-Ha . . . they seemed to be the magic words, as he scheduled me in right away. The bearing was changed, the prop shaft coupling machined, the motor

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## LETTERS

mounts adjusted for shaft alignment — everything accomplished in four days!

Many thanks to Joe and Stan at Viking Marine, and the yard foreman at Shelter Island Boatyard.

Doug Springstead  
Gettin' Around, Catalina 400  
Buford, GA

Doug — We're certain that what got you to the front of the work line at Shelter Island Boatyard was not the Ha-Ha name, but wanting to make sure you got to participate in an event that you really cared about. Most folks in the marine industry enjoy boating themselves, so they really try to make things work for their clients.

### ↑↓RED BESS RACKHAM — WHAT A SAUCY NAME!

Terri and I were planning a Caribbean charter to St. Vincent with Randy and Sandy Devol for Randy's 50th birthday. Then Terri read your recent *Letter* response about the bad boat boys and pirates there. She was so scared that she decided to look to the Internet for pirate information.

She emerged less frightened. In fact, she's gone over to their side. She's even acquired a 'pirate name' — Red Bess Rackham.

The way she got the name was by taking the pirate quiz which, based on your answers to 20 questions, scientifically creates the best 'pirate name' for you.

Here are some of the questions and possible answers:

1) Do others often call you things like 'odd' or 'eccentric' or 'a raving psychotic'? A) Never. I'm as normal as they come. B) Only the raving psychotics. C) Occasionally, but those people are boring. D) Yeah, it's been known to happen. E) I have padding on my walls.

2) What kind of a leader are you? A) I'd get lost in my own museum. B) I'm a born follower. C) I can lead if I have to. D) Things seem to go a little better when I'm in charge. E) I took charge of my family five minutes after birth.

3) Are you tough? A) Tough like warm butter. B) Tough like a tender breast of chicken. C) Tough like a well-done steak. D) Tough like leather. E) Tough like Jack Palance on a bad day.

4) Bathe much? A) What's this 'bathing' thing everyone's always telling me about? B) Once a week, whether I need it or not. C) I've been known to skip a shower when I was in a hurry, but not often. D) Daily. E) Let's just say my feet are in tissue boxes and I've got really long fingernails.

5) How do you feel about a little bit of the old ultra-violence? A) I'd never hurt another living creature. B) I have issues about hurting the grass when I walk on it. C) I was in a fight once, but it was an accident. D) I prefer to solve my problems through non-physical means, like bribery and cunning. E) I'm a fighter, not a lover. I routinely assault the elderly and indigent.

Questions and potential answers like that. Take the test at [www.piratequiz.com](http://www.piratequiz.com).

P.S. My pirate name is Cap'n Tom Vane.

Don 'Cap'n Tom to you' Parker  
Double Play, Gemini 105Mc Catamaran

Cap'n Vane — This may not be music to your ears, but we can't help but wonder how long a woman with a lusty-sounding name like Red Bess Rackham is going to be satisfied hanging around with a guy with a straight-arrow name like Tom Vane. We'd take that test over again as soon as you can. Meanwhile, we wouldn't let Red Bess out of our sight.

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## LETTERS

### ↑↓ WE DON'T WANT OUR DOGS IN A SHELTER

I'm writing in regard to the editor's response to the letter from Liesbet Collaert in the December issue of *Latitude*. When it became clear that sailing and her dogs were not compatible, she and her husband gave up sailing. Good for them. Your editorial reply was, "We'd have given the dogs away."

I am not anti-sailing. In fact, this year I plan to start classes for my Keelboat and Cruising Basic certifications. But I'm also a dog breeder with 20 years experience, who still finds it distressing that so many people are selfish and clueless enough that they consider dogs to be disposable items to be tossed out with the trash when they are no longer convenient.

Frankly, I would have hoped that people who are in tune enough with our natural surroundings to enjoy and respect the adventure of sailing would have a better understanding of the basic concept that pets are not disposable like yesterday's newspaper. I guess I was mistaken. Thanks to attitudes such as the one expressed in your editorial reply to Ms. Collaert's letter, thousands of animals are euthanized every year.

For that reason, my wife and I, as responsible breeders, offer a lifetime guarantee to every home in which we place a puppy. If the owners can no longer keep the dog, no matter how long they have had it, they can bring it back to us. We do not want any of our dogs ending up in a shelter.

Different strokes for different folks is indeed the catchphrase here. Given my choice between dogs and people who advocate giving the dogs away, I will take the dogs every time.

Anthony R. Cheeks  
 Manteca

*Anthony — Our flippant comment was made in jest, and we hope that most of our readers understood that. As much as we'd enjoy having a couple of pets, we realize that, with our lifestyle, it would be irresponsible. We salute your lifetime 'return' policy.*

### ↑↓ THE GIRLS WOULD SWIM TO THE BEACH

We'd like to add another surf landing strategy to those contained in December's excellent *Surf Landing School* article.

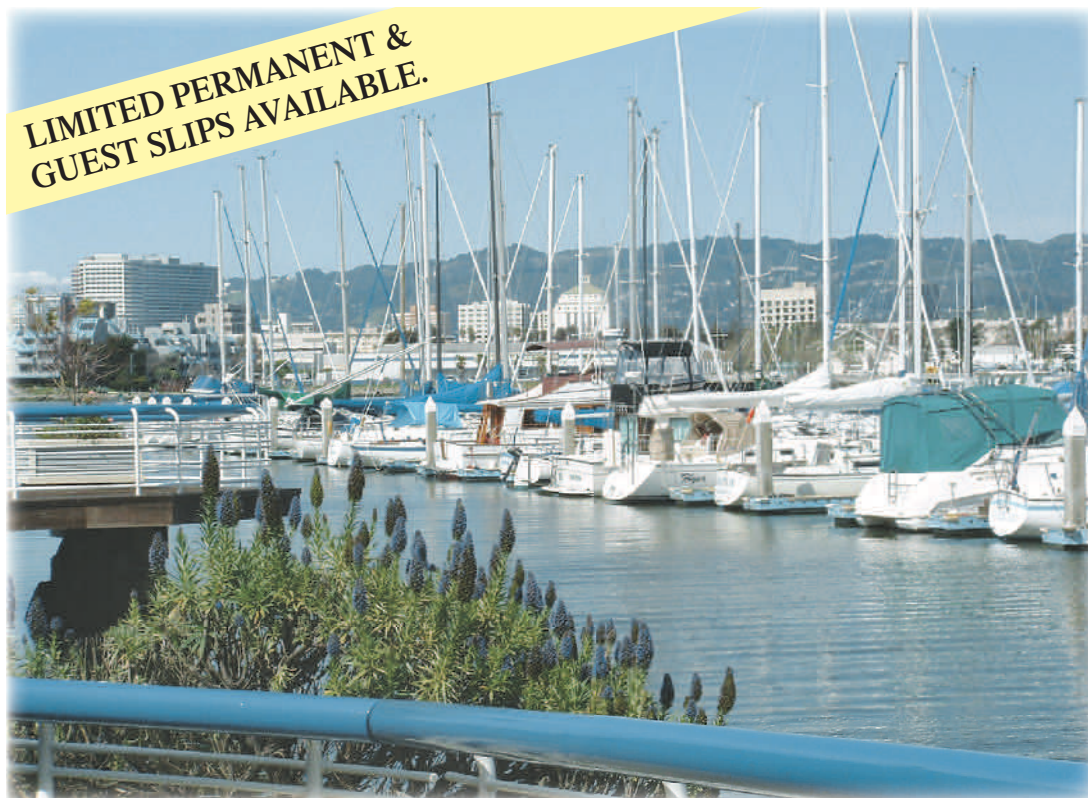
During our '02-'03 sail down the coast to Mexico, we ended up with a small inflatable powered by an unreliable 3-hp outboard. For those cruisers with similarly overloaded and underpowered dinghies, we offer these notes on the 'swim it in' technique.

Here's how it worked. First, we put on swimming gear rather than shore clothes, knowing that to do otherwise would merely tempt the shorebreak gods. Secondly, we put all of our shore stuff into dry bags. Then, just outside the line of breakers, the four of us — our two daughters were with us — would cock up the outboard, snap down the wheels, and jump overboard. The girls would then swim in to the beach, where they would wait to help pull the dinghy up the sand. Meanwhile, we two adults would help guide the dinghy in. In particularly nasty stuff, we would take a line ashore from the bow to help pull the dinghy in faster.

A variation was using the kayak, with a tight-fitting cockpit cover, to go ashore. Whoever was in the kayak would exit the kayak outside the breakers, seal the paddle and baggage inside, and swim it in. It's remarkable how easy it is to control a kayak in the surf if you are to seaward of it.

Yes, both these techniques involved swimming, but since swimming in the warm water was one of the things we enjoyed most in Mexico, getting wet going ashore seldom seemed a bother.

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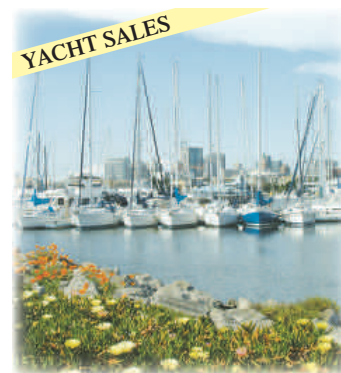
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## LETTERS

We certainly agree that a nice RIB dinghy with a powerful outboard is the way to go on the west coast of Mexico, but cruisers without them can still get by quite well.

Will & Joan Miller  
Chaika, Westsail 32  
Seattle

Will and Joan — 'When in doubt, get out', is certainly an excellent strategy for making beach landings. And like you say, you always want to be to seaward of your kayak or dinghy, for if it pulls you too hard when hit by a wave, you can always let go. If you're in front of it, that kayak or dinghy will knock you down like a pin in a bowling alley.

We presume your technique for going back out through the surf in dicey situations is similar. Get the swim gear on, walk the dinghy out as far as you can without getting nailed by a wave or whitewater, then go like crazy when there is a lull. The beauty of this technique is that bailing out is simple, as you're already bailed out, and precious seconds aren't wasted waiting for four people to climb into a dinghy. After all, you only have about 12 seconds between waves, and that's not much.

### ↑↓SOMETHING'S BURNING ON BRUNO'S ISLAND

Following our second galley fire, I'm wondering if readers have had experience using electric stoves on their boats. We currently have an alcohol stove. Before that we had a microwave oven that used shorepower, but it got torched in the most recent galley fire.

Now, living in fear of that invisible 'safe' fuel, I'm wondering why you don't see more boats using electricity for a fuel. If you have a solid battery bank that gets recharged by solar panels or a wind generator, and a good inverter, wouldn't this make sense? I guess not, or I would see it on more sailboats. But that idea that you could be energy independent — other than diesel fuel — sure sounds inviting.

What am I missing?

Paula Sunn  
Andiamo, Islander 32  
Bruno's Island

Paula — At Bruno's Island in the winter, we think what you're missing is enough wind for a wind generator and enough sun for the solar panel — at least to cook a good dinner using an electric stove. And there are few things as discouraging as a half-cooked holiday goose.

Electric stoves are far more common on large powerboats, where huge gensets are allowed to rumble on 24 hours a day, than on sailboats.

That your microwave got torched in your "most recent" galley fire isn't entirely surprising, as, according to a survey by BoatU.S., 55% of all boat fires are caused by problems with AC/DC wiring and appliances.

Nonetheless, we personally would be hesitant to go to alcohol. It may not explode like propane, but we've always found it troublesome to use, and know people who have been badly burned. In any case, it's not the kind of stove fuel that you use that counts, but rather that the system was installed and has been maintained properly, and you use it correctly.

### ↑↓BOARDED BY THE MEXICAN NAVY

So there we were, motoring along from Mazatlan to Isla Isabella, minding our own business, when we saw a large grey military vessel off our bow. No biggie, as we've seen lots of U.S. military vessels in our past adventures and they just



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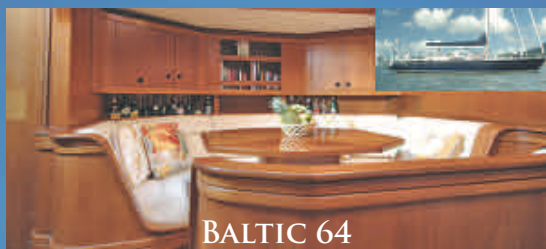


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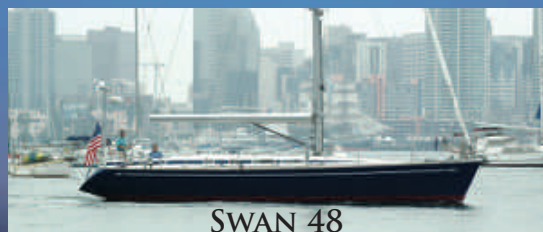
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## LETTERS

ignored us. But hmmm, we were in Mexican waters. And, crap, the vessel changed course and headed straight toward us.

We didn't hear them hail us on the VHF, but they did three complete circles right next to us as they motored along. What was it, a Mexican hat dance? Nobody on *Adm. Ortiz*, the Mexican vessel, would even look at us. We were totally baffled.

Finally they donned lifejackets, armed themselves with automatic rifles, and climbed into the smaller boat they were towing. When they pulled up to our *Niki Wiki*, three men boarded our boat. The man with an automatic weapon but without a smile stationed himself on the bow to stand watch. After a lot of sign language, mutilated English and Spanish, and the use of a dictionary, we signed some papers that stated we were "voluntarily" allowing our boat to be inspected. Do you think we had a choice? I mean, there we were, all alone on the ocean, and they had guns.

While I chatted with a nice young navy guy, the older man took Brett down below to "inspect" the boat. They were only gone about five minutes before coming back up all smiles. There was *no problema!* So they called back the little boat, which had been used to board a cabin cruiser nearby, and off they went. We resumed our travels, shaken and still confused, but mighty glad to be moving again.

We later found out that they had also boarded *Bohemian* the following day, and spent 90 minutes going through the galley herbs and spices, touching their underpants, and researching the medicine cabinet. Eeeew. So I guess that we were 'lucky'.

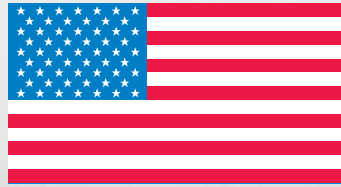
Jonesy & Terry Morris  
*Niki Wiki*, Gulfstar Sailmaster 50

*Jonesy and Terry — Because of a somewhat successful crackdown on other drug-smuggling pipelines in recent years, the Pacific Coast of Mexico has become perhaps the biggest smuggling route to the U.S. of A., where the appetite for illegal drugs apparently knows no limit. As such, interdiction efforts have been greatly increased along the Pacific Coast. Another factor is that Felipe Calderon, the newly elected President of Mexico, has been aggressively going after drug smugglers as a way of consolidating his authority and distancing himself from his nemesis, Lopez Obrador, and his 'shadow government'.*

*The good news is that drug smugglers don't want to have anything to do with maritime tourists, so there is little danger in that regard. If you've got a clean boat and a clean nose, you shouldn't have any problems with smugglers or the government. But even though you are at sea, don't doubt their authority to board your boat.*

*In fact, don't even doubt the ability of the U.S. Coast Guard and/or U.S. Navy to board your boat in Mexican waters — or just about any other waters in the world. They get the authority to board in most places in the world from the government whose territorial waters your boat happens to be in. If that's not good enough, they'll board you on the grounds they think you are trying to smuggle something into the United States.*

*It's our experience that, when being boarded by the Coast Guard or Navy in an area known for drug smuggling, they will be professional, but deadly serious. When we got boarded in the Windward Passage between Haiti and Cuba a few years ago, a team of six Coasties with automatic weapons in an inflatable circled our boat several times, and were backed by a large Coast Guard cutter directly behind us. Innocent as pie, we were friendly and jocular. But they were having nothing of it. Three of the inflatable boat crew boarded, while the other three continued to circle, their automatic weapons at the*



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## LETTERS

ready. Under gunpoint, our crew — there were about 10 of us — were forced to the bow of the boat, while two members of the boarding team searched our boat for other crewmembers, weapons and/or a big load of contraband. After their initial search, we were allowed back into the cockpit, while a member of the boarding party, armed with some sort of hi-tech carbon identifier, did a thorough search of our boat. Since a ton of dope had probably been smoked on our boat prior to our ownership, we're surprised that the carbon identifier's alarm didn't go off. But it didn't.

The entire boarding took about 90 minutes. For about the first 87 minutes, the members of the boarding party never cracked a smile, nor did the three left on the small boat lower their weapons. It's not that they were friendly or unfriendly, they were just doing their job. If you get boarded, this is what you should expect.

### ↑↓ IT ROCKETED TO 430,981 ON AMAZON

I wish to thank you for mentioning my book *The Last Voyage of the Cosmic Muffin* on your "All I Want for Christmas" wish list on *Lectronic Latitude* (December 4). I appreciate the mention. It must be why my book has rocketed to 430,981 on Amazon's book ranking. Took a long time to break that million mark. Maybe best sellers like *You On A Diet: The Owner's Manual for Waist Management* by Mehmet C. Oz and Michael F. Roizen can inspire only so many dreams, while the *Last Voyage of the Cosmic Muffin* can inspire a few more.

Keep up the good work and have a great sailing year.

Valerie Perez

*The Last Voyage of the Cosmic Muffin*  
[www.valerieperez.com](http://www.valerieperez.com)

### ↑↓ A VERY LONG BUT INFORMATIVE LETTER

I actually wrote the following letter two years ago, but I think it's still appropriate today. I'd like to give everyone a 'heads up' regarding boat insurance and some of the difficulties I experienced in getting compensated for damages to my boat after Hurricane Marty hit La Paz several years ago. If I found out one thing, it's that insurance companies love getting money, and they hate paying it out.

I had left my 44-ft cutter at Marina de La Paz for the summer so that I could return to the Northwest to visit family and friends. My first indication that my boat had sustained damage was a phone call from my insurance agent. He said that my boat had sustained fairly significant damage and that I was to immediately send them my deductible amount of \$7,600. They said this was required so they could pay to have my boat towed and hauled so no further damage would occur. My reaction was sort of "Wow, that's a lot of money." But I told them I would mail it in a couple of days.

At this time I re-read my policy, which seemed to say that my deductible was \$3,800. I called the insurance company back to find out why they were saying it was twice as much. I was informed that the deductible for damage caused by a "Named Storm" was double that stated in the policy. They said I could confirm this by looking at section X, sub-section Y, point 3 on page 25 of the policy. I hate to admit it, but sure enough, there it was with all the other fine print in the policy. All I can say is "Shame on me" for not reading all the fine print and truly understanding it. But you learn from your mistakes.

With that behind me, I immediately made reservations to fly to La Paz to see firsthand what had happened to my boat/home. What a shock! I don't know what I expected, but I wasn't prepared for what I saw. My once-beautiful boat — and



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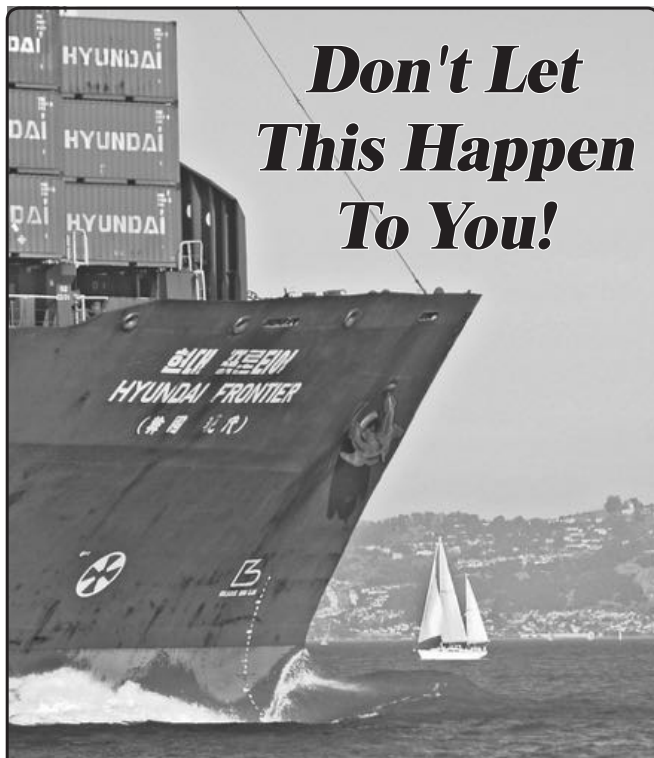
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## LETTERS

home for the past four years — looked like a derelict. I literally sat there in a state of depression, just looking at her for the next three days. I was finally able to work myself out of the blue funk I was in and called the insurance company to find out what I was supposed to do. They told me to contact a local surveyor in La Paz, who was acting as their "Damage Assessor." I was well-acquainted with this individual, as he had conducted two prior surveys for me, and I felt comfortable working with him. However, he said he could not do the assessment as he had previously surveyed my boat, and it might be construed as a conflict of interest. So I was turned over to another local surveyor, who, by the way, also has a very good reputation.

I'm going to digress a moment to clarify my use of the term "Damage Assessor." I was informed by the insurance company that these individuals were not claims adjusters. With that said, my assigned D.A. and I called the home office to find out how to proceed. We were told to go to the various boatyards in La Paz and get bids for the repairs. I personally went to four different yards and received estimates ranging from \$79,000 up to \$120,000. The low estimate was from a yard that didn't have a very good reputation, and the high one was from a custom contractor who does excellent work, but is known to charge high prices. Regardless, the D.A. and I pretty much agreed that we were looking at something in the \$85,000 to \$90,000 range to repair the boat and replace all damaged items.

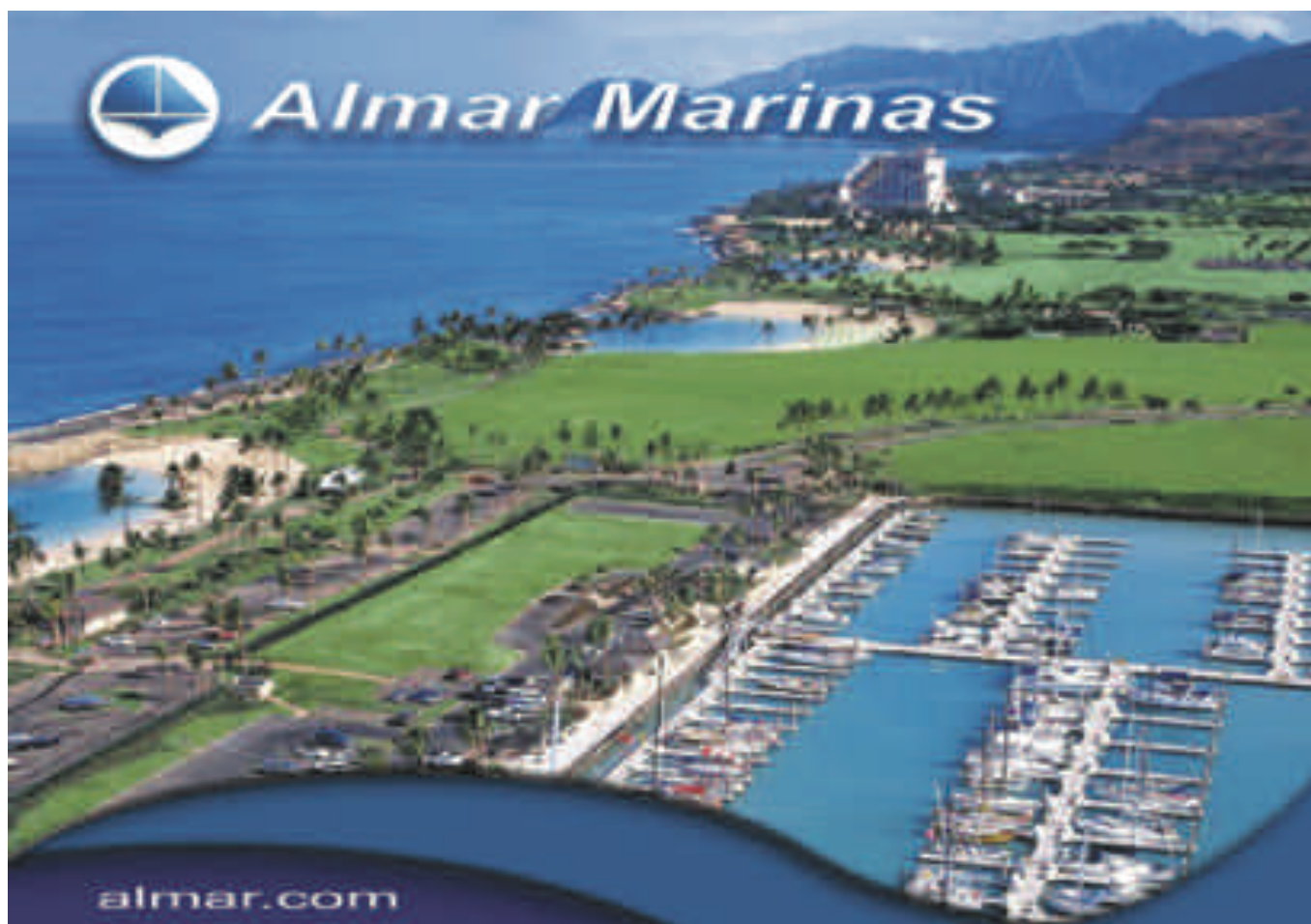
The D.A. and I then called the insurance company with the estimated costs, and asked to be informed how to proceed in getting the repairs completed. After the initial shock of the various estimates sunk into the insurer's head, I asked him how to proceed. He said, "If it were my boat, I would start having the repairs made." I then asked if they would be paying the boatyard directly, or if they were going to advance me funds for boatyard services and parts purchased. He responded that no, they do not do that. I was responsible for having the boat repaired, and when it was complete, they would reimburse me — minus various depreciations they deemed fit. When I responded that I did not have that kind of money available, and I thought that was why I carried insurance in the first place, he responded with a truly classic statement — "Well then, you have a real problem, don't you?!" I can honestly say that I have never heard a more unprofessional statement before in my life. I hate to say it, but if he had been in the room rather than on the other end of a phone line in California, I might still be in jail today.

Under normal circumstances, I would at that time have been working my way down to Panama and points beyond. Instead, I found myself living in a dingy apartment and accruing boat storage fees to the tune of \$300/month. I am not a pauper. However, I could ill afford these extra expenditures. And I definitely was not living the cruising lifestyle I had enjoyed for the previous three years.

About this time, four things happened: 1) I heard through the grapevine that the company I was with was unilaterally denying the claims for all sailboats damaged by Hurricane Marty if they had anything on board that could catch wind (i.e. headsails, biminis, dodgers etc.). 2) I received a letter from the insurance company stating that, due to the age of my boat, effective back to the beginning of the year, various items on the boat — actually nearly everything — was going to be depreciated at the rate of 5% and some items 10% per year. 3) I received a questionnaire from the insurance company for my assessment of the safety and construction of Marina de La Paz, and 4) My D.A. informed me that he had been told



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## LETTERS

to go back to the "cheap" boatyard and obtain new estimates — but that he was told not to tell me.

Well, in the case of 1), I had removed all sails, bimini, dodger, and solar panels prior to returning to the States. 2) Stupid me, I understood this letter to mean that the depreciation had begun as of the first of that year. Nope, it meant from the time of manufacture or installation. As such, many of the things would have been depreciated to zero. I found this out when I attempted to receive reimbursement for my dinghy and motor. What had been insured for \$3,500 the year before was now worthless. 3) I was getting a little smarter by this time, and what I understood the questionnaire to say was: "Please tell us that you felt the marina was an unsafe place to leave your boat so we can deny your claim." 4) This one pissed me off because the D.A. had seen all of the estimates I had obtained, along with a detailed inventory of all parts required, including part numbers, SKUs and costs either directly from the West Marine catalog or manufacturer's websites. I had even stated that if the insurance company had any questions, I would be happy to review with them how the costs were derived.

By this time approximately four months had passed since my boat had been damaged. I was one depressed puppy! I had started writing letters to the insurance company, literally begging them to help me, but all to no avail. Then, to my surprise, I received a letter stating that they had decided to settle my claim with a lump sum payment that would be forthcoming. "There was a God after all!" I said to myself.

The long-anticipated settlement offer arrived about a week later. With trembling fingers, I opened it. I wish I could say the nightmare was over, but nope, the 'number' was based on the estimates derived by the D.A. and a parts list he had put together. It also said that "reasonable depreciation" had been applied. However, it did not indicate what had been depreciated, or to what extent. It further stated that this was a "one-time offer" that had to be accepted within 15 days or it was null and void. Even though it was only about half of what was required to repair my boat, I was half-tempted to accept it just to get the whole thing over with. However, upon a detailed review of the base costs which they were basing their 'offer' on, there were a few problems.

1) All of my deck hardware and ports were made by a company called Giot, and are quite expensive. The insurance company had based their offer on parts from totally different manufacturers, and were not even close from a cost standpoint. In fact, the ports they specified were not even the same size as the originals. There was a difference of about \$4,000.

2) Many of the parts that were destroyed had simply vanished from the parts list. That made another difference of \$3,000.

3) The insurance company apparently assumed that a miracle would happen and that everything would just suddenly appear down in Mexico without any transportation or import costs. I realize that having a Temporary Import Permit for Mexico should mean no import fees. However, the reality of things can be quite different. In the case of transportation, they left off a small charge of \$5,000 for shipping the mast from Seattle.

4) Yes, they do have a G&S-type tax in Mexico. In the insurance company's offer, it was just forgotten — to the tune of another \$7,000.

I wrote the company a letter declining their offer and fully itemized all the reasons and cost discrepancies of why I was doing so. I once again begged them to treat me in a professional and fair way. I got nada for a response. I then started on a

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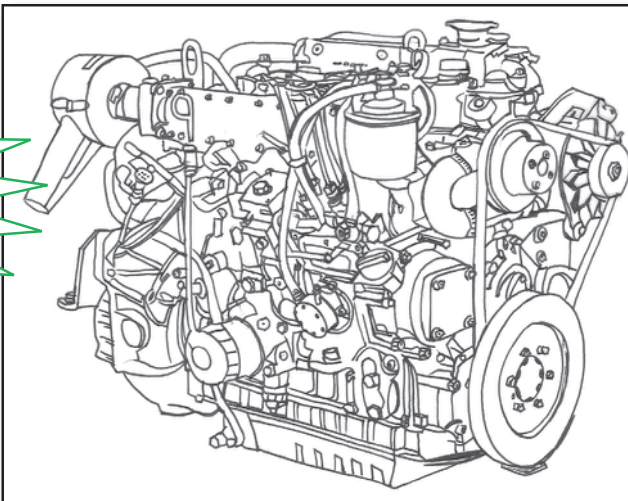
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## LETTERS

serious letter-writing campaign of a letter every two weeks. This went on for a couple more months. Voilà, another offer came in the mail. Once again it was a "one-time" offer, but still approximately \$20,000 under what I deemed fair.

There were more letters and, after a couple of months, I received an email from someone identifying himself as an "independent claims adjustor" who had been assigned to settle my claim. My God, an actual claims adjuster was finally going to come down and see my boat and talk to me. (Incidentally, in a letter I received from the insurance company shortly after filing my claim, they stated that a claims adjustor would be assigned and personally view my boat within 15 days of the claim).

Well, down he came. I have to say that I was quite impressed, as he was very knowledgeable and professional in demeanor. He was, however, quite taken aback when he actually saw my boat. I don't think he was prepared for the extent of the damage. He asked why I had not accepted the most recent offer, and I once again went over all the items that were not considered. When I mentioned the tax issue and shipping, he basically stated that I was probably mistaken. We then went to the boatyard office, where they confirmed that these items were not included in their estimate.

At this time, he basically indicated that he was on my side. He asked me what I would be willing to settle for. The number I gave him was about \$7,000 under verifiable costs — however, I just wanted the nightmare to be over. He said he thought my number was very fair. He further stated that he was highly respected in his field, and that whatever he recommended would be accepted by the company. He also stated that I would hear from him or the insurance company within a week.

Eureka! I was in heaven, the nightmare was going to be over. I was going to have my home back and be able to get on with my life! Well, the week came and went along with another, but still no contact. I sent an email to the claims adjustor and asked what was going on. He replied that he had been sick from bad Mexican food, but would contact me the following week.

I received an email from the adjustor the following week saying he was "happy to announce" that he had convinced the insurance company that X dollars was an appropriate amount. But you guessed right, it was \$5,000 less than he and I had agreed upon in La Paz. I'm not sure, but I assumed he would pocket some percentage of the difference.

I finally decided that I had no recourse but to obtain an attorney. However, before doing so I wrote one more email, stating that I required specific answers to several questions so I could determine how to proceed. Specifically, that the claims adjustor had confirmed with me that many expenses were not considered, and how much they were.

I got an email back the very next day agreeing with the amount I had requested. Yes, it was finally, at last truly over. It had only taken nine months, and I was finally able to put the anxiety and depression behind me. Two years following the hurricane, I am happy to say all repairs were completed and my boat is once again beautiful.

These are the lessons that I learned and would like to pass on to others:

- 1) Don't pick an insurance company based on flashy ads and phrases such as "we insure more boats than . . ."
- 2) Talk to as many people as you possibly can to find out what their experiences have been with the company, especially someone who has filed a claim. Better yet, contact someone who is no longer with a given company and find out why.

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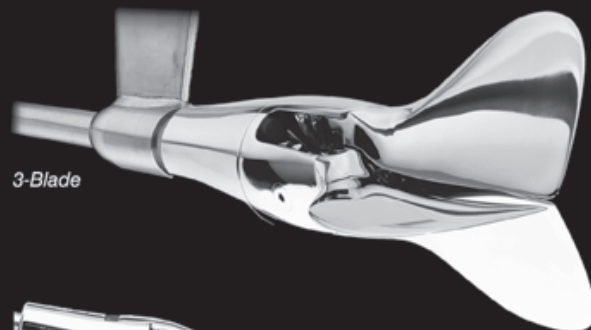
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## LETTERS

3) Read the fine print — all 5,000 items — over and over again. If you don't understand something, have it explained to you.

4) Find out up front what the company's payment policy is. Get it in writing.

5) Don't wait as long as I did to consider getting an attorney.

6) Don't assume a large and supposedly reputable company will treat you fairly.

7) Don't quit trying if you know you are right.

No, not all insurance companies are the same. Some people who had boats damaged by Marty received fair and very prompt settlements.

I realize that this was a lengthy letter, but thanks for letting me get it off my chest. I'm not sure it will ever see print, but if it does, I will write another letter on the do's and don'ts of getting a boat repaired in Mexico.

Lee Hendrickson  
*Capricious II*  
Portland, Oregon

*Lee — What an excellent letter. The calm — it must have been very difficult given your emotions — and clear way you recounted your experience makes your letter very powerful. As such, we'd love to get a letter on the do's and don'ts of getting a boat repaired in Mexico.*

### ↑↓ YOU'LL ALL END UP HELPING EACH OTHER

You won't remember me but I'll never forget you. I was preparing *Renaissance*, a Westsail 32 for her South Pacific voyage. It was January 1977, 30 years ago this month. You stopped by the Sausalito Cruising Club to offer encouragement.

I was having second thoughts, feeling unprepared for this giant separation from local chandleries, boatyards and grocery stores. I was scared.

You said, "Hey, you're not going to fall off the edge of the world. You'll find anything you need wherever you go. And you'll find other sailors with the same fears. And you will all end up helping each other. Relax. Enjoy your cruise. And write."

You cannot know the impact you had on me, how important those few positive words had on my resolve to slip the dock lines and get underway. And you were right about everything. How were you so smart, so brilliant that long ago?

It's been a long time, but I thought it's not too late to say "Thank you with all my heart."

Virg Erwin  
San Diego

*Virg — Thanks for remembering us after all these years and for the kind words. We hate to say this, but we can visualize your boat, but not you.*

*As for the advice, it was pretty good back then, and now. We have absolutely no idea how we came up with it.*

*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.*

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## LOOSE LIPS

**A new kind of sailing club.**

High school and college sailing programs tend to emphasize racing. Yacht clubs and commercial sailing clubs who cater to the cruising end of the spectrum don't offer college credits. Santa Rosa Junior College student Brandon Mairs hopes to bridge that gap with a new kind of sailing club. Not only does the SRJC Sailing Club focus on cruising — he hopes that one day soon, club members will be able to complete college courses via wireless internet *while* they're out cruising in foreign waters. Not only that, he wants it as accessible to the 'starving student' demographic as to his more affluent peers.



**Brandon Mairs.**

He definitely seems to have tapped a new niche. The club already has 50 members and counting.

There are, of course, tallship curriculums, where high school and college students spend a semester at sea aboard a sailing ships. But those programs are, for the most part, expensive and difficult to access. Another thing that makes Brandon's idea unique is the use of private yachts for his program — and that a large part of the costs of the cruises would be absorbed by the school and both private and corporate sponsors.

At this writing, the club is still evolving and much of the Grand Plan is still on the drawing board. Brandon himself only learned to sail about two years ago and doesn't pretend he's qualified to teach sailing to new club members. Fortunately, several members are certified instructors and sailing classes for newcomers are underway.

And then there's the hurdle of school support. Before getting the blessing and financial support of the school, any new club has to meet certain criteria, a process which normally takes a couple of years. But Brandon — whose enthusiasm and 'can-do' spirit somehow makes us think this is what Bill Gates must have been like at 23 — is going ahead with plans for his first cruise to Mexico next fall with three students aboard his own boat, an Ericson 30. Although 'unofficial,' he will use the trip to test his ideas — and will film the whole thing to use later when he pitches the program to SRJC, potential investors, and other schools who might be interested in joining forces. He also somehow finds time between being a full-time engineering student and running his two small businesses, to work the phones drumming up support for the program, and has already secured contributions from West Marine and possibly Globalstar. Other than that, so far all club expenses have come out of his own pocket.

We'll keep you updated on the SRJC Sailing Club and its enterprising young founder. In the meantime, check out the new website at [www.srjcsailing.com](http://www.srjcsailing.com).

**100 boats in 20 years.**

We were stunned to learn that *Alinghi*, Defender of the 32nd America's Cup, was recently allocated sail number 100 for the second of two new boats they're building for the Cup races later this year. Since the IACC rule numbers boats sequentially, regardless of nationality, that means that 100 of these yachts have been built since they made their debut at the 1992 America's Cup. If you believe the rumors, this includes at least one boat — in the freewheeling days before syndicates were limited to building only two new boats — which was so slow that the owner ordered it chainsawed into oblivion after only a few sails.

Some quick research revealed that in the almost 30 years that 12-Meters sailed for the America's Cup — from 1958 to 1987 — only 70 boats were built (or rebuilt from older boats), of

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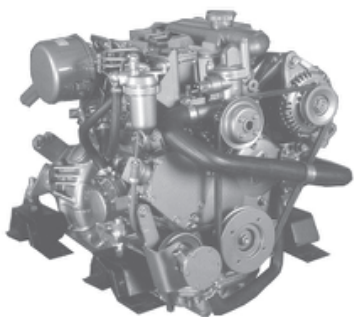
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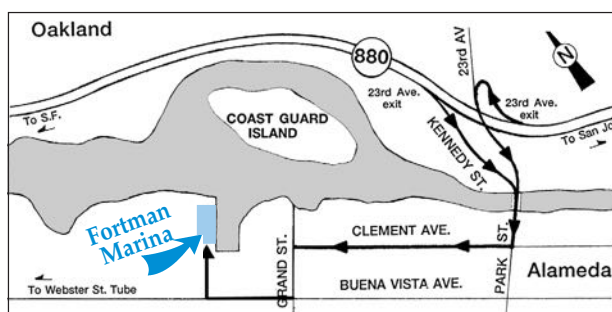
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## LOOSE LIPS

which 45 were American. Although the International 12-Meter design rule dated back to 1907, and there were 12-Meters around prior to 1958, the first American boat to vie for the Auld Mug was *Columbia* (US 16), which beat the British *Sceptre* (K17). The last hurrah for the 12s was Fremantle where Dennis Conner's *Stars and Stripes* 87 (US 55) shut out the Australia *Kookaburra III* (KA 15). The last 12 assigned a number (which by 12-Meter rules was sequential by country) was Tom Blackaller's Bay-based, front-ruddered *USA* (US 61), which made it to the final elimination round in Fremantle.

While many of the 12s continue to enjoy racing and daysailing all over the world, no one is quite sure what to do with obsolete IACC boats, which with their huge rigs and labor-intensive layouts don't 'convert' to civilian use very handily.

### Sailing optimism.

On the site The World Question Center ([http://edge.org/q2007/q07\\_4.html](http://edge.org/q2007/q07_4.html)), the question was recently posed, "What are you optimistic about?"

Author and science historian George Dyson had this answer: "I am optimistic about the return of commercial sail. Hybrid sail/electric vessels will proliferate by harvesting energy from the wind. Two near-inexhaustible energy sources — sunlight and the angular momentum of the rotating earth — combine, via the atmosphere, to produce the energy flux we know as wind. We have two well-proven methods of capturing this energy: windmills and sailing ships. Windmills are real-estate limited, since most available land surface is already spoken for, and distribution-limited since wind-swept areas tend to be far from where large concentrations of people live. Sailing ships turn wind energy directly into long-distance transport, but the practice was abandoned in an era of cheap fuel. The prospects deserve a second look. It is possible to not only conserve, but even accumulate, fuel reserves by sailing around the world.

"Modern sailing vessel design, so far, has been constrained by two imperatives: racing (for sport or against commercial competition) and ability to sail upwind. Under favorable conditions sails produce far more horsepower than is needed to drive a ship. At marginal sacrifice in speed, by running the auxiliary propulsion system in reverse, this energy can be stored for later use. Hybrid vessels, able to store large amounts of energy—in conventional batteries, in flywheels, or by disassociation of seawater—would be free to roam the world.

"The trade winds constitute an enormous engine waiting to be put to use. When oil becomes expensive enough, we will."

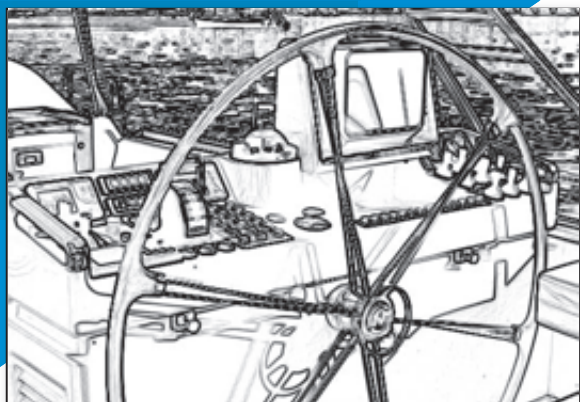
— thanks to Mike Finn for this tip

### Eight bells.

Mary Etchells, the first and only woman to sail to a win the prestigious Star Class World Championships, died in Easton, Maryland, on November 28. She was 85. Crewing for husband Skip Etchells since 1944 and working their way up with a number of regional and national victories over the years, the couple won the Worlds, sailed at Gibson Island, in 1951.

Mary was a very competitive sailor in her day. Once, during a windy race series in Havana, a maid at the yacht club thought she had been brutally beaten by someone. Mary laughed and explained that those black and blue marks were the result of crewing for her husband in the Havana regatta. Skip went on to become a 'star' builder of Stars, and of course eventually to lend his name and design talents to the 22-ft class which still attracts some of the best and the brightest in the world to its ranks. Mary ran the business end of both those ventures, and later founded a company that manufactured women's sportswear.

Years ago, in an effort to encourage more women to crew in



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## LOOSE LIPS

Stars, Mary planned to donate a prize for women. It would have been one dusty award. Thankfully, the commodore of the fleet at the time talked her instead into donating the prize which goes to the winning crew of the World Championship — a trophy which to this day has never been won by another woman.

**Bogie carp at 12 o'clock high . . .**

We get some interesting press releases. Most have nothing to do with sailing so are deleted immediately. The sailing ones of course we read with great interest. Then there are the middle-ground releases, which kinda sorta sometimes peripherally have to do with at least the *water*. . . Anyway, we got to reading one of those last month. It was about an infestation of Asian carp in the Great Lakes. With San Francisco Bay being home to many non-native species, some of which displace the native animals, we have some interest. So we read on, thinking that the carp probably stirred up the mud or ate all the food or something.

The main gist of the release was the great lengths to which officials were going to stop the carp from getting into the Great Lakes. (They have migrated up the Mississippi and Illinois Rivers and may soon be able to access Lakes.) Specifically, the Army Corps of Engineers is going to erect electric barriers. We were wondering how one goes about erecting an electrical barrier underwater without affecting other fish, not to mention humans, when the we found the main reason nobody wants the carp around. "Weighing upwards of 40 pounds, the sound of passing boat motors agitates them and causes them to leap out of the water. On numerous occasions, they have injured passing boats. . ."

Now it's official — we've heard everything.

**Iron men and women of steel.**

We remind you once again that the greatly expanded 2007 *Northern California Sailing Calendar and YRA Schedule* is out, and that it contains a new column just for women racers and wannabe racers. You'll find 'Women's Events' on page 30. There's something for women of every ability, with a variety of host clubs and venues (including a few rivers and lakes). The list begins and ends with Island YC's races in February and November.

Which got us to thinking that maybe there should be a female version of the 'Iron Man' challenge we issue to beer can racers every year. In this, anyone (male or female) who races five consecutive weekday evening races — and can prove it — wins a T-shirt and undying fame in the magazine.

So, now that women have their own set of events, here's our new Women of Steel challenge: Compete in as many regattas on the list of Women's Events as you can in 2007, keep track of it all via results and/or photos, and send us that proof by November 15. The woman skipper who has sailed in the most races gets a prize (probably a T-shirt), a photo in the January, 2008, issue — and the usual adulation and international acclaim that goes with it. If there are any ties, the nod will go to the woman who participated in one or more women's seminars — as either a student or a volunteer. Note that in this contest, as in life, it's showing up that counts, not winning (you'll get prizes for that from the race organizers).

Questions? Email [chris@latitude38.com](mailto:chris@latitude38.com). Need a copy of the *Sailing Calendar* to get the list of events? You can pick one up for free at most Bay Area yacht clubs, many marinas, West Marine stores, and other businesses that cater to racing sailors. They were also mailed to all YRA members. If you can't find one, send \$5 to: *Latitude 38*, attn: YRA Calendar, 15 Locust Ave., Mill Valley, CA 94941, and we'll mail you one. It's also available online in e-Book and html formats at [www.latitude38.com](http://www.latitude38.com).



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— Herman Melville, 'Moby Dick', Chapter XXVI



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# SIGHTINGS

## lydia's new mast

Sometimes it might seem to readers that we, like much of the media, tend to dwell on the negative. For example, in an issue last summer, we ran a photo of the boat you see below — Bob Hanelt's beautiful 40-ft Edson Schock cutter *Lydia* — wallowing around in a state of disarray after her mast broke during the Master Mariners Regatta.

Well, okay. Grievance noted. Which makes us all the happier to now give 'equal time' to her rebirth, or at least the rebirth of her rig.

"Kristi and I are grateful to the crew at Berkeley Marine Center for *Lydia's* new mast," says Hanelt, a long-time Master Mariners stalwart who first sailed on *Lydia* in 1974. "We want to acknowledge the craftsmanship of Cree Partridge and master sparbuilder Bob Pratt who — together with the BMC team — built, finished and installed a beautiful spruce mast that is 'period correct' for the boat." (*Lydia* was built in 1956 in Costa

Mesa.) "This was a project that BMC embraced from the beginning and which turned out in the end to be a literal work of art."

Look for *Lydia* to be out and about in the coming months, and to be back in fighting trim for the 2007 Master Mariners Regatta on Memorial Day.

—jr

## and the winners are . . .

New Years is awards time in the sailing world, and several prestigious ones were announced last month, including the Rolex Yachtsman and Yachtswoman of the year, and the Cruising Club of America's coveted Blue Water Medal and Rod Stephens Trophy for Outstanding Seamanship. Please refer to *The Racing Sheet* for more on the Rolex winners. Here's a quick look at the CCA honorees.

The Blue Water Medal has been handed out since 1923 to "amateur sailors of all nationalities who exhibit meritorious seamanship and adventure upon the sea." Past recipients include the likes of Eric and Susan Hiscock, Sir Francis Chichester, John Guzzwell, Hal Roth, Karen Thorndyke and Bernard Moitessier. Joining that elite company this year was Japan's Minoru Saito. Comparable in hero status in Japan to Robin Knox-Johnston in Great Britain, Saito has a long history of 'adventures upon the sea,' starting in the early 1970s in races around

continued on outside column of next sightings page



## pacific cup takes

For the first time since 1988, the 2008 Pacific Cup will not feature West Marine as the title sponsor. While the marine retailer will still play a role in the event, the Pacific Cup Yacht Club just announced that, in 2008, it will partner with the Storm Trysail Club in the planning and execution of the 15th running of this biennial (even years) ocean classic.

This is the first west coast event for the east coast-based Storm Trysail Club, which celebrated its 70th year in 2006. By way of quick introduction, the STC was formed in 1936 right after the Ber-

Spread, 'Lydia' on her way to second in division in the '03 Master Mariners. Left, the new mast goes in. Right (l to r), 'Lydia' crewmember Merv Nichols, owner Bob Hanelt and BMC's Cree Partridge.



## on a new partner

muda Race. It was named for a founding member's boat, which blew out her main during the race and sailed home under a storm trysail. The original membership of 22 (who held meetings in a small French restaurant on 48th Street in New York) has grown to more than 600 nowadays. The club, which still has no permanent clubhouse, has long been in the forefront of supporting safe ocean racing, from organizing the Block Island Race Week to working with the TransPac YC to develop the 65-ft box rule, to introducing the IRC

continued in middle column of next sightings page

## winners — cont'd

Japan and later Australia. He appeared on the global scene in the 1990-91 BOC Singlehanded Round the World Race, sailing the 50-ft, Australian-built sloop *Shuten Dohji II*. He returned for the 1994-95 race, completed a second circumnavigation — and then sailed back to Japan via the Red Sea to complete a *third* circumnavigation. Two more solo round the world races got him up to five circumnavigations, and another combination of trans-Atlantic and 'long way home' routes got him a sixth.

His seventh circumnavigation began in October, 2004, as an informal contest between him and another famous Japanese singlehander, Ken-Ichi Horie, to see who could become the 'first' oldest man to singlehandedly sail around the world non-stop. Saito was the first to complete the trip, again aboard his faithful *Shuten Dohji II*, in a bit

continued on outside column of next sightings page



SPREAD: LATITUDE / JR; INSET AND FAR LEFT: COURTESY BOB HANELL



# SIGHTINGS

## winners — cont'd

more than seven months, arriving back at his dock — at age 71 — on June 6, 2005.

The Rod Stephens Trophy for Outstanding Seamanship is awarded



COURTESY MEDIA PRO

**Minuro Saito received the CCA Blue Water Medal.**

to recognize "an act of seamanship which significantly contributes to the safety of a yacht at sea or one or more individuals at sea." It was awarded this year to the crew of the Volvo 70 ABN *Amro Two* for the harrowing nighttime recovery of a crew overboard in last year's Volvo Ocean Race (crewed, around the world). In heavy weather in the North Atlantic, while sailing downwind in 30 knots and rough seas — at night — the boat nosed into a wave which washed over the deck and carried 23-year-old Dutch sailor Hans Horrevoets overboard. In a series of well-rehearsed moves, the crew was able to get the boat 1.6 miles back

upwind to his position, recover him (they had to put another man in the water to aid in this process), and get him below. Unfortunately, despite heroic efforts, Horrevoets could not be resuscitated. Nevertheless, the actions of the crew that night were nothing short of spectacular.

—jr

## epirbs and mobs

If you still have an old-school 121.5 MHz EPIRB rolling around in a locker, it's time to upgrade to a digital 406 MHz model. As of January 1, all Class A, B and S 121.5/243 MHz units are prohibited from use in commercial and recreational boats (the regulation doesn't affect the 121.5/243 man-overboard units which don't go through the Cospas-Sarsat Satellite System). These models have a bad habit of going off accidentally, resulting in wasted SAR operations — only 1 in 50 end up being a real emergency — and have been replaced with the much more reliable 406 MHz EPIRBs. Satellites will stop processing signals from the old models on February 1, 2009.

So what's an old salt supposed to do with an out-of-date device? First and foremost, make sure you have several hundred dollars available on your credit card for a new EPIRB. After that, remove the old unit's battery to prevent false alarms (be a good steward and drop it off at your nearest recycling center), then either ship the device back to the manufacturer or, according to Peter Thorner at the Sausalito/Golden Gate USCG Auxiliary, "damage it to render it inoperable."

While you're shopping for your new 406 EPIRB, be sure to research some of the MOB devices, also known as Maritime Survivor Location Devices (MSLD), that have been developed in recent years. MOBilert ([www.mobilert.com](http://www.mobilert.com)) works by sending constant radio signals from a transmitter to an onboard base station. If a signal is not received by the base, the boat's coordinates are recorded and an alarm goes off. A big drawback to this system is that, since radio signals are only transmitted through air, as soon as a crew hits the water, the signal stops and the MOB location is mere conjecture.

continued on outside column of next sightings page

## pacific cup

rating system to America (with help from the St. Francis and New York YCs).

"We're thrilled to be joining the Pacific Cup," said STC Commodore Richard du Moulin of the recent announcement. Besides working on the Pac Cup race itself, the influence of the STC will be felt in other areas including expanded safety and preparation seminars, review of equipment requirements and recruiting entrants and additional sponsors.

Lou Ickler, Commodore of the Pacific Cup YC, sees the new partnership as a win-win for everyone. "The Storm Trysail



**Laura Watt of the Loch Lomond-based trawler 'Cachette' came up with a couple of uses for her old EPIRB that we thought were outstanding. An EPIRB paperweight or door stop would certainly be a conversation starter.**

## — cont'd

Club is an expert in key areas of ocean racing, crew and equipment preparation, and safety at sea. The ultimate goal is to put on the best possible event for the racers, whether this is their 10th race or their first major ocean crossing."

The Pacific Cup was founded by Hal Nelson in 1980 and run by volunteers from the Ballena Bay YC until West Marine came on board in 1988.

More information and future updates on Pacific Cup can be found at [www.pacificcup.org](http://www.pacificcup.org).

— jr

## mobs — cont'd

The Sea Marshall SOS system is newer but uses similar technology as MOBi-lert, the big difference being that the transmitter sends its signal via a detachable antenna several seconds *after* hitting the water. This is a more reactive MOB system but, if the seastate is significant, the signal could be impaired.

The Mermaid id by First Light Solutions was introduced last month at the London Boat Show to rave reviews. It's still in the testing phase but it's such a leap forward in the MSLD arena that the organizers of the 2008-9 Volvo Ocean Race are requiring them for all entrants.

Instead of using radio signals, the Mermaid id transmitters send sonar signals within one second of the MOB hitting the water. No matter what the sea state is, the MOB can be actively tracked. The company hopes to have the system available to consumers by the end of the year. Track their progress at [www.firstlightsolutions.co.uk](http://www.firstlightsolutions.co.uk).

— ld



PHOTOS LAURA WATT



# SIGHTINGS

## china syndrome — sylvain barielle

It's been a long time since the race for the Auld Mug was a competition between nations. For example, an American helmed the Italian boat in 1992 and an Australian ran the Japanese boat in 2000. The



**Sylvain Barrielle checks the set of 'China Team's main.**

Kiwis have been part of nearly every team in recent memory and helped the Swiss win the America's Cup in 2003, effectively taking it from their own countrymen. On paper, Cup campaigns look more like the United Nations than the U.N. itself. Well, almost.

This year's Cup racing is no different and one of the newest players, *China Team*, fits right in. The team's Chinese-flagged boat was built by an Australian-based company in southern China and is sailed by guys from France, China, Singapore, Poland, Malaysia, Australia

and Andorra. Originally French challenger *Le Defi* in the 2000 and 2003 Cup, the team became an Asian effort in 2005 when Chinese executive Wang Chao-Yong and Li Yifei, vice president of MTV Asia, decided to have a go at the America's Cup and realized that partnering with an established team was the easiest point of entry. But while you can put a price on experience, there's no guarantee it's going to pay off. *China Team* is ranked last of the 12 teams going into the Louis Vuitton Cup this spring. In 2006, they didn't win a single match.

It's hard not to have a soft spot for the team, though. Who doesn't cheer for the underdog at some point? They're certainly giving it everything they've got, having built and launched a brand new boat in December. For a relatively low-budget team not expected to make it past the round robins, *CHN 95* represents a serious commitment to this and future Cup races. And then there's the local angle: *China Team's* head of sail design and sail trimmer is none other than Sylvain Barrielle, CEO of the UK-Halsey San Francisco loft in Alameda.

A native of France with four Cup campaigns under his belt, he joined the program in 2005 when his sails beat out those built by reps from North Sails and France's Incidences Sails in a design trial. *China Team* is the only campaign not using North Sails, but Sylvain claims that it doesn't mean much. "These days, the brand (North, UK, etc.) is just the cloth provider. Every team has its own sail designers and engineers. It's more important to put the right team together." As further evidence of the U.N. effect, his team hails from the East Coast, Hong Kong, Australia and New Zealand. Sails are built in Asia, the U.S. and Europe.

Life on a low-profile team with a small budget isn't easy. The top teams have been practicing through the winter around the world. *China Team*, on the other hand, only resumed training late last month. And while *Alinghi*, *BMW Oracle* and *Prada* will build upwards of 20 sails to test the right shape, Sylvain and his team don't have that option. "We have to get it right, maybe not the first time, but the second time for sure," he says.

continued on outside column of next sightings page

## 14 year old

Michael Perham, 14, sailed into Antigua — and the record books — on January 3 to become the youngest person ever to cross the Atlantic Ocean. Perham set out from Gibraltar on November 18 aboard his Tide 28 *Cheeky Monkey*, and was escorted by his father, Peter, in another Tide 28. While Peter never physically assisted his son, the pair were always in contact via radio and even traded watch schedules for added safety.

Perham estimated the trip would take about four weeks, but equipment failure forced stops in Lanzarote and the Cape Verde Islands. Then rough weather, damage to Peter's rudder and Michael's



**Spread, 'China Team' is the only America's Cup contender not using North Sails. Sylvain Barrielle, above, is the lead sail developer as well as trimmer for the team.**



## crosses atlantic

mid-Atlantic swim to clear his own rudder combined to lengthen the trip to seven weeks total, still an impressive feat. To read more about this gutsy kid's adventures, check out his website at [www.sailmike.com](http://www.sailmike.com) —



Michael Perham.

you can even donate to the two charities he's been working with: RYA Sailability and Children in Need.

— ld

## sylvain — cont'd

What about the fan base? After all, China isn't really known for its rich yachting tradition. There are only 600 members in the Chinese sailing federation, so it's safe to say sailing isn't a sport for the masses . . . yet.

It seems the team is causing a stir back 'home'. The Chinese *China Team* sailors have become celebrities, walking the red carpet and getting style makeovers. They may not be the next Johnny Depp, but they are hot stuff. And when *China Team*, Louis Vuitton and America's Cup Management joined forces to produce a televised concert promoting China's participation in the Cup, more than 75 percent of the total Chinese population over 25 — that's 627 million people — tuned in. "Usually if a program attracts 100 million viewers, it is considered to be very good," said Zhao Fei, a 23-year-old 470 sailor who works the traveller for *China Team*. "But over 600 million, that's extremely encouraging. Both for the sport of sailing in China and for our team.

continued on outside column of next sightings page



SPREAD AND FAR LEFT: COURTESY CHINA TEAM; INSET: LATITUDE / SS



# SIGHTINGS

## sylvain — cont'd

This result will help us get our name out there."

So it's a work in progress. "They're laying a very good base for a long-term project. When the Chinese do things, they think long term," Sylvain says.

In the short term, Sylvain has just left for Valencia to resume testing and training. The sailing team, which hopes to have eight Chinese sailors on board, will be announced later this spring, and Act 13, the last fleet race before the Louis Vuitton Cup, begins April 3. While Sylvain is gone, Synthia Petroka and Jason Crowson will hold down the fort at UK-Halsey SF, and depending on how things go, Sylvain will return to his normally scheduled programming in the Bay Area in May or June.

— ss

## saving

Mexico veterans Sylvie and Steve Wolpert had their 40-ft steel cutter *2nd Wind* on the hard in San Carlos last year when they stumbled across a tiny puppy in dire straits. The three-week-old puppy's right hind foot had apparently become so hopelessly entangled in some underbrush that her mother chewed it off in a desperate bid to free her.

Guided by the local vet and helped by many cruising friends, the Wolperts nursed Pedro back into fighting trim during the months they were hauled out. Although she was quite happy living on



PHOTOS COURTESY SYLVIE WOLPERT

## pedro

the boat in the yard, Pedro would cower in a corner any time the boat left the dock. The Wolperts, who are preparing to cross the Pacific, soon realized that she was not born to be a boat dog. Even though they loved Pedro, it was time to let her go.

An acquaintance in Morro Bay offered to foster Pedro and even found a vet who fit her with a high-tech prosthetic foot. A few weeks later, a young couple adopted her, an event that made the local news, and life for this Mexican mongrel is now all dry land and long runs.

— ld



*Pedro, who hated life as a boat dog, loves long runs with her new prosthetic foot.*

## size matters

Well, at least it does when you're a shipyard wanting to offer better services to bigger boats. Those were the target demographics which prompted shipyards in the Bay and in San Diego to order up some seriously extra heavy duty hardware, which debuted recently.

Over at Bay Ship & Yacht's Alameda yard (which services primarily commercial vessels, while its smaller yard in Richmond specializes in yachts), they have a new Rolls Royce. Not the car, but a clever apparatus called a Marine Synchronlift. Essentially a huge



COURTESY MARINE GROUP

*Marine Group's new Travelift hardly breaks a sweat lifting this harbor tug. Note the size of the guy (circled) powerwashing the bottom.*

elevator, the idea is that you drive a ship (or two) onto the Synchronlift's sunken platform, then raise the platform. The vessel(s) can then be moved ashore and positioned using a series of rails.

Bay Ship and Yacht — founded in 1977 by Bill Elliott, who still runs the show — debuted the Synchronlift in suitably dramatic fashion in December, when the yard hauled not one, but two 152-ft, 99-ton passenger ships, the *M/V Sea Bird* and *M/V Sea Lion*. Operated by Lindblad Expeditions, the ships were on their annual passage from Alaska to Mexico for the winter cruising season. The twin haulouts were to perform routine hull maintenance and propeller tuning.

"Working with Lindblad Expeditions has been exciting, and afforded us the opportunity to celebrate the culmination of a seven-year project bringing our dream to life," says Elliott.

Completion of the Synchronlift and its dedicated rail system adds an additional 1,200 tons of hoisting capacity to the yard, as well as storage for up to seven 200-ft vessels.

Down San Diego way, the crown jewel of a \$6-million renovation of the Marine Group boatyard (formerly South Bay Boat Yard) is their new Travelift. But not just any Travelift — at 660 tons capacity, this monster is the largest lifting vehicle now operating in the United States. That means the yard can now haul boats up to 90 feet long and 22 feet wide. And that means superyachts.

"The superyacht market is growing at an incredible rate, said Marine Group VP Todd Roberts. "There are currently 650 of these boats under construction worldwide, and the repair capacity for them is simply inadequate. Owners had to take their boats to places like the Far East, Australia and Europe for repairs. We're going to be able to offer them the chance to stay right here on the West Coast for their repair needs." Some military craft would also be serviced using the new Travelift.

But Roberts was quick to add that they are not forsaking the yard's long-time non-dot-com clientele. "We'll continue to service the customers who have turned to us for years," he said, paraphrasing what could well be the company's next catchphrase: "From 600 pounds to 600 tons, we'll do it all."

— jr



# SIGHTINGS

## cat shot

Over the years I have on many occasions read accounts of the loss of vessels and their crews, but always it seemed from a distance. It was with shock and a real sense of loss that I came across the *Sight-*



**'Cat Shot' washed up on an Oregon beach in late December after a massive storm slammed the coast. Her three crew were never found.**

ings piece last month about the capsize of *Cat Shot* and her missing crew. I had for some weeks been expecting to receive an email from John Anstess, and had been uneasy at not having news from him.

I met John, *Cat Shot's* master, on the transient dock in San Diego where both he and I were experiencing the kind of delays that can sometimes attend the entry of a foreign vessel into the U.S. I was delivering a boat from Cabo, and John had arrived the day before on *Cat Shot* directly from Panama. We quickly formed a warm bond.

During the next seven days, I got to know John as well as one might in a short time. We spent a lot of time together, daysailed on the bay, shared many meals, perused charts and yarned over coffee, grateful to be in a sheltered place as cold northers raged down the coast. Tom Poster, my delivery partner, and I hauled John aloft to do some rigging work on *Cat Shot's* head foil a couple of times, we toured the Maritime Museum together, and, at the end of our enforced sojourn on the Shelter Island, sailed in company with John and *Cat Shot* to Marina del Rey, arriving mid-afternoon December 1.

While in San Diego the two crew who had come with John and *Cat Shot* from Trinidad, a Canadian and a South African, both experienced hands, left the boat. I understood the reason for their departure had to do with concerns about the lateness of the season and the prospects of extremely poor weather for the remainder of the trip.

From my many conversations with John, I understood him to be a thorough-going, experienced blue water delivery captain. He mentioned having been a lifeboat coxswain in both South Africa and the UK. John possessed a Yacht Masters Unlimited Oceans credential, and was hoping to be able to complete his commitment with *Cat Shot* in time to fly to Texas and pick up a boat for delivery to Australia, thereby closing the circle and completing his first circumnavigation.

At the time I met him, John was working with a UK-based agency. He had contracted with the owner for *Cat Shot's* delivery to Port Townsend from Cape Town, departing in mid August. Where John was concerned, he impressed me as a sober, competent man who possessed that same thoughtful intelligence, steadiness and prudence I have observed in seasoned professional mariners the world over. Both Tom and I came to like and respect John Anstess immensely.

After the unexpected departure of his two crew members from San Diego, John discussed with Tom and me, the possibility of wintering *Cat Shot* in Southern California or San Francisco. We all agreed it might be a good option. As I recall at that time, in late November, it seemed clear that the west coast winter weather pattern was well

continued on outside column of next sightings page

## lord jim's

The 72-ft gaff tops'l schooner *Lord Jim* holds a special place in the hearts of many longtime Bay Area sailors, not only because she used to call Sausalito home, but also because, after heading out the Golden Gate in the summer 1979, she completed four circumnavigations — all by German-born owner Holger Kreuzhage, before returning to her same berth at Pelican Harbor in 2002. We know of no West Coast boat that can top that record.

Down in the sunny latitudes of the Eastern Caribbean, however, the name *Lord Jim* is synonymous with the heyday of classic yacht chartering out of Antigua. During the late '60s, she was the belle of English Harbor under the stewardship of British skipper Jol Byerley. It was an era when a plastic boat would have been



**Seen here in her Caribbean glory days — with Jol Byerley at the helm — 'Lord Jim' will soon depart Brazil for Antigua, hopefully arriving in time for the 20th Classic Yacht Regatta.**

## antigua homecoming

laughed right out of Nelson's Dockyard.

Since those days, *Lord Jim* has only made one brief visit to Antigua, and Byerley and Kreuzhage never met, much to their mutual regret. With any luck, however, they'll soon be able to swap tales, as Kreuzhage is determined to arrive at Antigua in time for the 20th Classic Yacht Regatta, April 19-24. Currently in Brazil, she has just come around South America, suffering a broken steering system on the approaches to the Strait of Magellan. (We'll have that story next month.) It's been cobbled together for the 4,500 trip to Antigua, and a new unit is being shipped out from Edson, in care of Byerley.

*Lord Jim* won't be in racing trim, but what a historic homecoming!

— aet

## cat shot — cont'd

established, that the lows had begun their annual southerly procession, and there was no reason to expect any more than a 3- or 4-day 'window' until the end of the season. All of this was grist for the mill during our evening ruminations. Although I have never been north of San Francisco by sea, I am a regular visitor to the Ocean Prediction Center web site, as was John. When the possibility of my making the trip arose, I was clear it was not a trip I would wish to make, and why. Call me chicken.

Tom and I took John to a farewell dinner in Marina del Rey the night before he departed for San Francisco — it was a great meal. The subject of weather was discussed during the course of the evening, and Tom generously gave John a number of charts that would be useful to him further north.

The next day, December 2, after briefly meeting Richard Beckman, who had just joined the boat, Tom and I cast *Cat Shot's* lines from the dock at Burton Chase Park, waved our farewells and watched John and Richard motor over to the fuel dock. They had a perfect window for the three-day run to San Francisco. In the weeks since I have

continued on outside column of next sightings page



BEKEN OF COWES / COURTESY JOL BYERLEY



# SIGHTINGS

## ***cat shot* — cont'd**

monitored OPC with interest and a nagging discomfort at not having had news from John, now I know why.

In reading the sparse details of *Cat Shot's* fate and the passing of her crew, I'm reminded, in a very visceral way, "there but for grace go I." I am mystified and upset — the man I met would not knowingly go out there. He was no beginner, he was no cowboy, he knew from experience what it could be like. He had crossed the Atlantic several times and was familiar with the treacherous waters of the Southern Ocean that surround his home port of Cape Town — he did not take them lightly. *Cat Shot* shouldn't have been out there, but she was. If

continued on outside column of next sightings page

## **2007**

You may recall that last year, about this time, it was raining like crazy and shaping up to be one of the wettest years on record. Personally, we'd take rain over the interminable series of cold snaps that descended upon the state in the past weeks. They say so many crops have been decimated by the frosty weather that pretty soon orange juice is going to be more pricey than gasoline — at the fuel dock!



MORNING LIGHT TEAM PHOTO POOL

## crew list

It makes us turn up our collars and look all the more forward to warmer times and the great summer sailing that's just around the corner. If you feel the same way, and want to hook up with some new people, you've come to the right place. Welcome to the 2007 Crew List.

By using the forms on the following pages, you can set yourself up for terrific sailing this coming year, even if you've

continued in middle column of next sightings page



Spread, the 'Morning Light' Team gets face time with its race boat — and, inset, liferafts — off Honolulu in January.



## cat shot — cont'd

John could make that mistake then perhaps I can too. I find myself pondering the pressures that delivery captains are heir to, and trying to fathom why — there must have been a good reason.

John, my friend, you are missed. I know there are others who will miss you also and grieve your passing. I am grateful that our lives touched. I had thought one day we would make a passage together, alas.

— paul guthrie  
marina del rey

## a new day for morning light

After months of waiting, the 15 stars of the Morning Light Project got some face time last month with the boat that will carry them on their quest later this year to be the youngest crew — with an average age of 21.2 at race time — to sail in the TransPacific Yacht Race.

A Transpac 52 that was formerly part of Philippe Kahn's stable of *Pegasus* boats, *Morning Light* and its crew will be the subject of a feature film produced by longtime sailor Roy Disney's Pacific High Productions. Cameras have been documenting the team since the selection process last August, and will continue to roll right through the race's finish.

It remains to be seen if they'll be the top boat in the race, but we have to think they'll be the best prepared. During the January practice, the first of four monthly sessions before the race, the 13 men and 2 women on the crew had a full schedule of gym training, water time and classroom work. West Marine's Chuck Hawley, 2006-07 Volvo Ocean Race winning navigator Stan Honey and U.S. Merchant Marine Academy offshore sailing coach Ralf Steitz led safety training, which included a visit by a Coast Guard helicopter after the team staged an abandon-ship drill off Honolulu. A rescue swimmer, lowered from a helicopter to the crew's life raft, explained what would have happened were it a real emergency. "It was very cool," said crew member Charlie Enright, "but I hope it's the last time we do it."

Disney himself has come out of retirement for the 44th TransPac. *Pyewacket*, the maxZ86 he donated to Orange Coast College after the 2005 race, is currently being turbo'd for a shot at the race record of just over 6 days, 16 hours, set by Hasso Plattner's maxZ86 *Morning Glory* in 2006. This will be Disney's 16th consecutive TransPac.

— ss

## flybaby's end

In last month's issue, we wrote about the loss of Dennis and Leslie Downing's *Islander 41 Christabella* off Ensenada on November 11. Theirs was not the only boat claimed by a raging Chubasco that night. In *'Electronic Latitude* a few days later, we noted that Portland singlehander RT Osborn also lost his *Baba 30 Flybaby* that Monday night. Other than the facts that he got rescued okay, and managed to save only his wallet and box of good cigars, we didn't have any more information on RT — until last month, when Mitch Marina wrote us. Mitch and his wife Laura had been buddy-boating south with *Flybaby* aboard their *Roughwater 33 Hanali*, and had this account of what happened on that dark and stormy night near Cedros.

November 11 started out great. We departed San Quintin enroute for Turtle Bay, about 165 miles away, in company with buddy-boater RT Osborn, who was singlehanded his *Baba 30 Flybaby*. We left about 7 a.m., with the loose plan to stop at Cedros, about 100 miles down the track, the next morning.

We made good time in ideal conditions — 13-15 knots of wind and 4- to 5-foot following swells. As the sun started to go down, we

continued on outside column of sightings page 110



## I AM / WE ARE LOOKING FOR CREW TO RACE ON MY/OUR RACING BOAT

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

BOAT TYPE / SIZE \_\_\_\_\_

### I / WE PLAN TO RACE: (check as many as apply)

- |  |  |
|--|--|
| 1) _____ San Francisco Bay                                 | a) _____ Handicap                                  |
| 2) _____ Monterey/Santa Cruz                               | b) _____ One Design                                |
| 3) _____ Ocean Series                                      | c) _____ YRA Season                                |
| 4) _____ 2007 TransPac                                     | d) _____ Specialty Events<br>and/or occasional YRA |
| 5) _____ Coastal Race(s)                                   |  |
| 6) _____ Mexico Race(s)                                    | e) _____ Beer Cans                                 |
| 7) _____ Baja Ha-Ha Cruiser's<br>Rally (starts October 30) | f) _____ Anything & everything                     |
| 8) Other _____   |  |

### I / WE WANT CREW:

- 1) \_\_\_\_\_ Who will consistently put out 100% for the chance to get experience, and won't complain when wet, bruised or scared silly
- 2) \_\_\_\_\_ With at least one **full** season of racing experience
- 3) \_\_\_\_\_ With more than three years experience
- 4) \_\_\_\_\_ Willing to do occasional maintenance/repairs
- 5) \_\_\_\_\_ Willing to do occasional lunches/galley duty

### I / WE RACE:

- 1) \_\_\_\_\_ Casually. Winning is nice, but let's keep it fun.
- 2) \_\_\_\_\_ Pretty seriously. Why else make the effort?
- 3) \_\_\_\_\_ Very seriously. I/we don't like to lose.

Mail completed form and \$7 to:  
Latitude 38, Racing Crew List,  
15 Locust Ave., Mill Valley, CA 94941  
by **FEBRUARY 15, 2007**

## crew list

never owned a boat and never intend to. If you do own a boat, you can find crew here, or arrange to 'sublet' your boat to an out-of-towner while you enjoy his like-size boat in, say, Chesapeake Bay. Maybe you

## HAVE SAILBOAT, WILLING TO TAKE OTHERS OUT FOR CASUAL DAYSAILING

NAME(S): \_\_\_\_\_

AGE(S) \_\_\_\_\_ SEX: \_\_\_\_\_

PHONE OR OTHER CONTACT: \_\_\_\_\_

### I AM / WE ARE:

- 1) \_\_\_\_\_ Single to take singles out
- 2) \_\_\_\_\_ Couple to take couples out
- 3) \_\_\_\_\_ Singles, couples or small groups okay,  
but leave any kids home
- 4) \_\_\_\_\_ Kids okay as long as you can  
control them

Mail completed form and \$7 to:  
Latitude 38, Attn: Daysailing Crew List,  
15 Locust Ave., Mill Valley, CA 94941  
by **MARCH 15, 2007**

just want to find a nice group to go sailing with, or an adventurous group to arrange a co-charter. Whatever you want, short of skippering an America's Cup boat, you can find it here.

These Crew List forms, which also ran last month, are easy to use. First, find the form that most closely matches your wishes and desires. For example, if you've recently started sailing and want to get as much quality experience as you can in the shortest possible time, send in a "Want to Crew on a Racing Boat" form. If you're a boat owner taking off for far horizons but need crew, send in a "Looking for Cruising Crew" form. You get the picture.

Once we receive the Crew List forms (and the \$7 advertising fee; don't forget those), we'll compile them into two Crew List articles. The first one, in March, will deal only with those interested in racing, as boats will need to firm up crew by then

## — cont'd

for the upcoming season. In April, we'll run the Cruising, Co-Chartering, Daysailing and Boat-Swapping Crew Lists.

By 'running', we mean we'll publish, and post on our website, each of the names, along with a contact number and a little bit about the desires and skills of each Crew List participant. Both the March and April lists will contain hundreds of names of people of both sexes, all ages and a wide range of experience. All you do to use the Crew Lists is look over the people in the category that most interests you and start making phone calls. Of course, if you send one of these forms in yourself, you'll likely be getting calls, too.

On Wednesday, April 4, we'll have our big Crew List Party at Golden Gate YC from 6 to 9 p.m. where you can come and meet your new crew or skipper, keep looking for a boat or crew if you haven't found one — or just hang out and enjoy

## WANT TO JOIN OTHERS FOR CASUAL DAYSAILS

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_

PHONE OR OTHER CONTACT: \_\_\_\_\_

### I AM / WE ARE:

(check as many as apply)

- 1) \_\_\_\_\_ Single      4) \_\_\_\_\_ Would like to bring kids  
2) \_\_\_\_\_ Couple      5) \_\_\_\_\_ Going sailing to escape kids  
3) A group of \_\_\_\_\_ (state number) friends interested in sailing

Mail completed form and \$7 to:  
Latitude 38, Attn: Daysailing Crew List,  
15 Locust Ave., Mill Valley, CA 94941  
by **MARCH 15, 2007**

the company of other sailors there to scarf up the free munchies. Any way you look at it, the Crew List experience is pretty

continued in middle column of next sightings page

## I / WE WANT TO CREW ON A RACING BOAT

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### I / WE WANT TO RACE:

(check as many as apply)

- 1) \_\_\_\_\_ San Francisco Bay      4) \_\_\_\_\_ 2007 TransPac  
2) \_\_\_\_\_ Monterey/Santa Cruz      5) \_\_\_\_\_ Coastal Race(s)  
3) \_\_\_\_\_ Ocean Races      6) \_\_\_\_\_ to Mexico

### I / WE PREFER:

- 1) \_\_\_\_\_ Boats under 30 feet      4) \_\_\_\_\_ Dinghies  
2) \_\_\_\_\_ Boats over 30 feet      5) \_\_\_\_\_ Multihulls  
3) \_\_\_\_\_ Specific class or design \_\_\_\_\_

### MY/OUR EXPERIENCE IS:

(Check/underline where appropriate)

- 1) \_\_\_\_\_ None  
2) \_\_\_\_\_ A Little: **a)** Little or no racing, little other sailing experience;  
**b)** Little or no racing, one or more years of general sailing;  
**c)** Little or no racing, lots of cruising and/or daysailing.  
3) \_\_\_\_\_ Moderate: **a)** Less than one full season; **b)** Out of area racing experience, but I'm unfamiliar with local conditions.  
4) \_\_\_\_\_ Mucho: **a)** One or two **full** local seasons; **b)** One or two long-distance ocean races; **c)** Years of Bay and ocean sailing.

Other pertinent experience \_\_\_\_\_

### I/WE WILL:

(check as many as apply)

- 1) \_\_\_\_\_ Help with the bottom, do maintenance — anything!  
2) \_\_\_\_\_ Play boat administrator, go-fer  
3) \_\_\_\_\_ Go to the masthead to retrieve the halyard at sea  
4) \_\_\_\_\_ Navigate, I've got lots of experience  
5) \_\_\_\_\_ Do foredeck, I've got lots of experience  
6) \_\_\_\_\_ Do grinding, I've got muscle  
7) \_\_\_\_\_ Do lunches/provisioning

Mail completed form and \$7 to:  
Latitude 38, Attn: Racing Crew List,  
15 Locust Ave., Mill Valley, CA 94941 by  
**FEBRUARY 15, 2007**



# SIGHTINGS

## I / WE WANT TO CREW ON A CRUISING BOAT

NAME(S): \_\_\_\_\_

AGE(S) \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### SAILING EXPERIENCE:

- 1) \_\_\_\_\_ None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, seasick, mad at the owner and wish like hell I was anywhere but on the boat. I'm still game
- 2) \_\_\_\_\_ Some. At least **a)** 5, **b)** 10, **c)** 20 sails on the Bay or equivalent while being active and suffering the normal cuts, bruises and hollering
- 3) \_\_\_\_\_ Moderate. Several years active crewing on the Bay or equivalent, or at least one long coastal or trans-ocean trip
- 4) \_\_\_\_\_ Lots. Several long ocean passages

### I / WE WANT TO CRUISE:

(check as many as apply)

- |                                      |                                 |
|--------------------------------------|---------------------------------|
| 1) _____ SF Bay and/or Delta         | 8) _____ Caribbean              |
| 2) _____ Monterey Bay                | 9) _____ Mediterranean          |
| 3) _____ Southern California         | 10) _____ Anywhere warm         |
| 4) _____ Mexico this fall/winter     | 11) Other destination(s): _____ |
| 5) _____ Hawaii and/or South Pacific |                                 |
| 6) _____ Pacific Northwest or Alaska |                                 |
| 7) _____ Antarctica                  |                                 |

### I / WE CAN OFFER:

(check as many as apply)

- 1) \_\_\_\_\_ At least a month of shared expenses
- 2) \_\_\_\_\_ Mechanical skills: engine, electronics, refrigeration, etc.
- 3) \_\_\_\_\_ Elbow grease for bottom work, varnishing and upkeep
- 4) \_\_\_\_\_ Cooking and cleaning skills
- 5) \_\_\_\_\_ Language skills — I'm reasonably conversant in **a)** Spanish; **b)** Other(s): \_\_\_\_\_
- 6) \_\_\_\_\_ Ornamental skills — I look good in a bikini/speedo
- 7) \_\_\_\_\_ Personality skills — I don't get pissed when awoken at 3 in the morning and can maintain a sense of humor in most situations
- 8) \_\_\_\_\_ Other skill(s): \_\_\_\_\_

Mail completed form and \$7 to:  
Latitude 38, Attn: Cruising Crew List,  
15 Locust Ave., Mill Valley, CA 94941  
by **MARCH 15, 2007**

## crew list

## I AM / WE ARE LOOKING FOR CRUISING CREW

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_

PHONE OR OTHER CONTACT: \_\_\_\_\_

### WHERE AND WHEN:

MY/OUR BOAT IS A: \_\_\_\_\_

I/WE PLAN TO SAIL TO: \_\_\_\_\_

ON OR ABOUT (DATE): \_\_\_\_\_

### MY / OUR IDEAL CREW WILL:

(Check as many as apply)

- 1) \_\_\_\_\_ Be willing to share basic expenses such as food and fuel
- 2) \_\_\_\_\_ Be willing to bust butt preparing the boat
- 3) \_\_\_\_\_ Have more desire than experience
- 4) \_\_\_\_\_ Have lots of ocean experience
- 5) \_\_\_\_\_ Know more about offshore navigation than just pushing buttons on the GPS
- 6) \_\_\_\_\_ Have mechanical skills for the engine, refrigeration, etc.
- 7) \_\_\_\_\_ Have language skills: **a)** Spanish, **b)** Other: \_\_\_\_\_
- 8) \_\_\_\_\_ Other skills (woodworking, scuba, etc.): \_\_\_\_\_
- 9) \_\_\_\_\_ Be unattached and unopposed to the possibility of a friendship blossoming
- 10) \_\_\_\_\_ Look good in a bikini/speedo
- 11) \_\_\_\_\_ Understand and appreciate Confucius' teachings.

Mail completed form and \$7 to:  
Latitude 38, Attn: Cruising Crew List,  
15 Locust Ave., Mill Valley, CA 94941  
by **MARCH 15, 2007**

much a win-win deal.

But you can't 'win' if you don't play. And you can't play unless you read and acknowledge the following: the Latitude 38 Crew List Advertising Supplement is for

## — cont'd

informational purposes only. *Latitude 38* neither makes nor implies any guarantee, warranty or recommendation as to the character of individuals who participate in the Crew List, or the conditions of their boats and equipment. You must judge those things for yourself.

Now for some final tips and suggestions to get you going in the right direction:

- *Be honest* — This is probably the most important 'rule' of all.

- *Little or no experience is not a disadvantage* — In some cases, inexperienced people may actually have a better chance of getting aboard a boat than someone with lots of experience because novice crew are happy to do things the way the skipper likes them done.

- *Be realistic about the commitment* — Sailing takes time. Even a simple day-sail can end well after dark by the time the boat gets put away. And crews of cruising and racing boats are often expected to put

## I / WE WANT TO BOAT SWAP

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_

PHONE OR OTHER CONTACT: \_\_\_\_\_

### WHERE AND WHEN:

My/Our boat is a \_\_\_\_\_

I/we would like to swap boats with the owner of a similar vessel in the (Pacific Northwest, Caribbean, SoCal, Mediterranean, etc.)

\_\_\_\_\_ area.

I/we would like to cruise this area for about

\_\_\_\_\_ weeks in the month of

\_\_\_\_\_, 2007.

Mail completed form and \$7 to:  
*Latitude 38, Boat-Swapping Crew List,*  
15 Locust Ave., Mill Valley, CA 94941 by  
**MARCH 15, 2007**

in time off the water for maintenance. Be realistic about these commitments, and if something comes up, call well ahead to let your mates know about any changes

continued in middle column of next sightings page

## I / WE WANT TO CO-CHARTER

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### WHERE AND WHEN:

I/we want to co-charter for \_\_\_\_\_ weeks in the (spring,

summer, fall, winter) \_\_\_\_\_ of 2007.

### SAILING EXPERIENCE:

(Check one from each column)

- |  |   |
|--|---|
| 1) _____ Little or none  | a) _____ I'd like co-charterer to skipper and give me direction     |
| 2) _____ Moderate. I sail regularly and have chartered before                              | b) _____ Prefer co-charterer of at least equal proficiency          |
| 3) _____ Lots. I've sailed and/or chartered many types of boats and am a competent skipper | c) _____ Would be willing to co-charter with less experienced party |

### I/WE PREFER TO CO-CHARTER:

(check as many as apply)

- 1) \_\_\_\_\_ Bareboats (we sail)
- 2) \_\_\_\_\_ Crewed (professional skipper and/or crew)
- 3) \_\_\_\_\_ With other couples
- 4) \_\_\_\_\_ With other singles
- 5) \_\_\_\_\_ With my/our well-behaved kids, age(s) \_\_\_\_\_
- 6) \_\_\_\_\_ A smaller (30-40 ft) boat with one or two other people
- 7) \_\_\_\_\_ A medium (40-50 ft) boat with four to six other people
- 8) \_\_\_\_\_ A large (60 ft or more) boat, the more co-charterers the merrier

### I/WE WANT TO CHARTER IN:

- |                              |                            |
|------------------------------|----------------------------|
| 1) _____ San Francisco Bay   | 6) _____ Pacific Northwest |
| 2) _____ Monterey/Santa Cruz | 7) _____ Caribbean         |
| 3) _____ Southern California | 8) _____ Mediterranean     |
| 4) _____ Mexico              | 9) Other: _____            |
| 5) _____ Hawaii              |                            |

Mail completed form and \$7 to:  
*Latitude 38, Attn: Co-Charterer Crew List,*  
15 Locust Ave., Mill Valley, CA 94941  
by **MARCH 15, 2007**



# SIGHTINGS

## *flybaby* — cont'd

were about 80-100 miles offshore, passing Bahia Vizcaino. RT was about a half-mile ahead of us most of the day.

As it got dark — and with no moon, it got dark quickly — the wind started to pick up and change direction (to the south) and the seas got bigger. A lot bigger. We decided to drop some sail and had quite a time of it with the southerly breeze and still-northerly swell. We talked to RT on the radio, and he said he was also having trouble. He said he couldn't get his sails down because the confused seas were overpowering his autopilot and he couldn't leave the helm.

We finally caught up with him. The wind and seas were still picking up, and I realized our nice sail of earlier in the day was now the scariest E-ticket ride I have ever been on. RT doubtless felt the same as his engine had quit and he had to ride it out. On *Hanali*, we were under bare poles and rolling heavily. After about an hour or so, RTs' lights went out and we couldn't see him anymore. As we tried to radio

## crew list

in plans.

On a related subject, if you realize halfway through the season that racing is not your cup of tea, our suggestion is to put on your biggest smile and tough it out to the end of the season. The sailing community is small, and, once you establish yourself as a dependable player, other opportunities will develop.

- *Be realistic about deadlines* — To put March's Crew List together, we must receive forms from racers no later than **February 15**. Everyone else has until **March 15**. If we don't have the forms in our worked-to-the-bone little hands by



*It's a bird! It's a plane! It's . . . It's . . .*



## — cont'd

then, your name won't go in. Also note that your name won't go in if the advertising fee isn't included with the form.

- *Women Crew Listettes* — We encourage women taking part in the Crew List to use first names only, and to use something other than a home phone number as a contact. Why? Because women get a lot more calls than men — and a lot of the callers are interested in more than sailing, if you catch our drift. So some way of screening contacts — email is perfect for this — is a good idea.

- *One person per form, please* — unless

continued in middle column of next sightings page

## and the answer is . . .

For months people up and down the West Coast have spotted a strange spider-like craft on the water and wondered "What the heck is that thing?" We featured it in *Lectronic* on October 6, as well as in November's *Sightings*. At a preview last month, the developers disclosed exactly what the heck it is: Anything you want it to be. While not exactly definitive, the answer is meant to inspire creativity. "Proteus is the prototype of what we hope will be a new class of water vessel — the Wave Adaptive Modular Vessels, or WAM-Vs," explained Ugo Conti, co-founder of Marine Advanced Research.

The funky cat was well named. Proteus was a Greek sea god known for changing forms, and the name usually has connotations of flexibility and versatility. And this thing is nothing if not flexible. Hinges and ball joints work together to allow *Proteus* to shimmy over waves with the ease of a sea snake. "It plays the waves instead of fighting them," Conti explained.

It's this flexibility, coupled with the Arneson drives and 2,000-gallon fuel capacity, that should allow WAM-Vs to easily cross oceans, a claim confirmed by the vessel's original designer Jim Antrim. The shallow draft — 8"-16", depending on what kind of load it's carrying — makes beaching the cat in remote lagoons possible, and the segmented inflatable pontoons add a measure of security in the event of a hull breach. Conti suggests WAM-Vs could be used for anything from marine research to search-and-rescue operations.

Many details have yet to be worked out, such as top speed and price. Sea trials will continue on the Bay until the official launch in May. For more on WAM-Vs, log onto [www.wam-v.com](http://www.wam-v.com).

— ld

# SIGHTINGS

## flybaby — cont'd

him, a big wave hit our port side, knocked us down and we lost the radio. While we were trying to recover we got hit again and this time



COURTESY MITCH MANINA

*'Flybaby' leaves San Diego in company with 'Hanali'. She was one of a couple of cruising boats lost in a chubasco on November 11.*

the wave broke on the boat. By this time Laura was really sick and had a hard time doing anything but leaning over the side which was freaking me out. I had one hand on the tiller and one hand on her.

We finally found a course where we wouldn't get trashed by the waves. But with disaster lurking only a few degrees on either side, once I'd gotten the tao of *Hanali* down, I was afraid to give up the helm. So I stayed at the tiller for 12 hours and rode the dragon without moving. Laura recovered enough to help keep me awake and focused. Morning finally came with no change in the wind or seas, but at least it was light and we could see what the waves were doing.

We headed toward Cedros hoping to find an anchorage, but the seas looked too rough to anchor anywhere, so we continued on to Turtle Bay, still 65 miles away. We were afraid we wouldn't make it by dark and another night at sea wasn't an option. Fortunately, after dodging fishing pots and a narrow channel, we made Turtle Bay just after dark. Laura had done a great job of navigating us here, so I was confident that, with the help of our radar, she could navigate us in. Only sailors who have entered an unknown anchorage at night know how freaky it feels, but we made it. As soon as the depthsounder read 30 feet, we dropped the hook and collapsed in our bunk. After being up for 36 hours and a slave to the tiller the whole time (our autopilot wasn't working), that had to be one of the best sleeps of our lives.

When we woke in the morning we tried to call RT on the radio but couldn't raise him. So we left a message on his cellphone. He later called back, said he was in San Diego and filled us in on what happened. At some point in the night, his boat started to take on water, and he lost all power. He wasn't able to find where the water was coming in, or pump it out fast enough, so he'd called a *mayday*. He was picked up by a fishing vessel heading back to San Diego.

I can't describe the shock and sadness we felt when we learned that RT lost his boat and we weren't able to help. It really shook our sense of confidence. But there were also valuable lessons we learned — how much we all mean to each other out there, how much we can take and how much our boat can take. Later, we met some Canadians (now great friends) who were in far worse conditions in the Pacific Northwest, and their courage and sense of adventure helped us regain our confidence and our courage to push on. So on we go!

We later found out that the fishing boat that picked up RT recorded 25-35 knots of wind with 15-20-ft breaking seas. The last time I spoke with RT, he said his future sailing plans were understandably on hold, and he was planning to do a bit of land traveling. To where, I don't know.

— mitch manina



# SIGHTINGS

## arques school joins spaulding center

Several recent events have steered the Spaulding Wooden Boat Center in Sausalito closer to becoming a focal point of traditional wooden boat building and repair in the Bay Area. The first is an announcement last month that the Arques School of Traditional Boatbuilding will relocate to the SWBC building (at the foot of Gate Five Road on the Sausalito waterfront) this summer, with the first classes in the new location planned for fall. The second is the donation of the classic 1906 gaff sloop *Polaris* by owners David and Corrinne Bressler.

The Arques School was founded in 1996 by Bob Darr, who continues as its program director and head instructor. Currently located within the Arques Shipyard complex, the ASTB's curriculum is aimed at developing and preserving the art of traditional plank-on-frame boat building. At any one time, several apprentices and a dozen students can usually be found ankle-deep in shavings as they build or repair traditional craft.

One of the latter projects is the historic 32-ft gaff sloop *Freda*, which at this writing is occupying one full bay of the SWBC building. And when we say historic, we aren't kidding — built in 1885 on the shores of Belvedere, *Freda* is believed to be the oldest sailing yacht on the West Coast. Darr is the project manager for the restoration of *Freda*, and he and his students recently finished lofting the lines for her new frames. The entire keel-up restoration, which is expected to take about two years, will take place at SWBC, and the public is invited to come by and watch it happen. (More on that later.)

*Polaris* is the most recent classic — and classy — addition to the Center. A contemporary of *Freda*, *Polaris* is a 'pumpkinseed' gaff sloop built in Oakland around 1906. Like *Freda*, she has spent her entire life sailing the Bay under various owners, both recreationally — and racing! The 34-foot (LOD) former centerboarder was a hot ticket in her day and remains a strong contender in her class at the annual Master Mariners Regatta.

*Polaris* will become the flagship of the Spaulding Center's fledgling sailing fleet (which will eventually include *Freda* and other classic yachts). As well as being on display to visitors, the SWBC fleet will also be used to introduce local youth and the general public to sailing on traditional craft.

The Spaulding Wooden Boat Center itself was founded in 2002 in the building which was built and operated as Spaulding Boat Works for 50 years by local sailing legend Myron Spaulding. Myron passed away in 2000 at age 94. His widow Gladys followed him two years later, but not before setting up a charitable trust for the property. Its three-part mission: 1) Preserve and enhance the working boatyard; 2) Restore and return to active use significant, historic wooden sailing vessels; and 3) Create a place where people can gather to use, enjoy, and learn about wooden boats, and educate others about wooden boat-building skills, traditions and values.

"Wooden boat building is a vital part of Sausalito's history," says SWBC Executive Director Mark Welther. "With the arrival of the Arques School and the ongoing involvement of the Master Mariners Foundation, the Spaulding Center is on the way to becoming a living center of activity to preserve those talents — as well as the historic Sausalito waterfront."

The SWBC will need help for its various programs to be fully realized. We encourage you to tour the facilities (by appointment only right now — contact Mark Welther at 415-332-3179 for arrangements), and, if you like what you see, make a donation. It can range from a few dollars, to \$1,200 to 'buy a frame' on *Freda*, to a partial or full endowment of the Center. SWBC is a fully tax-deductible [501(c)(3)]

continued on outside column of next sightings page

## crew list — cont'd

you are offering your skills or services as a team or couple, and don't wish to be considered individually. It's probably going to hurt your chances of scoring a ride somewhat, but we know how great it can be to share an adventure like cruising to some far-off place with your significant other.

If you need more forms for friends or whatever, just make copies of the ones here — or log onto our website at [www.latitude38.com](http://www.latitude38.com) for forms you can print.

—jr



COURTESY SWBC



## arques — cont'd

charitable organization.

Another way to support the center is to arrange your next haulout there. The Spaulding Center (adjacent to the Clipper Yacht Harbor fuel dock if you come by water) is still a working boatyard, and it doesn't matter if your boat is made of wood, fiberglass or tupperware — they'll get what you need done.

Even if you can't spare those hard-earned dollars, give the Center a call and arrange to go down and see what they're doing. And bring the kids. It's pretty darn cool.

For more on the Center, log onto to [www.spauldingcenter.org](http://www.spauldingcenter.org).

— jr

*Spread, 'Polaris' sails the Master Mariners. Inset, 'Freda' awaits restoration at the Spaulding Center.*





# 2007 RESOLUTIONS



**L**ose weight, start exercising, stop smoking — at least one of these was probably on your New Year's Resolutions list. These are three of the most popular resolutions year after year and, quite possibly, the three that are broken the most. It's no wonder the January airwaves are inundated with celebrities

hawk weight loss programs, gyms and nicotine gum.

As far as resolutions go, though, these are definitely worth giving a shot, but making your goal is usually less fun than a daysail on the Bay. Or is it? You could conceivably achieve all three if you sailed every day — get a great upper

body workout, lose a pound or two in the process, and suck in all the fresh air you can handle.

In an effort to maintain a healthy readership, not to mention get more people out sailing, *Latitude's* editorial staff have come up with their own lists of sailing resolutions. While they're cer-



## — PROMISES, PROMISES



*Spread, resolve to 'Go sailing'. Above from left to right, you'll pass Mile Rock on your way back from the Farallones; grab some grub at a boat-in restaurant; beer can racing at its finest; the turning basin at Petaluma is idyllic.*

tainly not comprehensive, they cover a variety of sailing options — feel free to pick and choose but just get out there

and have a great year of sailing!

### **Richard's Picks:**

- The Delta Ditch Run. Sixty-five miles of unadulterated downwind sailing in early June. We've always wanted to do the race on a Wylie Wabbit, and with luck, 2007 will be our year.

- Lunch at The Ramp, dinner *al fresco* at Sam's, punctuated by a sail from the South Beach restaurant (tucked in next to San Francisco Boat Works) to the Tiburon establishment (and perhaps a lap around Angel Island for good measure) to work up an appetite.
- The Rolex Big Boat Series. The boats



# 2007 RESOLUTIONS



Marin end of Raccoon Strait about 11 a.m. and sail toward Sausalito. Enjoy the sights of the Sausalito waterfront, then mosey along the shoreline toward the Golden Gate. Sail under the bridge — the last upwind part of the tour — then crack off and head downwind along the Cityfront. You can end the tour either by passing under the Bay Bridge and anchoring at Clipper Cove, or by power reaching across and dropping the hook in the lee of Angel Island. Break out the crackers, cheese and merlot — life doesn't get much better.

- McCovey Cove during a Giants home game. It's probably not a

are bigger in some years than others, but the wind never fails to make a good showing at this September west coast classic. The competition is strong, the talent is good, and the parties are in a league of their own.

## JR's Picks:

- The Doublehanded Farallones Race. Not exactly for the faint of heart, it's 26

miles out to the Farallones and 26 miles back. This is the open ocean and it can be nasty. It can also be splendid — the '06 race was a reach out and reach back.

- The Singlehanded Farallones. Again, not everyone's cup of tea, but a rite of passage for hardcore singlehanders.
- A Bay tour. It's important to bring lots of friends for this one. Start at the

great idea to bring your boat in, but grab a guest slip at South Beach Harbor and dinghy over. How many people can say they've caught a Barry Bonds homer — from the water?

- Just stay in your slip. We've had lots of fun get-togethers — some planned, some impromptu — right at the dock. Invite a few friends, fire up the barbie and just enjoy the ambience.



*No broken promises (clockwise from above) — no Bay tour would be complete without sailing into Aquatic Park; dust off that moldy spinny and hold on tight; if a SoCal cruise is in your 2007 plans, don't miss Catalina Island's Avalon Harbor; China Camp is a fine downwind and sunny destination; the In The Bay Race is one of the more popular summer races; the Vallejo race is another; (center) or just grab a mooring in Ayala Cove and enjoy life.*



# — PROMISES, PROMISES

## Andy's Picks:

- Cap off a nice Central Bay daysail with an overnight at Jack London Square (or another Estuary marina). Then treat yourself to a nice dinner in any of a dozen fine restaurants and a night of sensational jazz at Yoshi's.
- Batten down the hatches and take a cruise outside the Gate and up to Drake's Bay for a night on the hook, escaping the hustle and bustle of city life.
- Ride a big flood up San Pablo Bay and continue on up the Petaluma River for an overnight in the downtown turning basin where fine dining and live music abound.
- In summer, take a mini-cruise down the coast to the Monterey Bay, with possible overnights at Half Moon Bay, Santa Cruz, Capitola, Moss Landing or Monterey. Among the attractions are the Santa Cruz boardwalk, the Monterey Aquarium, kayaking in Elkhorn Slough and scuba diving or snorkeling at Stillwater Cove.
- Organize a raft-up of your favorite



boaters at Paradise Cove, Clipper Cove, Ayala Cove or elsewhere, for a barbecue, jam session and overnight.

## LaDonna's Picks:

- Explore the Bay Model in Sausalito. Drop your anchor in Richardson Bay and dinghy into Schoonmaker's dinghy dock. It's just a short walk to one of the most

interesting — and free — exhibits in the area where you can learn all about the currents in the Bay and Delta.

- Get your boat out of the slip at least once every month. If you want to take it a step further, resolve to anchor out at least one night a month. Remember, nothing's harder on a boat than disuse, plus *you* get all the benefits.





# 2007 RESOLUTIONS

- Shake out the chute. If you have a spinnaker, wipe away the cobwebs, pop that sucker and hold on. Wheeeeeeeeeee!
- Visit China Camp. Tucked in the northwest corner of San Pablo Bay, the historic Chinese shrimp-ing village is a great downwind destination in the summer, is usually free of fog and has a terrific museum and snack shop.
- Stop at the docks in Ayala Cove and take the 5-mile walk around Angel Island. There are a few steep hills but the views are what will really take your breath away.

## Sutter's Picks

- Beer Can Racing. From April to September, there are plenty of opportunities in the Bay, up the Delta and down at



*If you like to watch, the Big Boat Series is a no-brainer.*

Santa Cruz. You don't even need a boat. And if you've always done the same ones, try some new ones. A couple of beer can races a week will keep you sane.

- The SSS Vallejo 1-2. Singlehand up, doublehand back — what could be more fun?
- A cruise to Napa. It's closer than the Delta, there is lots of great scenery, and you can anchor almost in the middle

of the Carneros wine district and take your dinghy to downtown Napa.

- The SSS In-The-Bay Race. It's a great way to ease your way into short-handed sailing without having to worry about ocean waves,

and everybody who participates is a winner.

- A fall cruise to Southern California. With a little help from friends, all you need is two weeks.

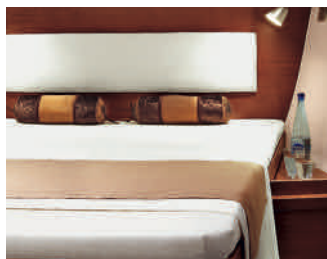
**T**here you have it. More than 20 sailing ideas for the coming year. Whether or not you choose any of ours, just keep this resolution: go sailing!

— *ld*

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# THE ACCIDENTAL CELEBRITY

"**B**elieve me, the *last* thing I wanted to do was activate that EPIRB," said a distraught and weary Ken Barnes, shortly after returning home to Newport Beach last month. Less than a week earlier he had reluctantly made the decision to abandon ship near Cape Horn, thus ending his longtime dream of sailing solo, nonstop around the world.

Of all the singlehanded circumnavigation attempts in recent memory, Barnes' was probably the least publicized. If he had been successful, he would have been the first American to solo nonstop via the three great capes, beginning and ending on the West Coast. But by all indications, he viewed the voyage, most importantly, as a personal quest. He had no sophisticated media machine cranking out daily press releases and position reports, he'd sought absolutely no sponsorship and had made no boastful promises that he would complete the trip unscathed. On the contrary, with great humility he freely admitted that he had limited off-shore experience.

It was painfully ironic, therefore, that he unintentionally became an international celebrity after his steel-hulled Gulfstream 44 ketch, *Privateer*, was rolled by a giant wave and disabled on her approach to Cape Horn, January 2. As Barnes, 47, awaited rescue in the storm-tossed seas of the Southern Ocean — dismasted, without power and with a gash in his leg down to the bone — mainstream media outlets around the world picked up the story, and the campaign's website, *www.kensolo.com*, logged over a million hits in rapid succession.

No sooner had the dejected sailor returned to the loving arms of his longtime girlfriend, Cathy Chambers, than radio, TV and print journalists deluged Chambers' Newport Beach condo, hungry for sensational details of the stranded sailor's ordeal. To his credit, Barnes endured the near-hysteria of this media circus stoically — everybody from Oprah to Leno wanted a piece of him — ever mindful that had he actually *completed* the voyage, he wouldn't have received even a fraction of this media fascination.

Meanwhile, nautical blogs were simmering with critiques and self-righteous commentary about what the singlehander should have done differently.

**A**lthough he was not an accomplished bluewater sailor, Barnes had spent his entire life around the water, surfing and sailing. He had prepared



**Above:** Ken Barnes in happier times. **Left:** 'Privateer' sailing in SoCal, fitted out for the epic voyage.

himself and his bullet-proof 50-footer (LOA) for every contingency he could think of. After an extensive search, he chose this particu-

lar boat — built in Malta to a Maurice Griffith design — primarily for her inherent strength and seaworthiness. Having sold both his house and his pool maintenance business to finance the around-the-world attempt, Barnes upgraded virtually all the boat's systems and gear, including beefed-up rigging, half-inch Lexan hatches, and redundant systems for charging, communications and navigation. "Whether I make it or not," he said prior to his



out here like the new girl at a porn convention." Alone on the vast Pacific, he continued, "I can almost hear a couple of waves talking to each other as they approach me: 'It's a little crowded out here today, Bob.' . . . 'Hey Tom, what's that over there?' 'Looks like one of those loons we see from time to time.' 'Tell you what, when we get up to him you go first; just roll him over a bit. *That wasn't so bad*, he'll be saying to himself. As he watches

you pass him and he's just coming off the roll, that's when I'll nail him. He won't know what hit him. Stuff will be flying all over the place. It'll be great, we'll be laughing for days.'" We were glad to see that Barnes was keeping up his sense of humor, but little did we, or he, know that this fate actually awaited him 5,000 miles down the track.

"I'm having to tack downwind a bit with the preventers all tied on so as not to broach," he continued. "I'm headed generally south, though, like a 16-year-old kid in the 1800's who has just strapped on his first pair of six-shooters and is heading into town."

*Privateer* made steady southbound progress, but there were few easy miles along her intended route down longitude 120°W. Before entering the fluke winds and strong currents of the ITCZ (Intertropical Convergence Zone, surrounding the equator) the big ketch skirted one of the last big blows of the fall season. On November 17 Barnes wrote: "God help anyone who was within 300 miles of Hurricane Sergio. I was 900 miles away and felt its effects. The sky in every direction was dark gray and black with heavy, thick cloud cover, and you could feel everything around be-

*The mizzen mast had been completely ripped away, the main mast had broken off 10 feet above the deck and the wheel was folded over the deckhouse, as if by a stongman in a circus stunt.*

October 28 departure from Long Beach, "will probably depend on weather conditions." Prescient words indeed.

Five days into the trip, while at latitude 25.16°N, Barnes was obviously in a playful mood when he emailed: "It's overcast and I'm getting rolled around

ing sucked into its center. By first light I was reefed down to jib, staysail and triple-reefed mizzen. I was not about to give up an inch of the hard-won southing I had fought for over the past several days, so my course was east-southeast toward the storm."

# — KEN BARNES' SOLO ATTEMPT

Once through the ITCZ, Barnes was frustrated by headwinds out of the southeast, which made him wish he'd bought a boat with better pointing ability, and that he'd had his sails cut flatter.

Early in December, 1,100 miles south of the equator, he wrote: "I am now at lat 18.38°S, long 119°W, and learning all about squalls and the joys of the one-minute mad reef." By the time he reached the so-called Roaring Forties, the wind and sea conditions were living up to their reputation, with a new storm front moving through every few days. Once into the 50s, the frequent storms continued, but Barnes was encouraged that at least he was finally able to sail deeper wind angles as he swung his course toward the Cape.

The day after Barnes returned home, with perhaps a dozen news trucks still encamped out in front of Chambers' condo, he slipped away from the media mob and called us to clarify the details of his dismasting and the rescue that followed.

A particularly nasty storm overtook *Privateer* on New Year's day. By the next afternoon the 50,000-lb ketch was broad reaching at 4 to 6 knots under a staysail alone, driven by 35 to 45-knot winds through 25-foot breaking seas. They came at him from three different directions due to the residual effect of the storm's clocking rotation.

Around 2 p.m., with his autopilot doing the steering, he had just plotted his position when a powerful gust over 50 knots caused *Privateer* to round up into an oncoming wave. Broadside to its fury as it crested, the big ketch was lifted like a bathtub toy, then hurled into the trough, apparently doing a complete 360 in the process. "Individually," Barnes explained, "the wind strength, wave or angle to the sea would not have caused a rollover. But all three together produced

that result." At the time, *Privateer* was at 54.44°S, 86.17°W, roughly 600 miles off the Chilean coast.

Barnes doesn't actually remember being launched across the cabin or being upside down, but somehow he made contact with a sharp object which badly lacerated his leg. During the rollover, the force of gravity caused one of two banks of AGM batteries to smash through the floorboards, bounce off the headliner, then land in the sink as *Privateer* righted herself. The killer wave also forced open an 8" by 12" side port, allowing enough green water to pour into the cabin that it rose well above the floorboards. As inevitably happens in such situations, the cabin was transformed into a chaotic soup of sea water mixed with diesel fuel, oil, and all man-

ner of supplies and gear. The remaining battery bank was underwater, and the electronics had taken a saltwater bath. He was able to resecure the side port, but the concussion had blown the dogs off a 2' by 2' deck hatch, making it impossible to secure.

Above decks, the scene was equally dismal. The mizzen mast had been completely ripped away, the main mast had broken off 10 feet above the deck and the wheel was folded over the deckhouse as if by a strongman in a circus stunt, locking the rudder until it could be removed. Adding to that challenge, the dodger framework had collapsed across it. Barnes deployed his 300-ft drogue, although he was concerned that doing so might cause the boat to yaw, and put her in a position to roll again.

On this 67th day of the voyage, *Privateer* was battered, but as far as Barnes could tell, her hull had not been compromised. He could eventually have pumped her dry and, with a little luck, might have gotten his engine started — although his electrical panel had shorted when he switched to the intact battery bank. He might have been able to set up a jury rig, as the main boom and mainsail were still on board. But the fact that he hadn't yet seen the worst of the storm bore heavily on his mind, as did the unsecurable hatch. Somewhere in the 'soup' were pop rivets and other tools that might have done the job, but he had no idea where to find them or how long it would take to complete the task. Also weighing heavily on Barnes' mind was the promise he'd made to his family that, no matter what, he would return home to them safely.

"I had to make a quick decision about the next step," the solo sailor recalled, "whether to ride out the worst of the storm, which was still approaching, and hope the boat didn't roll again — because if it did I was probably going into the liferaft in very cold water for what turned out to be over two days — or to activate the EPIRB and set in motion a series of events that would





# THE ACCIDENTAL CELEBRITY



**Left to right: The hard dink that had been lashed to the deck primarily as a handhold was literally ripped in half; the disabled 'Privateer' was lying in calm waters by the time Barnes was rescued; 'Polar Pesca 1'; Chilean Navy personnel monitor the rescue effort.**

bring others into my predicament. I can only say that I hope you are never faced with that decision. It was not one that I took lightly. My decision was to activate the beacon (406 EPIRB)."

Unsure if the device would broadcast effectively from within the steel hull, Barnes called Cathy on his Iridium satphone — his only functioning means of communications other than a handheld VHF — to give her the bad news. Before

he hung up, the U.S. Coast Guard rang her on another line, seeking confirmation that the SOS was for real.

Other single-handed circumnavigators such as Isabelle Autissier and Bill Bullimore have been successfully rescued from the Southern Ocean much farther offshore. Nevertheless, it would be no easy feat to locate and retrieve Barnes. The Chilean Navy sent out a P3 Orion aircraft to confirm *Privateer's* position and drop supplies, if needed. Due to the dis-

tance offshore, a helo rescue was not an option, but early reports indicated that a Maltese freighter had been diverted

to make the rescue, as well as a Chilean naval vessel. Barnes was told during his second satphone call home that he could expect to be picked up in about 15 hours. Having

put on his survival suit, prepared the liferaft and gathered supplies in case of another rollover, Barnes sat tight and digested the disappointment of his sad situation.

*He soon made the heartbreaking decision to scuttle the uninsured ketch when his rescuers arrived.*

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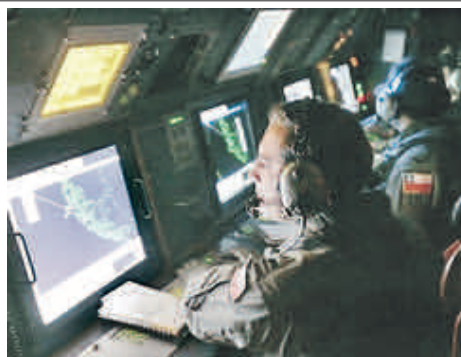


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## — KEN BARNES' SOLO ATTEMPT



ALL PHOTOS CHILIAN NAVY EXCEPT FAR LEFT

The next tough decision he was faced with was whether or not to scuttle the boat. After a quick assessment, the singlehander figured it would take about \$100,000 to put *Privateer* back together again — money he did not have. His was an 'all-in' effort, meaning he'd literally funneled all his financial resources into the project. Beyond that, he did not want his disabled vessel to become a hazard to navigation in this region, known to produce some of the most challenging conditions on Earth. So, he soon made the heartbreaking decision to scuttle the uninsured ketch when his rescuers arrived, sending both his dreams and his \$250,000 investment to

the bottom.

After about 15 hours, Barnes used a bit more of his precious phone time — he had no way to recharge it — to call Cathy for an update. He was told he'd have to wait another 12 hours. Unbeknownst to him, a swath of much worse weather lay between him and his would-be rescuers. Horrendous winds of 90 to 110 knots with swells as high as 40 feet impeded the ship's progress.

Meanwhile, news of Barnes' predicament spread like wildfire around the globe in a frenzy reminiscent of the O.J. Bronco chase. Interviews with Cathy and members of the Barnes family were broadcast in prime time as the solitary skipper lay dejected below decks counting the hours, his only light generated by a flashlight.

Instead of 12 hours, it was two more days before an alternate ship, the 200-ft Chilean fishing vessel *Polar Pesca 1* was on the scene. By then, the storm had abated and, as aerial photos confirm, seas were relatively benign.

"As the *Polar Pesca*'s crew loaded the last of my four bags into the inflatable,

I went below one last time. Over the last few years, this boat and I had developed a relationship. I knew her intimately. I had been through every possible space aboard time after time, painting, restor-

**Long before he set sail, Barnes had the support of his longtime girlfriend, Cathy Chambers, who was instrumental in rescue coordination.**



KEN BARNES



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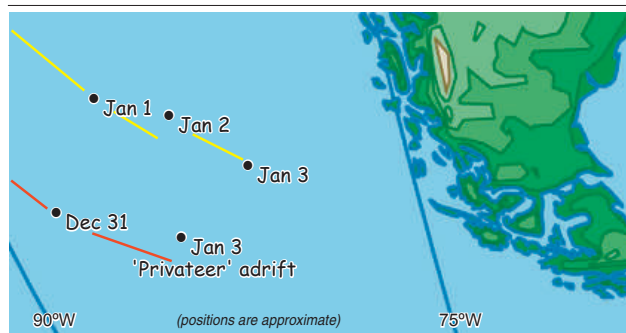
# THE ACCIDENTAL CELEBRITY

ing, running wire, cleaning, improving, updating, replacing and constantly inspecting her for any possible weakness.

"... I had spent more time with this inanimate piece of steel than I had with my family over the last few years, and I felt she was alive and ready to pursue the purpose of her original owner's dream, to sail the world.

"... I reached into my pocket and retrieved a knife that would accomplish one final duty on this, her last day, and cut through her new plumbing well below the waterline. Opening two of her five new thru-hulls, I stood and watched briefly as water started to flood into her. I turned and walked away, pausing briefly in the salon to run my hand over the grab rails that had provided me with so much security on this attempt, as she battled her way through seas and winds few have the opportunity to confront."

**T**wo days later he arrived at Pun-



***It was truly remarkable that Donna Lange (yellow) and Ken Barnes (red) found themselves so close together in that lonely stretch of ocean.***

ta Arenas, Chile. Even there, in the continent's southernmost city, Barnes was met by a phalanx of reporters — a small preview of what he could expect in Southern California.

A remarkable footnote to this story is that American singlehander Donna Lange, aboard her Southern Cross 28 *Inspired Insanity*, was less than 200 miles from *Privateer* when the ketch became disabled. (See [www.donnalange.com](http://www.donnalange.com).) Although Lange was upwind of Barnes, she offered assistance and gave info on local conditions to rescue coordinators by satphone. The *Polar Pesca* actually

passed within a mile of her little sloop while en route to pick up Barnes. At this writing, Lange has made it safely to Ushuaia, Argentina, and will soon begin the final leg of her two-stop circumnavigation, ending at Rhode Island. Barnes offered his thanks to her in an email, adding, "I couldn't be pulling for your success more if I had

a rope attached to your boat."

Naturally, Barnes regrets the way his dream trip ended, but his biggest regret "was involving others in my attempt at a personal goal." Needless to say, however, he is extremely thankful to the Chilean Navy, US Coast Guard and, of course, the fishermen aboard *Polar Pesca 1*, who treated him like a brother.

At this point, it seems doubtful that Ken Barnes will make another try — particularly if his family has anything to say about it. But at least he can say he gave it his best shot. With that in mind, he advises, "Go ahead and live your life. To simply exist, sucks."

— latitude/aet



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# CORINTHIAN YC MIDWINTERS

**A**n all-time high of 154 boats turned out for the first half of Corinthian Yacht Club's popular weekend-long Midwinter Series on January 20-21. They were treated to sunny skies, springlike temperatures, great Saturday night festivities, and excellent race committee work. The only ingredient remaining to make it a perfect world was wind. And, well, now you know why there's no such thing as a perfect world. Zephyrs on Saturday got up to about 8 knots out of the

west, while a northerly shift on Sunday occasionally hit the low teens.

This meant some creativity on the part of the race committee as well as the racers. With so little breeze on Saturday — a few times, the starting gun for one division would fire while the previous division's boats were still sitting below the line bumping against each other — most of the 18 divisions got short courses. On Sunday, with a bit more breeze, the spinnaker classes got longer

windward-leeward courses, while many of the non-spinny boats were sent on 'Bay tour' courses with more reaching legs. The idea was to get everybody back to the finish line in front of the 'White House' at more or less the same time.

**I**t worked well — to a fault, as it turns out. "Once finishers started coming in, it was five or six division winners in a row, followed by a wave of five or



---

## — AFTERNOON DELIGHT

---

six who almost knew what they were doing," laughs Race Chairman Michael Moradzadeh.

The local knowledge that proved most useful over the weekend was familiarity with the currents. A strong afternoon ebb on both days (to 5 knots by 3 p.m.) played havoc with many strategies and caused the usual cluster of boats trying to claw around the Elephant Rock mark for the final dash to the finish line off the club. More than one boat trying in vain

to outsail the ebb to get around the mark finally elected to just bounce off the dang thing and do a 360 penalty turn on the way to the finish.

**T**he second and final CYC Mid-winters weekend is February 17-18,

*Four boats from three divisions try to beat the ebb across Raccoon Strait. Left to right, this is 'Mistral', 'Gammon', 'Abigail Morgan' and 'Takeoff'.*

and Moradzadeh reminds everyone out there "the more the merrier." Even if you didn't sail the first weekend, there are still some nice single-race awards up for grabs. There's also that great Saturday night dinner and dancing, and some fun sailing, even if it's not the white-knuckle type. As extra incentive, the entry fee is half price: just \$30. As further inticement, Moradzadeh was even willing to give up one of the great 'secrets' to doing well in this series: "Finishing along the





# CORINTHIAN YC MIDWINTERS



*Corinthian spirit (clockwise from above) — Cutting the corner at Alcatraz bought some relief from the current; the starts on Sunday off Angel Island; bowman at work on 'Serena'; (center) 'Razzberries' splashes past Harding Rock; Hank Easom's 'Yucca' on her way to yet another win (both days); Mary Coleman's 'Astra' finding a rare patch of nice breeze. All photos latitude/jr except as noted.*







PETER LYONS/WWW.LYONSIMAGING.COM





# CORINTHIAN YC MIDWINTERS

## RESULTS

(Cumulative after two races)

PHRF 1 — 1) **Howl**, Sydney 38, Peter Krueger, 2 points; 2) **Absolute 02**, Sydney 38, Mark Langer, 5; 3) **Astra**, Farr 40, Mary Coleman, 9. (8 boats)

1D-35 — 1) **Yeofy**, Eliel Redstone, 4 points; 2) **Double Trouble**, Andy Costello, 5; 3) **Sweet Sensation**, Mario Yovkov, 5. (8 boats)

PHRF 2 — 1) **Jeannette**, Frers 40, Henry King, 4 points; 2) **Quiver**, N/M 36, Jeff McCord, 6; 3) **White Dove**, Beneteau 40.7, Mike Garl, 9. (12 boats)

IOR WARHORSE — 1) **True North**, Baltic 42DP, Jeff Dunnivant, 3 points; 2) **Samiko**, Serendipity 43, Dexter Bailey, 4; 3) **Aleta**, Peterson 46, Keith Brown, 6. (5 boats)

EXPRESS 37 — 1) **Expeditious**, Bartz Schneider, 3 points; 2) **Golden Moon**, Kame Richards, 4; 3) **Spindrift V**, Larry Wright, 5. (7 boats)

PHRF 3 — 1) **Mistral**, Beneteau 36.7, Ed Durbin, 4 points; 2) **Knots2**, J/109, John Notman/Bob Doscher, 4; 3) **Serendipity 2**, Beneteau 36.7, Thomas Bruce, 6. (6 boats)

J/105 — 1) **Aquavit**, Russell/Wilson, 3 points; 2) **Orion**, Gary Kneeland, 5; 3) **Yikes!**, Sue Melanson, 5. (11 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher



**Steve Seal and John Skinner's WylieCat 'Silkye' (which possibly sports sailing's biggest sail window) won both her Saturday and Sunday races in Division 5.**

40, Glenn Isaacson, 2 points; 2) **Basic Instinct**, Elliot 1050, Jan Borjeson, 5; 3) **Nest Egg**, Hanse 370, Julie LeVicki, 6. (11 boats)

PHRF 4 — 1) **Yucca**, 8-Meter, Hank Easom, 2 points; 2) **Baleineau**, Olson 34, Charlie Brochard, 6; 3) **Razzberries**, Olson 34, Bruce Nesbit, 6. (8 boats)

PHRF 5 — 1) **Silkye**, WylieCat 30, Steve Seal/John Skinner, 2 points; 2) **Green Buffalo**, Cal 40, Jim Quanci, 6; 3) **Grey Ghost**, Hanse 342, Doug Grant, 6. (12 boats)

SFBAY 30 — 1) **Shameless**, Schumacher

30, George Ellison, 2 points; 2) **Gammon**, Tartan 10, Jeff Hunter, 6; 3) **Jane Doe**, Olson 911S, Bob Izmirian, 6. (7 boats)

EXPRESS 27 — 1) **Desperado**, Mike Bruzzone, 3 points; 2) **Abigail Morgan**, Ron Kell, 4; 3) **Shenanigans**, Bill Moore/Nick Gibbons, 7. (5 boats)

NON-SPINNAKER 2 — 1) **Windhover**, Pearson 10M, John Dodge, 4 points; 2) **Surprise**, Catalina 34, Peter Birnbaum, 6; 3) **Kira**, Cal 33, Jim Erskine, 9. (11 boats)

PHRF 6 — 1) **E-9**, Moore 24, Lesa Gutenkunst, 5 points; 2) **JR**, Moore 24, Rich Korman, 5; 3) **Chorus**, Kettenburg 38, Peter English, 6. (16 boats)

ALERION EXPRESS 28 — 1) **Eagle**, Chuck Eaton, 2 points; 2) **Dream**, Kirk Smith, 5; 3) **Mil Besos**, George and Chris Vaughn, 5. (5 boats)

NON-SPINNAKER 3 — 1) **Youngster**, IOD, Ron Young, 2 points; 2) **Redhawk**, Hawkfarm, John Sullivan/Gerry Gunn, 4; 3) **Siento El Viento**, C&C 29, 7. (7 boats)

PHRF 7 — 1) **Tchoupitoulas**, Santana 22, Chris Giovacchini/Stephen Buckingham, 3 points; 2) **Seebar**, Pearson Electra, W. Dennis Brewer, 3; 3) **Smooth**, Santana 22, Jean Vauy, 7. (4 boats)

NON-SPINNAKER 4 — 1) **Tension II**, Cal 20, John Nooteboom, 3 points; 2) **Chica**, Cal 20, Ted Goldbeck, 4; 3) **Raccoon**, Cal 20, David Crowe/Jim Snow, 5. (6 boats)

Complete results: [www.cyc.org](http://www.cyc.org)

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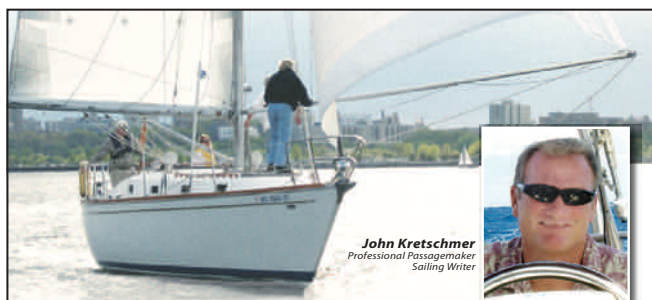
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# FORTY-FIVE WINTER DAYS

As unpleasant as the thought might be, life doesn't go on forever. This means the later in your life it is, the more dangerous it is to procrastinate about the things you absolutely want to do before you turn to dust.



ALL PHOTOS: ELECTRONIC / RICHARD

**Do great minds think alike? Ira Epstein of Boli-nas, with his lady Dava, just purchased the St. Barth-based classic 65-ft woodie 'Lone Fox'. More on them next month.**

As a sailor who loves warm wind and water, one of our major goals has been to spend at least six weeks a winter for the rest of our lives living aboard and sailing in the tropics. We're only able to even contemplate this because of the internet which, bless its little digital soul, allows us to continue to work while in the tropics. Not work as efficiently as when back home, mind you, but at least somewhat productively.

On the assumption that folks reading this magazine are sailors and might have a similar dream, this article is about how and where we've started to realize ours, and whether it might be a good idea for you.

Having spent a considerable amount of time sailing to and in Mexico, and knowing we will still be doing the Ha-Ha each year for the foreseeable future, our goal for the next three years is to live aboard and sail in the Caribbean for six weeks each winter. While Mexico and the Caribbean are both in the tropics, and both sensational places to cruise, they are entirely different experiences.

We'd taken *Profligate* to the Caribbean for the winter two years ago. Even though we had to make the brutal commute back and forth each month by plane, it was fantastic. Unfortunately, it took five weeks to get the boat there and another five weeks to bring her back, even in hardcore delivery mode. Doing that for the next three winters didn't

**The 135-ft J-Class yacht 'Ranger' leads the Swan 82 'Opus V' to the finish of the Around-The-Island Race.**

seem like a practical way of achieving our goal.

We could always charter a boat, but 18 weeks at high season rates would be a lot of money that we could never hope to recapture. And for us, there was the drawback of being unable to bond with a boat that didn't belong to us.

Another alternative was to go in on a mid-sized catamaran with a number of partners. Three Canadians took out a *Classy Classified* looking for a fourth partner in just such a scheme. They told us they got tremendous response. In our view, a potential downside to such a program is that nobody wants the boat in the summer and fall, and ships tend to rot in port, particularly in the tropics.

Yet another option was putting a boat in a yacht management program, such as The Moorings or Sunsail. We have friends who have done this and have been very happy with the experience. But there would be two downsides for us. First, it would mean getting a new boat, which would be expensive, and second, none of the programs allow you to use the boats for more than two weeks in the high season. That wasn't going to meet our primary requirement.

Fortunately, there is a secondary yacht management market in which smaller companies manage yachts,



# IN THE TROPICS



often those that have come out of programs such as The Moorings and Sunsail. An advantage of these programs is that you can join them with a much less expensive used boat that has probably depreciated as much as it ever will. Secondly, some, but not all, of these programs allow you to use your boat as much as you want, whenever you want. Both features suited us.

***The outer anchorage at Gustavia a week after New Year's, after nearly all the holiday boats had left.***

The downside is that the secondary companies are mostly small, and, as an industry, have a somewhat checkered reputation. A friend who had a boat in such a program said his boat was badly maintained and sometimes scavenged for parts to keep other boats in the program going. In addition, tools went missing, bills seemed inflated and so forth. On the other hand, we've also heard from folks who have been satisfied with their experience in such programs.

Accepting the fact that there is risk in everything, including not willing to take any, we acquired a five-year old Moorings/Leopard 4500 catamaran to put in the secondary yacht management market for three years. If we were buying a boat for ourselves to sail across oceans, this wouldn't necessarily have been our choice. But since we wanted the boat to really work the 46 weeks of the year we weren't going to use her, we went for the boat that has long been an all-star of charter boats in the British Virgins, the mecca of chartering. The 4500s are extremely popular because they can accommodate four couples in four cabins, each with a head and shower *en suite*. As such, the ones in the secondary market can be chartered for as little as \$500/person/week.

Since the 4500s are such well-known boats, we figure ours will be relatively

easy to sell at a decent price in three years. This is important, because the real price of a boat is the difference between what you buy it for and what you sell it for. And, of course, the amount of money you spend on it in the interim.

We also decided to put the cat, named 'ti *Profligate*, in the yacht management program at B.V.I. Yacht Charters. The company has been around a long time, has a facility right next to The Moorings on Tortola, and was specifically looking to increase the number of catamarans in their fleet. In addition, some old friends of ours from Tortola had good things to say about the owner. Another fellow with the boat in the pro-

***Sixty years old and looking serene, Jimmy Buffett played around the island for fun on numerous occasions.***





# FORTY-FIVE WINTER DAYS

gram said he was more than satisfied, and we liked the way the owner and his associates came across on the telephone.

It might surprise some of you to learn that we didn't see the boat before buying it. Frankly, we didn't have the time, and weren't really interested in making a long trip if we didn't absolutely have to. We were buying a known commodity so we relied on the evaluations of the owner of B.V.I. Yacht Charters, who would be marketing the boat, surveyor Geoff Williams, who is an expert in these cats, and, above all, Tim Schaff, an old friend from his days as dockmaster at Cabo Isle Marina in Cabo San Lucas, who three years ago bought a Moorings 4500 and now does crewed charters with her in the British Virgins. We felt these three guys could do a better practical evaluation of the boat than we could.

The five-year-old cat cost \$270,000 which, as best we can tell, was a good price for her condition. There were several 4500s listed at \$299,000, which apparently could have also been had at \$270,000. The difference is that some were in rather poor condition, having been victims of bad maintenance, been run over reefs and that sort of thing. One thing we did know is that the more recent model Moorings/Leopard 4700s, which differ only in that they have transom scoops that are two feet longer and come equipped with generators and air-conditioning, sell for about \$80,000 more. None of those features were tempting to us.

**Jess, one of a number of enthusiastic female sailors on the island, trims the genoa on 'Van Ki Pass'.**



ALL PHOTOS ELECTRONIC / RICHARD

Like a lot of baby boomers, we bought a house 25 years ago, and it's gone up in value significantly over the years. We paid for the cat by tapping into some of the equity in that house. As such, all of the interest on the loan for the boat — and it's all interest in the first few years — is tax deductible.

Furthermore, according to the *pro forma* at B.V.I. Yacht Charters, the boat might actually show a little profit. This would be nice, but we've been around boats and the Caribbean long enough not to believe something like that until it happens. Besides, we're doing this for our soul, not our wallet.

Our biggest worry is that the cat might get damaged in a hurricane. Yes, B.V.I. Yacht Charters has a well-protected marina, and yes, we got insurance, and paid dearly for it. Nonetheless, if the cat gets destroyed or badly damaged in a hurricane, we expect it would be a nightmare. It's a risk

**Spread; Philip and Kate Walwyn's replica of the 1909 gaff-rigged 12-Metre 'Kate', just launched at St. Kitts, was one of the more interesting entries in the Around-The-Island Race. Inset left; "More Perignon, please!" was a common cry on New Year's Eve. Inset right; Giant killers John-Phillip and Warren Stryker of the St. Thomas-based 'Botox Barbie'.**

we're aware of and have decided to accept.

Naturally, there are much less expensive used boats that are also suitable for the secondary market, so it's possible to get involved for a lot less money. But when it comes to older sailors, the space and stability of cats is a big plus.

There are a lot of great islands in the Caribbean, and they are dramatically different, even when only a few miles away. Our plan was to base out of St. Barth in the French West Indies when we were on the boat, then give her



# IN THE TROPICS



Nationally syndicated humorist Dave Barry visited St. Barth over Christmas and New Year's, and gave it his usual hilarious treatment in the January 7th edition of the *Miami Herald*. You should check it out because he hit it right on the head.

**B**ecause of the normal delays in any boat deal, plus one yacht salesman who would apparently say anything in order to try to sell a boat, we not only ended up missing out on a lucrative Christmas and New Years charter, but didn't get to take possession of the boat until January 4. So we started our first six-week sailing experience by staying ashore with our lovely daughter and a bunch of sailing friends from the West Coast. Fortunately, we knew the only cheap place on the island that's right on the water. As much as we'd love to tell you the name, we don't want the word to get around.

Thanks to some hand-to-hand combat — see the Dave Barry column — we managed to catch a flight to St. Barth the day after Christmas. The landings at St. Barth are among the most exciting in the world, which is why they are featured on some flight simulation video games. As we dive-bombed to try to land without hitting the ridge short of the runway and without overshooting it and ending up in Baie St. Jean, we looked out the window and saw that much of the fleet was already in. Scores of huge yachts were spread out from Shell Beach all the way down to Columbie anchorage. Northern California was well represented by Tom Perkins' new 287-ft sailing yacht *Maltese Falcon* and Larry Ellison's 451-ft motor-yacht *Rising Sun*.

We don't envy people with megayachts, but we sure enjoying looking at their boats. We think they are works of art — and they pay the bills and salaries of many companies and individuals. If you're envious of megayacht owners because you think money buys happiness, you should listen to some of their crews after their tongues have been loosened by a couple of drinks. You're likely to hear tales of marital



**Photos, top to bottom: The hardworking Philou and Mimi of La Gamelle Restaurant; airplane antics at the little airport are always entertaining; the beautiful schooner 'When and If', which was commissioned for General George Patton. Many people think the name comes from the World War II hero saying he'd sail the boat 'when and if' he returned from the war. Actually, it was 'when and if' he recovered from a broken leg suffered prior to the start of hostilities.**

and money battles, drug and alcohol abuse, and similar other behavior more commonly associated with guests on the Jerry Springer show and residents of low-end trailer parks.

**I**s there any singer more beloved by sailors than Jimmy Buffett? We doubt it. Mr. B, as he's locally known, has a long history with St. Barth and was

to B.V.I. Yacht Charters 130 miles away in the British Virgins for the rest of the year.

The reason we wanted to base out of St. Barth is that we know and love the place and the people. We'd bought a boat there 20 years before, intending to leave almost immediately for Mexico. But the island was so enticing and the locals so fun that it took us eight years to leave. Over the years, we've made many great friends there, and with each passing visit seem to discover even more good features about the island.

St. Barth has a reputation as being a mecca for billionaires, movie stars, supermodels and such. The island certainly is a favorite with those types, but to assume that the attraction of the island is rubbing shoulders with such celebrities would be a mistake. St. Barth is not a great island because celebrities go there, they go there because it's a great — as in clean, beautiful and safe — island.



# FORTY-FIVE WINTER DAYS

back in force. He reportedly bought a home on the island, and showed up for the holidays with his smaller seaplane and a new 124-ft motoryacht. Just after Christmas, he celebrated his 60th



**Working the winches may be hard, but for Dal and Mike, it's nothing compared to the normal grind back home.**

birthday at La Plage restaurant by performing for two hours for friends and whoever else happened to be dining there that evening.

The next night Buffett sat in with the band Papagayo before a similarly small crowd at La Plage. Between songs he mentioned that he'd just turned 60, and was quite happy about it. And he really did have a contented visage, too. A little later he surprised everyone by calling actress Catherine Zeta-Jones out of the crowd to come up and join him in a song. Not only did the actress look smashing, she sang with gusto and style. As if that weren't enough, a few songs later Jon Bon Jovi took the stage to join Buffett and the band. Bon Jovi later mingled with the crowd. When he told one of the gals in our group that she was beautiful, she

**Dining out is very expensive on the island, so the budget cruiser is wise to make friends with Suzi and William. Suzi Wan makes great curry sauces for inexpensive chicken, veggie and rice dishes, and William Saurin — which once sponsored a big racing multihull — makes inexpensive but tasty meals in a can. Bon appetit!**



lit up like a 10,000-watt bulb.

The bummer of the night was that the sound system hadn't been particularly good. But it was still fun seeing these folks just playing for fun. This, by the way, concludes the celebrity portion of this article.

**F**or sailors, the big holiday magic at St. Barth is the New Year's Eve Around-the-Island Race, which is 22 miles long and includes flatwater beating, bashing into the trades, a nice run, and another flatwater beat.

The event has been held 12 times, and has attracted many of the great yachts of the world. To give you an idea, over the years, it's been our good fortune, and that of several of our modestly-experienced sailing friends, to sail aboard the likes of the 135-ft J Class *Endeavour*, the 155-ft ketch *Timoneer*, the 106-ft *Zingaro*, and the 92-ft *Leopard of London*. Not that we were much help, mind you. And just between us, once a year satisfies our megayacht racing jones for the year.

Word must have gotten round about our meager contributions as crew, because the only offer we got this time was from Warren Stryker to sail aboard his 25-year-old, St. Thomas-based Hunter 54 *Botox Barbie*. And this was probably a sympathy offer because we'd been friends in Sausalito 30 years ago when he owned a *Bounty II* berthed next to the Spinnaker restaurant. Besides, Stryker's only crew were his 14-year-old son John-Phillip, an admittedly fine sailor, and Kevan, a school chum. Ha-Ha vet Bill Lilly of the Newport Beach-based *Lagoon 47 Moonshine* and his friend Patty also signed on.

In the Around-the-Island Race, the slower boats take their handicaps at the beginning, so all of us on *Botox* were wondering how quickly the big boys were going to overtake us. In this case, the big boys included the 162-ft *Tiare* (without her helicopter), the 160-ft *Georgia*, the 135-ft J Class yachts *Endeavour* and *Ranger*, and *Region Guadeloupe*, a 60-ft trimaran that Laurent Bourgnon once singlehanded 625 miles in 24 hours.

You would never guess from looking at him, but Stryker's an excellent sailor. For even after chopping off part of the underballasted, needle-like Hunter 54's keel, he was somehow able to get the darn thing to point high and sail fast in the choppy, sloppy trade wind conditions. So he miraculously managed to get *Botox* around the difficult first half of the course without any of the big guys in sight, and with just two boats left in front.

Not thinking clearly, he then gave the helm to us for the long downwind leg, while he and Lilly went to the bow to try to figure out how to set his new asymmetrical chute for the first time. We've been sailing mostly catamarans for quite a while now, and cats generally have pretty stiff steering and naturally want to go in a straight line. Not the Hunter 54 *Botox Barbie*, which we found to have greased lightning for steering, particularly in the beam sea conditions. It was all a cat sailor such as ourselves could do to keep the boat within 25 degrees on either side of the proper course, and, after about five minutes, our arms felt as though they were about to drop off. Then one of the 25-year-old blocks failed after the spinnaker sheet got caught between the



ALL PHOTOS: ELECTRONIC / RICHARD

## IN THE TROPICS

sheave and the cheek. But sometimes you're lucky, and the line jammed with the chute in perfect trim.

Despite our having driven as erratically as a drunk at 3 a.m., we reached the leeward mark having nearly caught up with the only boat ahead of us, the J-42 *Shazam*. As for the big guys, they still weren't in view, and were, therefore, out of contention. With a four-mile flatwater beat to the finish, all Stryker had to do was roll the J. And he did so easily, putting nearly a minute a mile on the smaller boat. And that's how *Bo-tox Barbie* came to take the gun in this year's Around-The-Island Race.

However, the race is primarily for elapsed-time honors, so *Mischievous*, the name of Trey Fitzgibbon's Meriten 65, will go on the modest perpetual trophy. And it was duly noted that *Region Guadeloupe* set a new course record of 1 hour and 31 minutes, beating the previous one held by Hasso Plattner's 147-ft *Visione* by just over a minute.

That record is likely to fall next year, as Chris Sherlock, skipper for Mike

***It's only 15 miles from St. Barth to St. Martin, which makes it easy for Bartian-based boats such as a 'Van Ki Pass', winner of the big boat division in the last Bermuda Race, to hop on over for events such as the Classic Yacht Regatta.***

Slade's various *Leopards*, wrote us to say that he was in Australia, "God's country", supervising the construction of Slade's new 100-ft Farr designed canting-keel sloop, but dearly wishing he were back in St.

Barth. He assured us that the new *Leopard 3* will be on the Around-the-Island course next New Year's Eve.

For some folks, New Year's Eve is a really big deal, particularly at St. Barth, so all kinds of people gathered on and around the big boats tied stern-to at the Charles de Gaulle Quai. The women were dressed to kill, the champagne flowed like water, a local band played, the megayachts sounded their horns at midnight, and there was a terrific fireworks show. But for us, it's nev-



***The new 289-ft 'Maltese Falcon' added a stunning new look to Gustavia's outer harbor. She was one of the most frequently sailed boats in the area, and owner Tom Perkins celebrated his 75th birthday aboard.***

er been quite as exciting since the island authorities made Ernest Beranger stop selling the 25-ft long 'carpets' consisting of 40,000 firecrackers and assorted cherry bombs. It was either the noise of those things, or the fact that a bottle rocket had set a nearby hill on fire, causing the *pompriers* to interrupt their New Years celebrations, that put an end to all private fireworks.

Our favorite place on New Year's Eve is the little bar at La Gamelle, Philou and Mimi's restaurant tucked away behind the Totem Surf Shop. The restaurant and bar have a funky ambience that can't be beat, and on New Year's Eve it fills with locals who might not necessarily be physically beautiful, but who exude a humanity and love that most chic people don't. As we were trying to go home, Doña dragged us off for "one last drink" at Bete A Zele, where at, 2:30 a.m., Jimmy B. showed up and starting performing for a crowd of about 50. Julian of Orinda was also there, buying Dom Perignon champagne at God knows what price, and pouring it into an out-sized glass being held by his new ladyfriend from Bali. For some reason, there were little chocolates and marshmallows spread





# FORTY-FIVE WINTER DAYS



**Not all yachts at St. Barth are magnificent. In fact, there's a working class that calls boats such as this home.**

all over the place. It was probably like thousands of other places in the States on New Year's Eve — except that even just before dawn, the breeze was soft and warm.

**E**arly on the morning of January 1, scores of megayachts began the

migration back to St. Martin so their clients could catch planes back to places like New York and Paris, where they could start making the big bucks necessary to charter the boats again next New Year's Eve. By the 4th, about the only big guys left were *Maltese Falcon*, which seemed to be sailing more than any other boat in the area; Larry Ellison's *Rising Sun*; Russian oil oligarch Roman Abramovich's 300-ft *Le Grand Bleu* (with the 72-ft Dubois-designed sailing yacht *Bellatrix* as deck cargo), and *Lone Ranger*, the 251-ft ocean tug converted to a yacht.

It was about this time that we moved aboard *'ti Profligate* out in the Gustavia anchorage, and started an entirely different kind of experience, the one we'd been looking forward to.

The cat had been delivered 135 miles upwind from the British Virgins

against six-foot square seas by Walter and Elonka, a couple of Dutch folks, and somehow hadn't leaked at all. That was a good sign.

Over the next few days, we came to a couple of surprising conclusions about *'ti Profligate*. While the cat is 16-ft shorter and six feet narrow than *Profligate*, she is actually a more luxurious liveaboard, and has many more creature comforts. You can really tell that she's a fifth generation charter design, as everywhere you'd want a light or handhold, there is one. We're 6'4", and were stunned to find that, not only were the bunks plenty large for us, but that we could stand upright at the front of the salon. It's a really brilliant design for four-couple chartering — and perfectly satisfactory for our six-weeks-a-year needs.

The 4500 is also so rugged that we've come to think of her as the Westsail 32 of catamarans. We don't know why they have them sailed up from South Africa, as they could just hook them onto the bottom of an airplane, and, when over Tortola, release them from about 5,000

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# IN THE TROPICS

feet. We swear that it wouldn't hurt them a bit.

The other surprising thing is that 'ti *Profligate* is more difficult and labor intensive to sail than the bigger *Profligate*. The big cat has self-tacking, for example, so we were flustered by having to sheet in the genoa on the smaller boat after each tack. And we're still working on figuring out how roller furling works. The truth is that 'ti *Profligate* is like most boats, and *Profligate* is super simple to handle.

'Ti *Profligate* sailed reasonably well, too. She's a far cry from the big cat, of course, which has more waterline, is lighter for her size, and doesn't drag two three-bladed fixed props around. In 22 knots of wind on the beam, we averaged better than eight knots on a 15-mile sail to St. Martin while dragging those props. It's hard to imagine her surfing, but who knows?

'Ti *Profligate* was designed specifically for the charter industry, where it's important that boats never be out



*Clay Matthew's Swan 68 'Chippewa' rounds Coconut Island during a three-boat fun race on a squally Sunday afternoon. Forty minutes later there was brilliant sunshine.*

of service for more than 24 hours. As such, everything is ultra easy to get at and service, and everything is clearly labelled. Our cat turned out to have a small leak in the upper part of the fuel tank. When we get back to Tortola, it will take all of about half an hour to

disconnect and remove it. The water tanks? We could remove and clean them ourselves in 30 minutes. All the various pumps and electrical connections are easy to access.

And as a liveaboard — wow! The cockpit, galley and salon of the 4500 are very large, easy to move around in, and have plenty of places to comfortably sit or lay down. In addition, there is a 20-ft long 'Admiral's Walk' across the back of the boat. And up front, where



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# FORTY-FIVE WINTER DAYS

many cats have nothing but wasted space, there are bow seats on each side, comfortable tramps on which to lie, and window louvers that are perfect to sit on. The space has been used very well.

The Moorings/Leopard 4500 might not be our first choice to cross oceans in — although all are delivered from South Africa on their bottoms — because we're inclined to a little bit more speed, and because we're not used to the 'bombs' caused by the low bridgedeck clearance. But for chartering in the BVIs and for living aboard in St. Barths while we race other boats, she fits the bill well.

As for The Moorings, we think they did a reasonably good job on their 'phase out' program. The cat doesn't look brand new, of course, the main is going to need replacing before long, and the engine controls are a little stiff. But everything on the boat worked, which sort of came as a shock to us.



*The new-to-us 'ti Profligate', an extremely comfortable liveaboard, on the hook at Baie St. Jean. C'est tres bien!*

And the four cabins almost look as though they've never been slept in. For a boat that's going to charter for much less than similar sized newer cats in The Moorings and Sunsail programs, we think she'll offer a big bang for the charter buck.

**W**hen it comes to living on land

versus living on the water at St. Barth, the latter wins hands down. It's not even close. In fact, the only negatives are that it's sometimes difficult to find a spot at one of the four dinghy docks, and because of the lack of outboards and inflatables available in the region, we felt compelled to lock ours to the shore or

the boat with a big stainless chain.

As for the positives, the list is long and satisfying. There are numerous anchorages where the water is warm and blue, the reefs are healthy, and the fish and turtles are plentiful. You just can't help but jump in several times a day. All of the island's great beaches — Saline, Goveneur, Shell, Columbie, Flamands, and St. Jean — are easily accessible by boat and/or dinghy. Since you can walk to anywhere else you'd want to go in less than half an hour,



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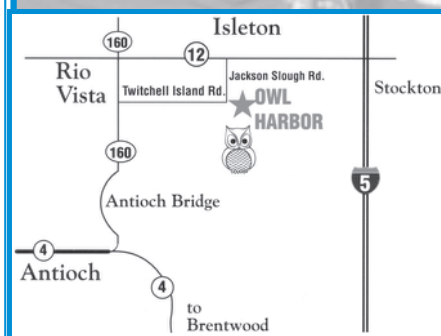
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# IN THE TROPICS

you don't need a car — and what a blessing that is!

Interesting maritime activities at the inner and outer harbors of Gustavia are non-stop. The parade of yachts, great and small, new and old, common and unusual, is never-ending. You see more boats here in a week than you do in Mexico in a season. And people are always sailing, no matter if it's kids in Opti dinghies, the three guys who sail their 25-footers together every day at 4 p.m., some new megayacht, or a classic like General Patton's schooner *When and If*. Even the commercial traffic is interesting. The other day the island's primary container ship hit something and got a big hole, so it was off to the yard in Martinique for her.

And everybody always enjoys a good dose of mishaps and buffoonery. The other day the captain of the 180-ft mo-



*There is little reason to ever go further from the main anchorage than the beach near the Eden Rock Hotel, which is only a lovely walk from Gustavia.*

toryacht *Malibu* apparently snagged a small mooring buoy while trying to extract his command from the tiny inner harbor, wrecking one prop and bending one shaft. It was 90 minutes of entertainment for a good crowd watching to see if the big crippled yacht could be shoehorned back to a Med-tie on the

quay without banging into any of the other multimillion dollar yachts. It was close, but the yacht made it back in. And then the other night this fool leapt off the *passarelle* of the ketch *Ticonderoga*, and kept right on going, forgetting that she's Med-tied to a short and narrow extension of the rest of the quay. In other words, he launched himself right into the drink. Unfortunately, that fool was us.

But it got a good laugh from everyone who saw it.

Even the bad stuff of living aboard is good. Late one night a week or so ago, we and de Mallorca got into the dinghy for the half-mile ride out to 'ti *Profligate* on the hook at the Public's anchorage. Suddenly, we were hit by one of the squalls that have been common this winter. The rain kept coming down harder and harder until it was torrential and all but impossible to see.

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# FORTY-FIVE WINTER DAYS



Although we were completely drenched, we weren't really cold. In fact, when we got back to the boat, we put our leg in the water to get some sand off, and it felt like a hot tub.

Living on a boat on the hook also puts you completely in touch with nature. You know which way the wind blows, whether the swell is up or down, the phase of the moon, and you can't help but frequently gaze at the cosmos. Back home we like to nod off watching

*Ira Epstein of Bolinas drives his new-to-him Robert Clark 65 'Lone Fox' during the Around-The-Island Race on New Year's Eve. She was built for Colonel Whitbread in '57, but won two recent Master Mariners Regattas on San Francisco Bay.*

the 11 p.m. reruns of Seinfeld, but this is much, much better.

If we had more space, we could continue citing the positive aspects of living aboard at St. Barth. But let's just say that we haven't regretted one min-

ute. Every day is like a happy adventure. We're not saying that we'd like to spend the entire year here — summers can be very humid — but that just six weeks is going to leave us lusting to return next season.

Should you do something like this? Only you can decide. And naturally, where you are in life's cycle will make a big difference. If you've got three kids in high school, are really progressing in your career, and have a big mortgage, it might not be the right time. But if your kids are out of school, you're rattling around in a house with empty bedrooms, you've got a little money tucked away or equity built up, and have a hunger to live a little differently while you're still healthy enough to enjoy it, you might consider it.

And while we love St. Barth, you can do it in any island in the Caribbean, the Bahamas, Mexico, Europe, Thailand — darn near anywhere in the world. You just don't want to find yourself on your deathbed going, "Damn, I only wished I'd . . ."

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# ASHLEY PERRIN

When she packs for long distance races, her gear bag doesn't just include a sail repair kit — but an entire sewing machine. She's raced offshore for more

than half of her life, and, until recently she was the youngest member ever admitted to the prestigious Royal Ocean Racing Club in London, easily amassing the required 500 miles of ocean racing by the time she was

15. Since then,

her sailing odometer has rolled over a solid five figures . . .

Emma Sanderson? Right country, wrong woman. Ellen MacArthur? Nope, though she counts Dame Ellen as a close friend.

She's Ashley Perrin, a 29-year-old Mill Valley sailor and entrepreneur whose preparation, focus and intensity make her an asset on any crew.

For more than half her life, Perrin has made her sailing dreams come true — from racing on boats as large as 90 feet throughout the world to doing shoreside support for an around-the-world campaign. Only one goal eludes her — racing around the world. Call it her unrequited dream.

She's already done a 'circumnavigation' of sorts, flying to and from various projects. But you don't have to be Honey, Cayard or Kostecki to know that going around the world on a 747 isn't the same as doing it on a Volvo 70.

But don't count her out yet.

Born in Marin to an American father and British mother, and educated in the UK, Ashley sailed in the San Francisco YC junior program before moving with her parents and two brothers across the Atlantic at age 9. By then she was thoroughly hooked on sailing, and when she reached her 12th birthday, she proclaimed that she planned to sail around the world.

Her parents were duly impressed, and even supportive. But her father announced that she would have to wait until she was 13 — not to race around the world, of course. But to take the first steps by doing some offshore racing. Barely able to restrain herself until the

next year, she was rewarded by learning from one of the top ocean racers in Britain, Chris Dunning.

Dunning is a former RORC commodore and British Admiral's Cup team captain who, over the last 40 years, has successfully campaigned a long line of keelboats, all named *Marionette*. Dunning and crew took a liking to the ambitious teenager and introduced her to life on the pointy end of his then-newest *Marionette*, a Lightwave 395.

Her first race was from Southampton to St. Malo, France, and she recalls her performance as somewhat less than stellar. "Basically, I just rolled around the foredeck," she laughs. "I was useless, but they liked me, I think mostly because I did all the offshore cooking. But in exchange, they taught me the bow."

Soon she was spending all her free time sailing either on *Marionette* or her dad's Express 27, which he'd brought over from the Bay Area with him. Southampton, where both boats were based, was a few hours' drive from London, and her weekend schedule revolved around the long haul to and from the boats.

Predictably, schoolwork suffered. By her last year of high school, her parents and the headmistress had had enough of her dismal attendance record, particularly on Friday afternoons, when she left early to get to the boat on time. Her pennance was a ban from sailing for the rest of her senior year.

If anything, the ban only hardened her resolve. Within two weeks of her graduation in 1996, she took off on her first trans-Atlantic passage.

The trip had all the ingredients of a disaster: doublehanding a 32-ft boat from Newport, Rhode Island, to the UK, with an ex-boyfriend — and no doublehanded or overnight experience. But, in what has become something of a hallmark in Ashley's life, she not only made the experience work, but walked away better for it.

"It was amazing," she says. "By the end of the trip, I was able to peel a kite

at night without waking Jason up. Before then, I'd only done foredeck on a 40-ft boat, so this became a benchmark for how much I learned on the trip."

She spent the following year on boats of various types and sizes before going on to university. Although she stayed away from the school's sailing team — "They drove two hours to sail on lakes when the ocean was right in our backyard!" she says, still in a mild state of disbelief — she continued to sail any chance she could.

Taking her education seriously at this point in her life, she finished degrees in geography and oceanography in only three years. Then it was off on another adventure — this time to New Zealand, where she had heard someone was trying to put together a team for the 2001-02 Volvo Ocean Race.

The rumor turned out to be just that — little more than talk. But as always, lemons turned to lemonade when Ashley hooked up with Dawn Riley's



Ashley Perrin.

## — AN UNREQUITED DREAM



**'Astra', Mary Coleman's dark blue Farr 40, is just one of the local Bay boats Ashley sails with regularly.**

AmericaTrue syndicate, which was in Auckland campaigning for the 2000 America's Cup. Ashley was offered a job at the organization's San Francisco headquarters, so she returned to her childhood stomping grounds to devote the next 18 months to pursuing another VOR opportunity, this time a co-ed youth team under the AmericaTrue banner.

This involved calling on many of her sailing friends — including MacArthur, whom she met during high school when both were looking for sponsors for their sailing exploits. Ellen (who had recently catapulted to fame following her performance in the 2000 Vendee Globe race) expressed plenty of interest in the Volvo project, but by that time (2002), time was growing short to design and build a boat. In the end, Ashley says, "We looked at other options, but nothing came together."

By this time, with her bank account rapidly dwindling, Ashley picked up some maintenance work on Bay Area race boats. Once her knowledge and skill came to the fore, she was soon in high demand.

It was about this time that the entrepreneurial bug bit her. Realizing that there were only so many hours in a day that she could sell her services, Ashley started a company called Ocean Racing. You may recall OR from its clever initial offering — designing and building gear bags from old racing sails. But the overall purpose was much larger.

"I wanted to create a brand around myself to increase my marketability and give me work in the off-season," says Ashley. "I couldn't sell the hours that I was out sailing but I could earn money selling gear bags." The name Ocean Racing perfectly encapsulated everything she was working for — which was

basically working any angle she could to make a living and simultaneously move towards that still-illusive round-the-world goal.

A new door toward that goal opened in 2002 when she joined Bruce Schwab's Around Alone race campaign, *Ocean Planet*, as part of the shore support team. That was a learning experience not only for Ashley, but for Schwab himself, who was sailing the boat.

"None of us had much experience when we went into that program," Schwab says. "But Ashley did a tremendous job of getting the right parts when we needed them and handling logistics."

Ashley looks back on the *Ocean Planet* experience as a perfect showcase of her boating skills and organizational talents — with the icing on the cake being valuable experience in the global ocean racing realm.

Back in the Bay Area, she returned to her company and to sailing. One of her accounts — for whom she both sailed and did maintenance — was Mary Coleman's Farr 40 *Astra*.

"Ashley is just an awesome sailor," Coleman says. "I've never seen anyone more enthusiastic about going up a mast!" And she's not talking just about the 60-ft mast on *Astra*. When Coleman chartered an IACC boat to race on the Bay, Ashley soared to new heights on that 110-ft spar — twice.

"Ashley is incredibly focused and competent," says Mary. "You couldn't ask for a better sailor to have on your boat."

The world beckoned again in 2005. When she heard that the ABN Amro team was fielding applicants for its 'young guns' entry in the 2005-06 Volvo race, Ashley immediately submitted her resumé. One of 80 candidates chosen from the 1,800 resúmes sent in, Ashley took part in crew trials and made it to the semi-finals. Although most would be proud of that result, Ashley felt only frustration. "It was a bit of a nightmare," she says, "I didn't make it far enough."

"Ashley has incredible drive," says *Ocean Planet*'s Schwab, someone who is familiar with the trials and tribulations of chasing a round-the-world dream. He worked more than 10 years and spent every dime he had to finally realize the goal, in the 2003 Around Alone Race, and again in the 2005 Vendee Globe (he made history in the latter by becoming the first American to complete the



# ASHLEY PERRIN

grueling nonstop, singlehanded race). "But what I really admire about her is that she doesn't pretend to be the best at everything — she knows her strengths, and she plays to those strengths."

"I'm not an afterguard kind of sailor," says Ashley. "I'm happy to leave calling laylines or perfect sailtrim to the people who are good at those things. What I offer are solid offshore skills. I have lots of experience out there, and I can fix just about anything that breaks, anytime." Up the mast at 2 a.m.? No problem.

"To win round-the-world races you need both kinds of people — good technical sailors, and those of us who make sure the boat is prepared and will hold together."

While recent disputes with her Ocean Racing business partner have left the company's future in doubt, she's not starving for work on the water. In fact, 2006 was something of a watershed year for Ashley. She was doing boat captain



LATITUDE/RICHARD

**Just hanging around — Ashley goes vertical on the 125-ft 'Pyewacket' mast in 2006.**

or maintenance work for 15 local boats, racing aboard her brother's Moore 24, and even getting in a little sailing back in the UK. (Between May and September, she was only home for 21 days.) But the highlight of last year was doing the bow on Roy Disney's maxZ86 *Pyewacket*.

"Out on the end of a bowsprit doing 18 knots — that's the kind of stuff I like," she says with a sly grin.

Shortly after we spoke to her, Ashley was off to manage *Yeoman 32*, a new Simon Rogers-designed IRC 46 that made its debut in Key West last month. Built in Thailand for current RORC commodore David Aisher, the boat is doing the IRC circuit in the Caribbean and on the East Coast before being shipped to its new home in the UK.

All in all, life is still good on the pointy end. But her focus never strays far from *The Dream*. Later this year, she and a partner are hoping to race doublehanded on the Open 60 circuit in Europe, and perhaps stage a run in the Barcelona World Race in November, if they can drum up enough sponsorship.

"If I don't go offshore for a couple of weeks at least twice a year, I'm a miserable person to live with," she says. "Life is a lot easier out there. No lawyers, no phones. . . That's where I really feel like I'm in my element."

— latitude/ss



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# AWAY TO THE ANDAMANS

After spending one season, December- May, cruising the west coasts of Thailand and Malaysia aboard our Spencer 51 *Feel Free*, Liz and I found ourselves pondering the pros and cons of sailing to the Andaman Islands of India.

On the plus side, it's only 335 miles from the Surin Islands of Thailand and you are in India, that is, India without the three Ps: pollution, population and poverty. The northeast monsoon season, between December and April, should make it a beam reach there and back, in about 15-20 knots. Located so far offshore, the water visibility and coral reefs should be excellent. With virtu-

ally no commercial fishing in the area, the sport fishing promised to be first rate. Tourism is still in its infancy in the Andamans, ensuring that one needn't share the beaches with hotel guests as is the case in many parts of Thailand and Malaysia.

On the negative side of the ledger, horror stories abound about the hassles brought about by layers of Indian bureaucracy that one must deal with while cruising the Andamans: Port Control, Harbor Master, Navy, Coast Guard, Customs and Immigration. Visas are required in advance,

good for six months in India. But visitors to the Andamans get only one month with no extensions allowed. Visas cost about \$60 USD for most nationalities,

but you can tack on another 25 bucks if your uncle's name is Sam. Port and anchorage dues for a month in the Andamans cost us approximately \$70 USD. In return, we received the satisfaction of knowing we help support the very bureaucrats who caused us so much frustration.

In the end, we thought: what's a little bureaucratic hassle? After all, it's character-building, right? So we set

off from the Surin Islands in late January. The promised NE winds of 15 to 20 knots proved to be about half of that, so it took 67 hours to cover the 335 miles, a very comfy 5-knot passage under azure skies by day and starry, starry moonless nights.

Poor management rather than poor luck caused the crew to go fishless for the first two days. Four strikes resulted in two lost lures and no fish. The situation changed for the better within one mile of Invisible Bank, 60 miles east of Port Blair, our port of entry and the capital of the Andaman and Nicobar Islands. There we hooked the first of four

wahoos caught in the Andamans.

We first met 'Big Brother' in the form of Harbour Control on VHF radio at 4 a.m., when we radioed our arrival

and requested to enter the harbour. We were informed that harbour entry was denied at this time and that we could try again after 6 a.m. The tone suggested that permission to enter Port Blair should be considered a privilege and not a right. Eventually we were cleared to the anchorage. After dropping the hook, we

*Our auto rickshaw ride into town was a full-on assault to the senses.*

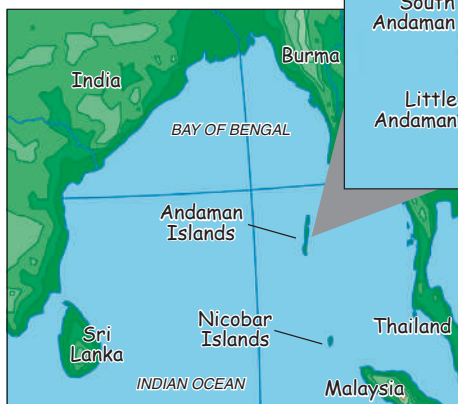
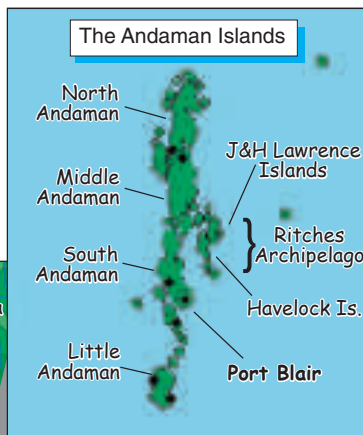
dutifully radioed our GPS position and were informed to call again should we seek permission to re-anchor. Are we in India or North Korea?

The dreaded check-in procedures (which took four days for one unfortunate cruiser) actually proved relatively painless. Two dinghy trips ashore were required to bring two Customs officials



**These Long Island ladies demonstrate their hands-free approach to bringing purchases home from the market. Having good posture is an obvious prerequisite.**

ALL PHOTOS TOM MORKIN & LIZ TOSONI





## — AN OFFBEAT DIVERSION

and then two Immigration officials back to the boat. Unfortunately for the immaculately uniformed officers, they were fairly choppy dinghy rides resulting in "dinghy butts" for all participants. Although I sympathized with the poor guys who had to spend the rest of their working day with soggy and salty butts, if they didn't insist on visiting our boats in our dinghies they wouldn't have to worry about their wet bottoms.

After 30 hours, we were cleared in and entered the time and culture warp that is Port Blair. Rows of Ambassador automobiles last made in the UK in the '50s, but still made in India, lined the ferry terminal along with motorized rickshaws. Our auto rickshaw ride into town was a full-on assault to the senses. Color and noise were the hallmark of Port Blair, a town of about 200,000. No sooner had we climbed into the three-wheeled wonder when the horn started honking, and

**Beautiful Havelock Island — it's not everywhere that you can glance through a portlight and see an elephant bathing in the surf.**



it barely ever stopped as the driver swerved around hordes of people, packs of dogs, herds of goats and Hindu holy cows. It's bovine heaven. I quickly learned the hard way that this was a place to watch your step. Within 30 seconds of leaving the rickshaw I landed in a large, fresh and very slippery holy cow pie. Despite my best efforts to clean the offending flip-flop, I was relegated to remain five paces downwind of my shipmate for some time afterwards.

Nowhere in our travels have we seen such fantastically colorful clothing. To see a gathering of sari-clad women would guarantee seeing all the colors of the rainbow, but shockingly brighter. The married women were decorated with streaks of magenta dye on their hairlines,



**"One photo please!" cried these kids. Since foreigners are a curiosity, Tom and Liz found most of the locals to be warm and friendly.**

red dots and gold ornaments on their foreheads, pierced noses and ears. In many cases, the widespread use of betel nut produced dark red smiles as well as red patches on the roads and sidewalks. The ubiquitous and well stocked fruit and vegetable markets provide a veritable kaleidoscope of colors. Even the heaps of garbage on the street where the cattle and goats rummage offer splashes of color and over time became less and less offensive.

The myriad colors here were set against a backdrop of verdant hillsides which surround Port Blair, under the brilliant cerulean-blue and sun-drenched skies. To be colorblind here would be worse than being deaf at a top-name live jazz concert.

After three days in Port Blair, we were ready for some island time. Havelock Island, 22 miles to windward, was our first stop. The 22-mile beat rewarded us with wahoo number two. Although we had over seven miles of sandy beach along the leeward side of Havelock Island to anchor in, we chose Beach #7 at the northern end. It boasts two eco-resorts and a string of very-low-cost food stalls which serve a variety of Indian dishes along with a concoction of betel nut, lime, chewing tobacco and leaf for those looking for a post-prandial buzz. A fee of 20 rupees (about 50¢) will get you an elephant ride through an incredibly beautiful virginal hardwood forest. Those looking for an even more sedentary pastime can watch the busloads of Indian tourists who flock to this renowned beach to swim in the surf in a most peculiar fashion: fully clad. Bear in mind that for women, that means a *sari* which is about 6 meters long by 1.5 meters wide, plus the undergarments. That's a lot of bathing suit.

Three days were easily taken up snorkeling with 1.5-meter-long hump-headed mauri wrasses, checking out the resident dugong (a marine mammal similar to a manatee), scootering around the gorgeous island, practicing eating without cutlery (everything is finger food in the Andamans), and occasionally sampling varieties of betel nut.

The myriad



# AWAY TO THE ANDAMANS

It was here that we learned the wrong way to catch squid. One afternoon, no fewer than two dozen squid surrounded *Feel Free*. We quickly dropped our newly acquired squid jig in their midst. Immediately we hooked one, and it soon squirted black ink everywhere, so once its ink sac was empty we brought it aboard. Wow, that was easy. Let's do it again. Sure enough we got a strike right away. Our second victim was much bigger than the first and fought for 5 minutes but never released any ink. Must be an inkless squid. So up it came. Big mistake! The second it hit the deck, the ink bomb exploded. Imagine dropping a liter of motor oil on the deck from the spreaders, and imagine that the oil lands on your head en route — you get the picture. The clean up took an hour. We've since learned the trick is to hang a bucket of water over the side and land the squid in the bucket where it should discharge its ink.

The next islands on the itinerary were the uninhabited John Lawrence and Henry Lawrence Islands, which make up part of the Ritchie Archipelago. Wind and waves sculpt the low cliffs which characterize the southern end of both these islands. Elsewhere, mangroves dominate the shores. The resplendent reefs provided coral trout and sweet lips and our first lobster in four years.

We then headed NW to Long Island, just one mile east of Middle Andaman Island. Once a booming lumber town, it has fallen on hard times since the

***On the busy streets of Port Blair, cows — which are sacred according to local beliefs — always have the right of way.***



virtual ban on logging was instituted 10 years ago. Although the village is blessed with two lovely sandy beaches, mangrove shores are the predominant feature of this part of the Andamans. It looks like prime crocodile real estate which explained why, during the three days anchored off the village, we never saw the locals swimming, a fact that went a long way toward persuading us to wet our toes only in the shower, on board.

At Long Island, we were befriended by the Chief of Police/Radio operator, named Dube. He led us on a 12-km hike through tropical rainforest to the famed Lalaji beach. During the hike, Dube told us about the security concerns the Islands faced with their northern neighbor, Myanmar (formerly Burma). We learned how the Burmese can easily slip onto the islands to illegally fish and even log the remote areas. These illegals are often armed and may take extreme measures to avoid capture and deportation. Ironically, on the return portion of our hike, Dube spotted four such Burmese squatters who had taken up residence

***Clockwise from upper left: Port Blair officials — "Nice guys with lousy jobs;" Liz bags a big wahoo; ubiquitous Ambassador autos; laundry day in Port Blair.***

not far from the trail. What to do? There were four of them and three of us, two of whom were just a pair of Canadian tourists who tend to sympathize with underdogs anyway. So Dube confiscated one of the lobster poles and let them off, promising to return with uniformed reinforcements. But at the end of the day, it sure looked like the score was Burmese squatters 1, India 0.

After three days, no diving and no fresh fish, it was island time again. This time, North Button Island was the destination, one of three Button Islands. The effortless nine-mile beam reach in 15 knots was all too short, but long enough to land wahoo #3. Too bad we couldn't have gotten a tuna for a change?

North Button was clearly an "Oh Wow!" kind of place, definitely the prettiest island yet. Glorious reefs rimmed



## — AN OFFBEAT DIVERSION



the entire shore, and snow white, superfine sand punctuated the cream-and-salmon-colored sandstone cliffs, which share the island with dark basalt cliffs and rugged rock formations. To complete the picture, many hues of green rainforest were thickly scattered throughout, often on impossibly steep cliff faces.

Snorkeling on North Button's reef revealed the regular cast of submarine characters. Moray eels, groupers, coral trout, lobsters, rays, sweet lip, and turtles occupied their usual haunts on or near the bottom, and in or close to their wet lairs. Meanwhile, their less reclusive neighbors, the parrotfish, surgeon fish, trevally jacks, Moorish idols and angel fish nonchalantly ambled by as we awestruck but aquatically challenged humanoids fumbled along in our blissful manner.

It was here during a sundowner gathering that we learned of the death of two hapless Indian fishermen a week earlier, who were speared to death on

Sentinel Island, 30 miles west of our anchorage. The news was reported by the international press mainly because the indigenous Jarawa people, who occupy 80% of the west coast of the Andaman Islands, also repelled with spears and bows and arrows the first detachment of police who were dispatched to the island to recover the bodies. Only when the military arrived did the Jarawa retreat into the forest and the bodies could be recovered.

To prevent such events, large parts of the western side of the Andamans and 100% of the Nicobar Islands are off limits to foreigners and Indians alike. To the credit of the Indian government, these tribal people were not and are not pressured into assimilating into the modern world. It is one of a very few places on earth where the indigenous people are protected by the government from the encroachment of modern society.

The area south and west of Port Blair was next on the agenda. Like most of the visiting yachties, we made two critical mistakes for our trip south. First, we mistakenly assumed that when we submitted our mandatory itinerary with the Harbor Master and he approved it, we thought we were good to go. Wrong-o! What we didn't know and what he didn't tell us was that permits from both the Forestry Dept. and Parks Dept. were required for the choicest of the island anchorages in this part of the Andamans. Furthermore, wading through two bureaucracies to procure the permits takes up to two full days and about \$100, as our friends later found out. To make matters worse, they were shocked to learn that, after all the hassle of getting permits, they realized the permits were stamped "no snorkeling" and there was no landing ashore! Good grief, why did they think we wanted to visit these places? They just don't get it!

In our case, ignorance was bliss, as it was only after visiting a couple of these anchorages that we learned we were 'outlaw cruisers'. Our first hint that something was amiss came while snorkeling on the reef in Middle Cinque anchorage, when we were twice buzzed by a Navy fixed-wing airplane. This didn't come as a complete surprise since friends on *Shazam* reported that during their stay on Cinque,

on two occasions a helicopter hovered so close to their boat they had spray coming into their cockpit.

After three hours anchored here, in surely the most beautiful islands in all of India, we wondered why there were

*After three hours anchored here, in surely the most beautiful islands in all of India, we wondered why there were no people on shore.*

no people on shore or any place around us. Up came the hook and we headed west to the west side of Rutland Island. 30 minutes out of Cinque. While beam reaching at 6.5 knots in 20 knots with only the jib unfurled, we were intercepted by an Indian warship, and were promptly informed that a RIB would be deployed and a boarding dispatched to view our non-existent permits.

What followed was a comedy of errors that could have come out of an episode of *The Keystone Cops*. After taking over 45 minutes to launch the navy inflatable, their outboard repeatedly died en route to *Feel Free*. Fortunately for us the mother ship got preoccupied with rescuing the dinghy crew and sent us on our way.

**"Taxi, anyone?" Talk about reliable transportation! You may have to feed him, but he never needs new tires or brakes.**





# AWAY TO THE ANDAMANS

After our close call we realized that without proper permits, we'd best limit our stops to those places that were clearly legal, and pass by those whose status was questionable. As we sailed past the idyllic Twin Islands, Red Skin Island, Malaya and countless others which show no sign of human activity, we realized how successful the office-bound bureaucrats had been in ensuring no one enjoyed these remote and pristine island paradises.

Harboring more than a modicum of bitterness, we thought 'the hell with it' and headed back to Port Blair to begin what was to be an agonizing three-day process to check out and head back to Thailand.

So, after a month in the Andamans, could we recommend it as a cruising ground? Yes, but a qualified yes. Certainly the 350 miles from Thailand are easy miles; the line fishing and spear fishing were the best we've encountered since Papua New Guinea; the anchorages are many and secure; the reefs are untouched and vital; the water visibility is



*Tom, who's become an avid fisherman during his many years of cruising, would have preferred a wahoo, but he settled for this baracuda.*

good, but not great; the locals are warm and welcoming and many speak English well, and the cost of living is low.

As for the negative side, I'm sure you can guess. They both begin with 'B': bureaucracy and 'big brotherism'. Unfortunately, neither problem is going to

change any time soon. Maybe, since the Indian population is over one billion, a gigantic bureaucracy helps keep some of them employed. The officials themselves are incredibly polite and often apologetic about the inefficiency of the system. As for the big brotherism, because Myanmar is their closest neighbor, it's understandable that security would be an issue for the military. However, that only goes so far to explain why the Indians seem bent on aggravating those they wish to welcome. During our time away from Port Blair, we experienced almost daily surveillance by fixed-wing aircraft or helicopters, we had three boardings by the Coast Guard, as well as one botched boarding by the Navy.

There is a certain comedic, Kafkaesque aspect to all the rules and regulations. Still, most cruisers recognize this and learn to sit back and appreciate the sheer absurdity of it all, not letting it interfere with the tremendous cruising experience most have in the Andamans.

So, would we go back? Absolutely. On a scale of 1 to 10, the Andamans get a solid 8!

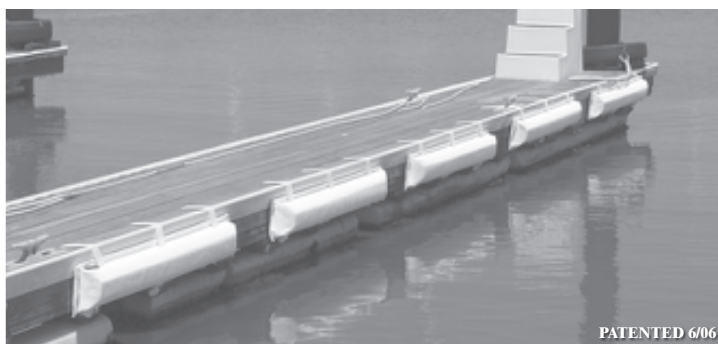
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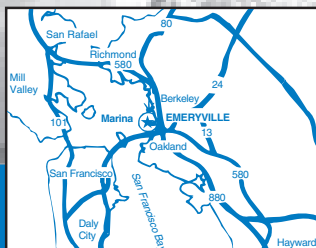
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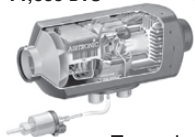
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# PROJECT

With the New Year comes new beginnings — in this case, several new boats which will be sailing in local fleets this year. That's 'new' in the sense of 'renewed' — rundown boats brought back to life by a caring hand (and usually a hefty wallet).

We ran across these particular boats in the process of covering other events last summer, and kept the phone numbers handy for a rainy day. Well, that rainy day arrived last month and we got on the horn with three different owners to discuss the whys and wherefores of the project boats they were putting together. Here's what we found out.

## Number One Priority

Brendan Busch has been sailing *Attack from Mars* in the local Express 27 fleet for several years. Awhile back, he really wanted to elevate his program from weekend warrior status to a serious racing team. He already sailed with some great people, so the main focus of the 'makeover' was the boat. His plan: get another Express to sail, then pull *Attack* out of the water to undergo some intensive upgrading and refinement.

What he found about 18 months ago made those plans crash-jibe and head off in an entirely new direction: up for grabs was Express 27 hull #1 — the very first production boat to roll out the door of the fledgling Pacific Boats shop in Santa Cruz in July of 1981. It was originally named *Boojum* and owned by Junior Morgan. When Brendan found the boat it was named *Attitude Adjustment* and was owned by Soren and Liga Hoy. The Hoys had started to do with #1 exactly what Busch had intended to do to *Attack* — they had restored and modernized the boat from the deck up, but had not done anything yet with the hull or interior. Having half the job already done, plus the coolness factor of the boat's lineage, instantly changed Brendan's priorities: he bought the boat and concentrated his energies on completing her restoration, while relegating *Attack From Mars* to 'interim boat' status. He has since sold the latter boat.

Brendan spent a year working on #1 — which he named *Get Happy!!* — in his backyard in La Honda, refurbishing both her interior (the boat is the only Express to feature mahogany plywood in the interior rather than the lighter-colored occume used in most other Santa Cruz ultralights of the day) and exterior.

Among the 'repairs' he made were undoing a few extra features that had been added during the boat's strange od-

yssey to England in the early '90s. She raced there for a few years, during which time the owner made several changes to the boat to make her more rating friendly. These included a whole new set of oddly cut sails and the addition of a bunch of weight in the boat — in the form of a huge bank of batteries.

Brendan removed the shelf where the batteries had been stored, and fortunately inherited a bunch of nice class-legal sails from the Hoys, who were the ones who had brought the boat back across the pond to California.

Brendan gives a lot of credit to Ron Moore for his help in the stretch run to finish the boat by deadline: he wanted her done in time to sail in the Express 27 Nationals which began at the end of September. He made it with a week to spare, and spent that week shaking her down

at the pre-Nationals regatta where, in a few days, big breeze tried to undo everything he had spent a year

putting together. "All hell broke loose, along with parts of the boat," he laughs. "We tore a spinnaker, broke the pole, put the masthead in the water — and found all the standing rigging nearly unscrewed before limping home and missing the last race."



*"All hell broke loose, along with parts of the boat."*



The damage was repaired by the time the important races started, and Brendan and his crew completed the Cinderella tale by sailing ol' number one to a Nationals victory over 18 other boats.

## Nice Folks

It's hard to imagine a boat closer to oblivion than Folkboat #3186. Built in Sweden in 1948, the 25-ft sloop had made its way to San Francisco where it sailed with the local fleet in the early

# BOATS



WWW.EXPRESS27.ORG



ALL PHOTOS COURTESY BRENDAN BUSCH EXCEPT AS NOTED

*Left above and spread, before and after interior photos of 'Get Happy!!' Above right, 'Get Happy!!' (sail #1) at the E-27 Nationals last year. Right, on the hard. Near left, carbon fiber backing plates are pretty trick. Middle left, Brendan Busch.*

'60s. When it sold, the new owner moved it to Lake Tahoe. After a few years, it sold again, and the new owner moved it to Lake Pond Oreille, in Northern Idaho. Sometime in the late '60s, the boat was tucked inside a shed on the lake when the shed collapsed, ripping a 3-ft chunk out of the bow and sinking her.

She was underwater for 10 years.

In the mid-'70s, someone recognized the boat under all the rubble as a Folkboat, raised her and hauled her. For the next 30 years, she sat out of the water, looking, if anything, sorrier than when she sank.

Enter Jim Conachen, one of the best things to happen to Folkboats since Dacron sails.

Jim and his wife, who learned to sail in 2001, spotted the Folkboat during a sailing outing on Lake Pond Oreille. When they docked and walked over to ask about the old woodie, the property owner said, "If you want it, get it out of here — but you can't burn it; you have to fix it." Jim agreed, showed up with a truck and trailer and within a week or so



# PROJECT

it was in his driveway and his wife was barely speaking to him.

At that point, Jim's business was doing well. He was originally a local cabinet maker whose hobby was building model airplanes. But when 9/11 happened, he started getting calls from various government agencies about building drone aircraft (used for reconnaissance and testing equipment). Within a few months, he hung a new shingle outside the shop — Air and Sea Composites, Inc.

After a few years of building drones, he had amassed a good deal of experience working with both wood and fiberglass, so a boat didn't seem like a big deal, even a boat in as grim condition as 3186. Besides, it looked like fun.

As you can witness if you visit his website ([www.airandseacomposites.com](http://www.airandseacomposites.com)) and click on 'Folkboat Lena' (which is what he named her), Jim did an amazing job, transforming the half-dead hulk back into a sailing boat in only 7 months of working on her part-time. Part of the process included long phone calls (and a few plane trips) to the San Francisco area Folkboat fleet for information. The boat was relaunched last May, his wife has forgiven him and *Lena* draws a crowd wherever she sails on the lake.

Jim draws something of a crowd himself these days. Once Bay Area Folkboaters saw the results of his work — and heard he would be interested in other restoration projects — it wasn't long before some local Folkboats started migrating north. The first was *Windy*, US-75, a four-time season champion (1964 through 1966 and again in 1993) which had fallen on hard times. The next was *Drabaten*, US-59, another veteran of the local racing fleet. The latter basically needed to be gussied up. The former needed an extensive restoration similar to that of *Lena*.

And that's how Jim started easing out of the drone-building business and into boat repair. "I've got one guy working on drones right now, and three working



on boats," he says. It helps that he lives near a Mennonite community — "and all these guys are very skilled woodworkers." It also helps that a couple of them are former shipwrights from the Puget Sound area wanting to get back into boat repair.

The breathtaking work evident in photos of all three boats on his website indicate that Jim is really onto something. And he's loving every minute of it. In fact, he's loving everything about the sailing life. Not to get ahead of ourselves, but his most recent acquisition is a Kettenberg 46 PCC, which he's planning to restore

with an eye toward going cruising in a few years.

For now, though, Folkboats are the ticket. In addition to the willing workforce, Jim has easy access to much of the wood he needs. Many of the Folkboats were planked with larch, for example. Since larch also grows in Idaho, he says all he has to do is put in a call to the local mill and in a few days, they drop off the wood — all nicely kiln dried — that he's ordered.

With a good labor force and most materials quickly available, he figures he's pretty competitive pricewise. That's important because at this point in time, he's paying restoration costs himself. The San Francisco Folkboat Fleet is doing their part by finding and referring buyers to him so the boats can return to the Bay. "I've gotten to where I have a rough

*"If you want it, get it out of here — but you can't burn it, you have to fix it."*





*Outtakes from Idaho. Above, a finished 'Lena' gleams next to a forlorn-looking 'Windy'. Right, 'Windy' soon after arrival. Near left, ever wonder what 40 years worth of paint weighs? This pile stripped from 'Windy' tipped the scales at almost 100 pounds, not including the cans. Far left, Jim Conachen sails 'Lena' on Lake Pond Oreille. Above left (opposite page) 'Lena' when she arrived at Jim's shop after sinking and sitting for four decades. (All photos courtesy Jim Conachen.)*



idea of what it will cost to repair a boat," says Jim. "If we do a pre-purchase agreement, I'll guarantee that price." That's how *Drabaten* sold. *Windy*, which needed quite a bit more work, has not sold yet. But Jim has kept a careful record of time and materials and says he'll give any potential buyer a fair price.

There are more Folkboats in Jim's future — and not just for repair. He and his wife have the sailing bug bigtime now, and in particular the Folkboat bug. While

*Lena* will stay on the lake near home. Jim has already sailed in a couple of races on the Bay on Chris Herrmann's *Thea*, and now plans to fly down and crew with Chris and others for the Folkboat's WBRA season races this summer. He says he'll crew for other people until he figures out how the ebbs and floods work — "We don't have those in Idaho" — and may then try skippering his own boat here.

He is also looking forward to the San Francisco Cup in September. This is an international event where Folkboaters come to the Bay from Sweden, Denmark,

Germany, England, Finland and the Netherlands for a week of friendly competition. Twenty to 25 boats are expected to attend, with the local fleet providing boats to their foreign brethren. Jim plans to provide at least one of those boats.

For more information on the regatta and links to Jim's projects, go to [www.sfbayfolkboats.org](http://www.sfbayfolkboats.org).

### Cruisin' in the Jag

Much of the sailing Keith Rarick has been doing in the last decade or so has been on big boats — mostly Sydney 38s, for which he is the Bay Area rep. But he's also done a bunch of racing with the local



# PROJECT BOATS

Columbia 5.5 fleet — in particular Bill Colombo and his *Maverik* guys. Keith came to like the lithe 33-footers enough that, awhile back, he started looking around for one of his own. And he was okay about it needing a bit of work.

He found an ideal candidate in Alabama, of all places. The boat was definitely in a state of disrepair, but it had a new, faired epoxy bottom on it, and the price was right: "All I needed to do was come up with a trailer and I could haul it



away — for free," recalls Keith. But the logistics never fell into place.

Then he was over at Nelson's yard one day and spotted *Jaguar*. Chris Corlett's former boat (with its name-appropriate British Racing Green hull) had been on hiatus from racing for a few years and needed a good sprucing up. A deal was struck last winter and Keith, his girlfriend Cathy Erbland and friend/crewman Greg Nelsen set to work on the boat. Corlett had also put a nice faired epoxy bottom on the boat, so the main repairs were replacing and retabbing a few bulkheads that were getting soft. Their 'due date' to have her back in the water was the Columbia 5.5 Nationals on July 8-9.

If you read our coverage of that event in the August issue, you will know they kinda almost made it. They splashed the boat on the

Fourth of July, but ran into problems running new lines and putting deck hardware back on — "No matter what you're putting on, you never have the right size screws," says Keith, echoing the lament of anyone who's ever restored

*"No matter what you're putting on, you never have the right size screws."*



**Year of the cat — top, Columbia 5.5s in action at last year's Nationals. Above and right, bulkhead surgery in progress during *Jaguar's* restoration. Left, Keith Rarick and Cathy Erbland have lots to smile about now that the *Jag* is ready to prow!**

a boat. Even with the help of crewman Peter Aschwanden, they couldn't have the boat ready for racing by Saturday. But by working like rented mules until midnight Saturday night and literally drilling and attaching the last few bits and pieces during the tow out to

the starting line Sunday morning, they actually did get in two races that day. "We beat one boat the first race and were dead last

the second," says Keith.

Needless to say, things have gotten better since then. Keith and Cathy (his regular crew along with an ever-changing third person) have taken the boat out once or twice a month — including for

OYC's Sunday Brunch Series. They have her controls pretty much sorted out, and are currently finishing up a few last minute details. They plan to race the boat in the fleet's upcoming season, and hope to do just a tad better at the '07 Nationals than they did last time.

For what it's worth, no one could be more pleased about this boat's revival than former owner Corlett. "My son grew up sailing with me on



this boat (in fact, Jesse Corlett gave *Jaguar* its name), so it was important to me that it go to someone who would take care of it and keep it sailing. That's why I'm really happy Keith ended up with it."

For more on the local San Francisco and Stockton 5.5 fleets, log onto [www.5.5class.org](http://www.5.5class.org).

— **latitude/jr**

*If you know of an interesting sailboat restoration project, please drop an email with the particulars to [johnr@latitude38.com](mailto:johnr@latitude38.com) and we'll file it away for the next rainy day.*

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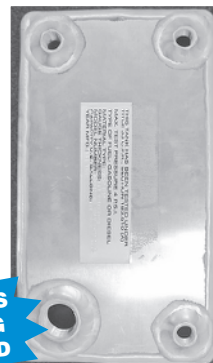


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# DEAR MAX EBB

Dear Max,

Every one of my boyfriends has turned out to be an alcoholic, and I am beginning to think that this might have something to do with the fact that I go to bars to meet guys. I am kind of shy, but I am determined to have a new boyfriend by Valentine's Day. I'm thinking that a sailor would probably have a healthier lifestyle. I don't have a boat and I can't afford to join a yacht club. How can I break into this world of yachting?

Outside the Loop

Outside,

You don't need to own a boat or join a yacht club to get involved with sailboats, yacht clubs and all the related socializing. Although it may be hard to get invited out for a daysail or a cruise, racers are always looking for crew, and racers don't have the luxury of limiting their guest list to their friends. Racers take strangers out as race crew all the time — so, even though it sounds paradoxical, there are many more opportunities for beginners in racing than in cruising or daysailing. You need to start by checking out the weekday evening races that most yacht clubs sponsor, and don't let the phrase "beer can races" put you off. There is a crew position called "sandbag" that requires no specialized skills except sitting on the high side and ducking out of the way of the boom. Bring some fancy snacks to share — it will improve your odds of finding a good ride.

Lee Helm here. Give up on the big boats for now. Max left out the best ways to meet young and athletic sailors: Small boats, not big ones. The people who windsurf are especially awesome human specimens — I mean, I've never seen a windsurfer who was, like, overweight. Kayakers can also be pretty buff, relatively speaking, even the older ones, if that's the demographic you fit in. The most important thing about windsurfing or kayaking is to make sure you get the kind of wetsuit with a zipper up the back that you can't quite reach by yourself. Best line for making new friends at the rigging area: "Can you zip me up?"

Dear Max,

My divorce was final two years ago and I feel I'm ready to move on. I just took delivery of my brand new 48-ft custom yacht and am planning on leaving the Bay in three years on an extended cruise

but I don't really want to do it alone. Sure, I could hire crew or get some off a crew list, but I'd rather have a partner of the female persuasion who won't jump ship after the first rough patch. Unfortunately, it's tough to meet eligible women in my middle-age range who share my dream of cruising. Any ideas?

Cuddly Cruiser

Cuddly Cruiser,

The sailing world is full of eligible women with the dream of cruising, but they don't come without a history. What works in your favor is that, at 48 feet, your boat is big enough for a family. So if you think you will enjoy cruising with a mate who comes with a kid or two, your options are almost limitless. I suggest volunteering at the junior sailing program run by your local yacht club or community sailing center to meet the ideal single mom. Or you could participate in one of those use-your-boat-for-some-public-good programs, where you bring the boat and the organization sets up the events. Santa Rosa Junior College just started a sailing club, for example, and they rely on the owners of large boats for their outings. You might even meet someone who exceeds your specs by a wide margin.

Dear Max Ebb,

My husband thinks we should sell our house, quit our jobs, buy a bigger boat and cruise to the South Seas. I'm ready to start having kids and build the nest. How can I convince him that cruising is not the paradise he thinks it will be, and that we should do it after the kids are grown up?

Nesting

Nesting,

Stop! You're both right! Go cruising and have kids. Lots of people say that cruising with young children is the best way to do it: Kids open doors everywhere, break the ice with the

locals and give you a new window on the world through their eyes. Don't worry about school — with just a little home-schooling effort they'll come out way more educated than the average public school kids. Sure, it changes your in-port social program a little, but the truth is, if you've been to one margarita party on the beach,

Valentine's Day is right around the corner — do you have your love affairs figured out?



you've been to them all.

Dear Max Ebb,

There's this really cute instructor at the sailing club and I've taken a couple of lessons from him, but I can't figure out if he's interested in me or not. Lessons at this club always include three students and one instructor in each boat. I think he's giving me extra attention but I can't tell if it's because he likes me or because he thinks I'm a difficult student. I'm afraid it will turn him off if I act too forward, especially on a crowded boat.

Smitten Kitten

**"Every one of my boyfriends has turned out to be an alcoholic."**

## — LONELY HALYARD CLUB



LATITUDE / LADONNA

Smitten,

Take some more lessons from him, especially when the wind is up. There will be plenty of casual body contact with both of you hiking out in a small crowded boat, and the tactile signals will be hard to miss even through foul weather gear and inner layers of insulation.

Lee here. Max missed the best trick of all. If you really want to get this guy's attention, take a lesson from him on a windy day and have an 'accidental' capsize. But don't act helpless — know how to right the boat. Beat him onto the centerboard if you can. This works better

if the weather is warm and you're, like, wearing something clingy. Maybe you can even get away with 'forgetting' to put on your lifejacket (but be sure to do this reasonably close to the dock and make sure the rescue skiff is working — just in case). If that doesn't get his attention, then it's a lost cause.

Dear Lee Helm,

I usually do pretty well meeting new women by inviting them to come down to see my boat. But this latest girlfriend has her own boat, and it's almost exactly the same as mine. She wants to sail on her boat at least as often as she'll come out on mine, and now we keep finding tools,

clothes, charts, you-name-it left on one boat when we need them on the other. I want to keep my boat and she wants to keep hers, so how do we decide which one to sell?

One Boat Too Many

One Boat,

Finally, someone who has the sense to ask me first. I think you should keep both boats, but use one only for racing and the other only for cruising. That will make it easier to decide what gear stays on which boat, and also make it easier to agree on how to manage each boat. Sharing the cabin of a cruising boat is like sharing a bedroom and bath, and it's smaller than



# DEAR MAX EBB

just your bathroom at home. One of you should be in charge of the cruising cabin. The other one should be in charge of the race boat, but note that race boat partnerships usually run a lot smoother because the purpose of a race boat is more clearly defined and it's easier to set priorities.

Dear Max

I don't really want to sail dinghies anymore.

I'm an adult and I like big boats. Also, I confess that my ulterior motive is to meet someone nice, and I confess further that my more-ulterior motive is to meet someone nice who can afford to own a big boat. Do you think joining the yacht club would be good strategy for me?

30-ish Single Female

30-ish,

Most yacht clubs are eager to sign up new members of all ages. Call to find out who the membership chair of the yacht club is, and talk to them about attend-

ing the next dinner meeting to find out about the club. On the other hand, you might find a somewhat younger crowd at one of the commercial sailing schools.

These operations usually have "club" in their name, but the fact that they own or lease a fleet of boats and give structured lessons for profit sets them

apart from actual yacht clubs.

Lee here again. Max, give her a break. If she goes to a yacht club dinner meeting she will most likely be sitting at a table full of people old enough to be her parents. Maybe even her grandparents. Those yuppie sailing schools are okay, but the 'beer can' races at the yacht club will be her best bet. Lots of yacht club activity is available to the crew on those boats, even without joining the club. Of course, she'll probably fall for some impoverished

sailing bum instead of the rich yachtie she has in mind.

Hey Max,

I'm a young, buff surfer dude and I just bought my first sailboat: a totally kickin' 25-footer that I'm going to sail around the world next year. Problem is, I've noticed a serious lack of hotties interested in joining me on my adventure of a lifetime. It's totally bogus, brah. From one dude to another, where can I meet some cool sailor-chicks who might want to come along for the ride?

Betty-less in the Bay

Betty-less dude,

You need to expand your social network, and a yacht club might be a good way to do this. Lee is right when she advises to stay away from the dinner meeting and cruiser crowd, but you might cross tacks with an adventurous mate among the racing crew.

Lee here. Sheesh, there goes Max with that big-boat stuff again. Hang with the

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# — LONELY HALYARD CLUB

kitesurfers or the windsurfers — they are water addicts and don't mind a little danger. Or those kayakers who go on week-long camping trips, because they can share a personal space that's smaller than a tent. But like, they're mostly guys. The ratio is much better in the world of outriggers and dragon boats, even though the adventure coefficient is a little lower. The secret is that most of the local dragon boat teams actually have more women than men, but like, they don't know much about boats or seapersonship. When you find your ideal crew you'll still have to teach her how to tie a cleat hitch.

Dear Max Ebb,  
I'm sick and tired of being yelled at during races. Is there a trick to make the skipper just shut up and drive?  
Verbally Abused

Abused,  
Yes, there is a trick, and it will cure just about any skipper of excessive yelling. Get one of those little digital audio

recorders. Plant it in a cockpit locker or under the lazarette hatch before the race. On most boats, the acoustics for recording the skipper's voice track are amazingly good. Send the audio file to the skipper — most of them have no idea how idiotic they sound.

Lee here. Hey, I thought that one was my idea. But, like, if emailing the race tantrum MP3 doesn't work the first time, then bring out the big guns: Play the track at the yacht club bar after the race. Or swipe the guy's shoe phone for a few minutes and install his own screaming as his ring tone.

Dear Max Ebb,  
I'm in the market for a really awesome sailboat. Okay, what I really want is a chick magnet. The only hard requirements are that it has 1) standing head-

room and 2) a big double berth. What kind of boat do you recommend? How big does it need to be?

Soon To Be Magnetic

Magnetic.

There's an old saying with a lot of truth in it: "Women don't lie down in boats they can't stand up in." You'll have to go up to at least 30 feet in length, preferably up to 35, to find a boat with standing headroom, an enclosed head and the right overall proportions to look good at the dock and sail well on the Bay. I suggest

a fractional rig for easy headsail handling, maybe even with a self-tacking jib so your guest doesn't have

to grind jibsheet — and possibly break a nail — on every tack. Obsolete race boats in that size range can be very good buys, and have the look you want. Stay away from old woodies unless they survey really clean and you want to make a career out of maintaining the boat.

Lee here. Max has it all wrong, es-

"What I really want is a chick magnet."

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# DEAR MAX EBB

pecially the part about standing up and lying down. Ask anyone with a small boat who isn't a total dork. For sure you need the big double berth, but some really little boats have a seven-foot-long by six-foot-wide double up front. The problem with the 35-footer is that, unless you are a really experienced sailor who can singlehand a boat that size and make it look easy, you'll probably end up yelling at your crew and there goes the ballgame. Get a small fast boat with no headroom and a big V-berth. Learn to sail it well, and magnetism will happen (if you're not a dork).

Dear Max Ebb,

I put my name on a crew list in a local sailing magazine, and I checked the box that says "looks good in a bikini." This may have been a big mistake. I get lots of invitations to go sailing on some really nice boats, but some of these guys turned out to be real creeps who don't understand that "no" means "no." Sometimes I worry for my own safety. How can I escape from these situations with my dignity intact?

Looking Good

Looking Good,

If they don't back their sails and heave to after a couple of clear hails to that effect, it's time to take action. I suggest you grab the nearest winch handle and toss it over the side — that usually brings 'em up all standing. If he needs more sobering up, snatch blocks and shackles get the float test next — you wouldn't believe how much all that boat jewelry costs. Only, be sure not to throw over the last handle needed to run the engine or furl the jib. And if worse comes to worst, the

*"I'm a surfer and just bought my first boat."*

business end of a winch handle packs quite a wallop.

Lee here. Good one, Max!

Dear Max Ebb,

There is a certain time every month

when I don't want to go sailing, but my boyfriend just doesn't understand. What can I tell him so I can get it through his thick skull that when my hormones are out of balance I'm just not good crew or good company?

Hormone-Ravaged, Sometimes

Hormone-Ravaged,

Get away from that keyboard, Max, this is a girl question.

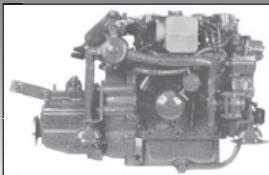
First, don't be too hard on the guy. We have to live with unbalanced sex hormones for a few days every month. But men have to live with unbalanced sex hormones every day of their adult lives. That said, if you follow the advice from your endocrinologist and from the cashier at your health food store, you can make large improvements in this area.

Dear Max Ebb,

I love to sail, but my body type is big, and sailing has proven to be a social wasteland for me. I'm way too young to be a Gen-X, and I'm not really into the Gen-Y scene either. I'm looking for a place where

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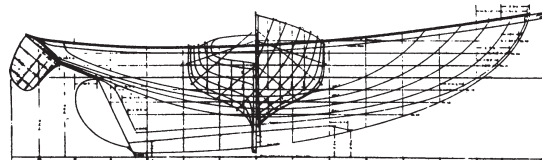
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# — LONELY HALYARD CLUB

I would fit in and be accepted. Any suggestions?

Gen-XXL

Gen-XXL,  
There may be a niche for you in big boat racing, especially in IRC classes that limit the number of crew but don't count actual body weight. On those boats, weight is an asset, not a liability. But you'll need some skill and agility, and, depending on just how many X's are in the name of your generation, you might have to stay away from smaller keelboats with low booms. You could also track yourself into race committee work. They always need volunteer help, and you'll be appreciated by large numbers of sailors.



LATITUDE / LADONNA

**A good day on the water has led to many good days ashore.**

Lee again. What Max proposes might work but it will take a lot of time to train up to where the big boats want you. I think paddling or rowing will be a bet-

ter fit. I suggest a rowing club or a whaleboat or outrigger or dragon boat team. You will find other Gen-XXLs to hang with. And it's, like, really good for you, too.

Dear Max,  
What's the best drink to order at the yacht club bar after a hard day of sailing?  
Tired of Beer and Don't Like Wine

Dear Tired,  
I suggest Irish coffee.

Lee here. Max is right again. The Irish coffee is the best drink because it has one drug from each of the four drug groups: Alcohol, sucrose, caffeine, and nitrous oxide (from the whipped cream can).

— max ebb and lee helm



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# THE RACING

*With reports this month on the **2006 Rolex Yachtsman and Yachtswoman of the Year**; nearly a dozen wind-challenged **midwinter races**; a picture-perfect **Acura Key West Race Week**; and a truly eclectic assortment of **race notes** from the wide world of yachting.*

## Rolex Yachties of the Year

Jud Smith and Paige Railey topped off stellar years on the water with US Sailing's 2006 Rolex Yachtsman and Yachtswoman of the Year honors in early January.

It is Railey's second Rolex in three months. The 19-year-old native of Clearwater, Florida, and St. Francis YC member received a watch with her 2006 ISAF Rolex World Sailor of the Year title in November. (One for each wrist?) A fixture on the Laser Radial scene for more years than she's been able to drive, Paige has been nominated for the top American sailing honor every year since

a substantial lead that secured her the gold medal before the final race of the series. It is a result she hopes to repeat at the Olympic Games next year.

"This was a great year for me," Paige said, "and I'm extremely excited and happy to win this award. It is a huge honor to be chosen by the sailing community and to be included in such elite company."

Railey edged out four other very talented sailors for the award — 2005 Rolex Yachtswoman of the Year Sally Barkow and fellow Laser Radial sailors Anna Tunnicliffe, Claire Dennis, and Sarah Lihan.

For first-time nominee Smith, finding out that he had won the Yachtsman of the Year title was an early 50th birthday



LUTHER CARPENTER

**The best** — Laser Radial star Paige Railey, above, and well-rounded sailor Jud Smith.

2002.

Her hard-fought wins at Semaine Olympique Française in Hyères, France, and the ISAF World Sailing Games in Neusiedl, Austria, no doubt sealed the deal this time around. But, in her opinion, the most important victory was at the Good Luck Beijing-2006 Qingdao International Regatta. It was the first event at the 2008 Olympic Regatta venue and after two sub-par finishes at regattas earlier in the year, her focus going into the Qingdao regatta was to be relaxed. The strategy paid off and she amassed



KEN REID/ROLEX

present. The Marblehead, Massachusetts, sailmaker dominated the Etchells class in 2006 with victories at Lands' End Annapolis NOOD Regatta, Florida State Championship and Acura Miami Race Week. He capped the year with a long-awaited win at the Audi Etchells World Championship in Australia.

The five-time North American champion and four-time Worlds runner-up spent much of 2006 training for the heavy weather expected at the Worlds in Fremantle, and the dedication paid off.



PETER LYONS/LYONSIMAGING.COM

Smith and crew put in a solid regatta to take home the win.

"This award is a by-product of a year that came together well," he says. "It's awesome. I'm astonished and surprised, absolutely excited. I always thought the only way I would win a Rolex was racing at an event. It never entered my mind that I would win one through this award."

In 2006, Jud also helmed a Rhodes 19 to National and East Coast championships and crewed on the class winners at the Rolex Big Boat Series, the Lands' End Chicago NOOD Regatta and the Verve Cup.

He faced world-class competition for the Yachtsman of the Year award. Fellow nominees were 2005-2006 Volvo Ocean Race winning navigator Stan Honey, Star sailor John Dane, small keelboat sailor Greg Fisher, I-14 world champ Howie Hamlin, and Laser-turned-Star campaigner Mark Mendelblatt.



**Legs in — Antrim 27s and Melges 24s get off the starting line in a light and flukey Jack Frost midwinters race.**

### Jack Frost Midwinters

*Dear Wind —*

*The weather is beautiful. Wish you were here.*

In case you haven't noticed, the 2006-2007 winter sailing season has been heavy on the sunshine and light on the breeze — not that we're complaining about the first part. But what about the wind? As one person pointed out recently, it's a great opportunity to practice Long Island racing skills. Great idea — if your schedule includes racing on Long Island Sound this summer.

Whether you see the glass as half-empty or half-full, if there's one thing we can't change — at least not immediately — it's the weather, and so we're left with no choice but to adjust our skills accordingly.

The race committee for the Encinal YC Jack Frost series did just that on January 20, managing to pull off two

short races even though the wind never got above 6 knots.

The sailors were most appreciative of the race committee's efficiency and, likewise, made the best of the conditions they'd been dealt. The 30 boats scooted around the courses set between the Berkeley Pier and Treasure Island in record time and were headed home by 2:30.

PHRF A (< 132) — 1) **Encore**, Cust. Wylie Gemini 30, Andy Hall, 3 points; 2) **Joe's World**, J/80, Joe Carter, 7; 3) **Swamp Donkey**, Express 27, Bill Goldfoos, 8; 4) **Kiri**, J/35, Bob George, 8; 5) **Sheeba**, C&C 99, Mike Quinn, 8. (9 boats)

ANTRIM 27 — 1) **Arch Angel**, Bryce Griffith, 3 points; 2) **Always Friday**, John Liebenberg, 4. (4 boats)

MELGES 24 — 1) **Tinseltown Rebellion**, Cam Lewis, 3 points. (2 boats)

OLSON 25 — 1) **Shadowfax**, Mark Simpson, 3 points; 2) **Clean Sweep**, Tom Nemeth, 3; 3) **Sweetness**, Reubin Rocci, 6. (6 boats)

PHRF B (> 133) — 1) **Lelo Too**, Tartan 30, Emile Carles, 3 points; 2) **Breakthrough**, J/24, Darren Cumming, 2. (4 boats)

### Berkeley YC Midwinters

"Gorgeous! Bright, sunny, just a bit cold, though," was how Bobbi Tosse summed up the January installment of the Berkeley Midwinters.

"But I swear, the wind was everywhere! We started 85 boats in 12 divisions on time, and sent them due north to AOC," the ever-enthusiastic race chair explained. "The wind began shifting just as the third group started and continued left with hardly a pause until, by the last finishers, it was a southerly." Down was the new up.

Five boats ran out of water at AOC and did not finish the race. "Maybe someday we could talk someone into dredging the Circle?" Tosse asked optimistically. "There must be a fortune in winch handles, broken shackles and sun visors down there."

Sunday, not surprisingly, was another gorgeous day. The wind returned to its northerly tendencies and after a brief postponement, the 36 boats were off. Unlike the previous day, the wind direction was consistent for the balance of Sunday's race and all boats finished.

Putting in strong performances over the weekend were two 25-year-old 27-ft boats — Bill Chapman on his Catalina 27 *Latin Lass* with a bullet each day, and Skip McCormack on the chartered Express 27 *Simba* with a second in the one design fleet on Saturday and a first in handicap racing on Sunday.

Chapman — who's dominated the BYC midwinters since they were the MYCO midwinters — and McCormack — who has considerable one design experience but is a rookie Express 27 helmsman — were quick to praise their crews in the challenging conditions.

"It was an absolutely incredible weekend. A little light, but it kept the senses working," said McCormack. "It made for a great tactical race, and, with a lot of luck, we did okay."

### SATURDAY SERIES (1/13):

DIV. A (< 87) — 1) **Advantage 3**, J/105, Pat Benedict; 2) **Sapphire**, Synergy 1000, David Rasmussen; 3) **Mintaka 4**, Farr 38 OSP 14.5, Gerry Brown. (8 boats; all others DNF)

OLSON 30 — 1) **Voodoo Child**, Charles Barry; 2) **Junk Yard Dog**, Ross Groelz; 3) **Corsair**, Don



# THE RACING

Newman; 4) **Stray Cat**, Brian Barger. (7 boats)

DIV. B (90-141) — 1) **Lightning**, Thompson T650, Ben Landon; 2) **No Name**, Ultimate 24, Peter Cook; 3) **Petard**, Farr 36 mod, Keith Buck/Andy Newell; 4) **Baleineau**, Olson 34, Charles Brochard; 5) **Sprit of Elvis**, Santana 35, Lewis Lanier/Martin Cunningham (9 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton/Mark Jones; 2) **Simba**, Skip McCormack; 3) **Freaks on a Leash**, Scott Parker; 4) **Moxie**, Jason Crowson; 5) **Wile E Coyote**, Dan Pruzan; 6) **Peaches**, John Rivlin; 7) **Dianne**, Steve Katzman. (13 boats)

SF 30 — 1) **Takeoff**, Laser 28, Joan Byrne; 2) **Wishful Thinking**, Tartan 10, Lester Gee; 3) **Shameless**, Schumacher 30, George Ellison; 4) **Stink Eye**, Laser 28, Jonathan Gutoff. (8 boats)

ULTIMATE 20 — 1) **UFO**, Trent Watkins; 2) **Breakaway**, John Wolfe. (4 boats)

MOORE 24 — 1) **Moore Havock**, Mark Moore; 2) **Mighty Mouse**, Rusty Canada/Tim Russell; 3) **Twoirrational**, Tony Chargin/Bob Burleson; 4) **FlyingTiger**, Vaughn Seifers. (8 boats)

OLSON 25 — 1) **Synchronicity**, Steve Smith; 2) **Clean Sweep**, Tom Nemeth; 3) **Intrepid**, David Russell; 4) **Sweetness**, Rocci/Nescin. (7 boats)

DIV. C (144-168) — 1) **Loose Lips**, Merit 25, Phill Mai; 2) **Chesapeake**, Merit 25, James Fair; 3) **El Gavilan**, Hawkfarm, The Nashes. (5 boats)

J/24 — 1) **TMC Racing**, Mike Whitfield; 2) **Little Wing**, Luther Strayer; 3) **Frogflips**, Richard Stockdale; 4) **Phantom**, John Gulliford. (7 boats)

DIV. D — 1) **Latin Lass**, Catalina 27, Bill Chapman; 2) **Harry**, Newport 30, Dick Aronoff; 3) **Lelo Too**, Tartan 30, Emile Carles; 4) **Topgallant**, Newport 30, Jim Lindsey. (8 boats)

## SUNDAY SERIES (1/14):

DIV. I (< 99) — 1) **Junk Yard Dog**, Olson 30, Ross Groelz; 2) **Hoot**, Olson 30, Andrew Macfie; 3) **Chinook**, J/105, James E. Duffy; 4) **Wraith**, Olson 30, Ray & Craig Wilson. (8 boats)

DIV. II (102-144) — 1) **Simba**, Express 27, Skip McCormack; 2) **Ergo**, Express 27, Chris Gage; 3) **Bob's**, Express 27, Mike Hearn; 4) **Dianne**, Express 27, Steve Katzman. (7 boats)

ULTIMATE 20 — 1) **Too Tuff**, Mark Englehardt; 2) **Mo-Jo**, John Todd. (3 boats)

DIV. III (147-168) — 1) **Predator**, Hawkfarm, Jim Wheeler; 2) **Chesapeake**, Merit 25, James Fair; 3) **Challenger**, Merit 25, Douglas Chew; 4) **Synchronicity**, Olson 25, Steve Smith. (8 boats)

DIV. IV (>171) — 1) **Latin Lass**, Catalina 27, Bill Chapman; 2) **Antares**, IS 30-2, Larry Telford; 3) **Tappa Piccolo**, Cal 20, David Bacci. (7 boats)

CATALINA 22 — 1) **Crisaidh**, Greg Rohde; 2) **No Cat Hare**, Donald Hare. (4 boats)

## Sausalito Midwinters

Thirty-six boats came out for the Sausalito Midwinters January 7.

It was the same story we've come to know so well this winter — a diminishing breeze and an increasingly adverse

current combined to make tricky sailing conditions that rewarded the patient souls.

After rounding Knox as the weather mark, the westerly lightened even more. What was supposed to be a run to the leeward mark (a temporary replacement buoy at Yellow Bluff) became a beam reach and Gary Redelberger's *Racer X* and Scooter Simmons's *Blackhawk* did horizon jobs on the Division A-Low and J/105 fleets, respectively — and temporarily.

"Right before they rounded the mark, *Racer X* and *Blackhawk* looked as though they were having transmission problems," observed PRO Jeff Zarwell. For every two steps they took forward, they took another two steps back. "Being the gentlemen racers they are, this allowed not only their own fleets, but *all* the fleets, to catch up with them. Very sportsman-like."

Everyone sat in the hole together — some at anchor — until the southwesterly breeze came back. Gary Redelberger's *Racer X* was the first to crawl out of the parking lot. Amazingly, all of the other boats finished soon after.

J/105 — 1) **Streaker**, Ron Anderson; 2) **Blackhawk**, Scooter Simmons; 3) **Jose Cuervo**, Sam Hock. (6 boats)

DIV. A-LOW (< 99) — 1) **Racer X**, Farr 36 OD, Gary Redelberger; 2) **Origami**, Corsair 24, Ross Stein/Bill Pace; 3) **Great Sensation**, 1D-35, Gary Fanger. (6 boats)

DIV. A-HIGH (> 102) — 1) **Lynx**, Wylie Cat 30, Steve Overto/Jim Plumley; 2) **Gammon**, Tartan 10, Jeff Hunter; 3) **Chorus**, Kettenburg 38, Peter English; 4) **Trasher**, Merit 25, Harriet Lehmann. (8 boats)

DIV. C (non-Spin < 199) — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **After Math**, Schumacher 28, Dick Horn; 3) **Roxanne**, Tartan 30, Charles James; 4) **Roebot**, Catalina 30, Rod Decker; 5) **French Kiss**, Beneteau 350, Dave Beaton. (10 boats)

DIV. D (non-Spin > 202) — 1) **Zingaro**, Santana



CHRISTINE WEAVER



22, Dylan & Rusty Skerrett; 2) **Elaine**, Santana 22, Pat Broderick; 3) **Inshallah**, Santana 22, Shirley Bates. (6 boats)

## Miscellaneous Midwinter Mayhem

More delightfully sunny days, more agonizingly light winds, more persevering sailors, more midwinter results.

## GOLDEN GATE YC (1/6):

PHRF 1 (< 54) — 1) **Racer X**, Farr 36 OD, Gary Redelberger; 2) **Kokopelli**, Santa Cruz 52, Lani & Scott Spund; 3) **Summer Moon**, Synergy



LATITUDE/SUTTER



LATITUDE/SUTTER



ALL PHOTOS PETER LYONS/LYONSIMAGING.COM EXCEPT AS NOTED

1000, Josh Grass; 4) **Q**, Schumacher 40, Glenn Isaacson; 5) **Quiver**, N/M 36 Mod, Jeff McCord; 6) **Howl**, Sydney 38, Peter Krueger; 7) **Merlin**, Melges 32, Richard Courcier; 8) **Sand Dollar**, Mumm 30, Erich Bauer; 9) **Astra**, Farr 40, Mary Coleman. (17 boats)

PHRF 2 (55-99) — 1) **Yucca**, 8-Meter, Hank Easom; 2) **Razzberries**, Olson 34, Bruce Nesbit; 3) **Cirque**, Beneteau 42s, Louis Kruk; 4) **Tupelo Honey**, Elan 40, Gerard Sheridan. (8 boats)

PHRF 3 (100-155) — 1) **Lilith**, Wylie Cat 39, Karin & Tim Knowles; 2) **Arcadia**, Santana 27 mod, Gordie Nash; 3) **Uno**, Wylie Cat 30, Steve Wonner.

**Midwinter madness — No matter the weekend or the venue, you found light wind and close tactical racing everywhere you looked.**

(13 boats; all others DNF)

PHRF 4 (> 156) — 1) **Straitjacket**, Pocket Rocket, Ben Haket; 2) **Crazy Jane**, Thunderbird, Doug Carroll. (3 boats)

CATALINA 34 — 1) **Crew's Nest**, Ray Irvine; 2) **Mottley**, Chris Owen; 3) **Queimada**, David Sanner. (6 boats)

KNARR — 1) **Narcissus**, John Jenkins; 2) **St. Bertram**, Chris Andersen/Gregg Morrison; 3) **Knarr 134**, J. Eric Gray; 4) **Pegasus**, Peter Noonan. (7

boats)

FOLKBOAT — 1) **Thea**, Christopher Herrm; 2) **Nordic Star**, Richard Keldsen. (3 boats)  
Full results — [www.ggyc.org](http://www.ggyc.org)

**SOUTH BAY YRA (Oyster Point YC, 1/6):**

SPINNAKER — 1) **CL2**, Cal 25, Dylan Benjamin; 2) **Wired**, Choate 27, Larry Westland; 3) **Paradigm**, J/32, Luther Izmirian. (5 boats)

NON-SPINNAKER — 1) **Chablis IV**, Cal 25-2, Dave Few; 2) **Hot Ice**, C&C 110, Mike Haddock. (4 boats)

Full results — <http://sbyra.home.comcast.net/>



# THE RACING

## PERRY CUP #4 (Mercuries, MPYC, 1/6; 3 races):

1) Pax Davis/Dave Morris, 5 points; 2) Doug Baird/Mike Dick, 6; 3) Hal & Anne McCormack, 9; 4) John Hansen/Tony Basso, 15; 5) Skip & Barbara Shapiro, 16. (10 boats)

Full results — [www.merc583.addr.com/sail/](http://www.merc583.addr.com/sail/)

## TIBURON YC (1/13):

DIV. I (< 150) — 1) **E-9**, Moore 24, Lesa Kinney Gutenkust; 2) **Frenzy**, Moore 24, Lon Woodrum; 3) **US 101**, Moore 24, Rudy Salazar. (5 boats)

DIV. II (> 151) — 1) **Red Hawk**, Hawkfarm, Gerry Gunn/John Sullivan; 2) **Galante**, Folkboat, Otto Schreier. (4 boats)

Full results — [www.tyc.org](http://www.tyc.org)

## REGATTAPRO ONE DESIGN (1/6; 2 races):

J/120 — 1) **Desdemona**, Brian Gauny; 2) **Grace Dances**, Dick Swanson; 3) **Jolly Mon**, Chris Chamberlin. (5 boats)

BENETEAU 36.7/40.7 — 1) **Mistral**, 36.7, Ed Durbin. (2 boats; second race abandoned)

J/105 — 1) **Larrikin**, Stuart Taylor; 2) **Lulu**, Don Wieneke; 3) **Risk**, Jon Titchener/Scott Whitney/Jason Woodley; 4) **Jam Session**, Adam Spiegel; 5) **Akula**, Doug Bailey. (9 boats; second race abandoned)

Full results — [www.regattapro.com](http://www.regattapro.com)

## ALAMEDA YC (1/14):

DIV A — 1) **Rascal**, Wilderness 30, Rui Luis; 2) **Vitesse**, Santa Cruz 27, Bart Goodell. (4 boats)

COLUMBIA 5.5 — 1) **Tenacious**, Adam Sadeg; 2) **Maverik**, Bill Colombo; 3) **Alert**, Liem Dao. (6 boats)

DIV C — 1) **Wuvulu**, Islander 30, John New; 2) **Joanna**, Irwin 30, Martin Jemo; 3) **Bewitched**, Merit 25, Lorraine Salmon; 4) **Lelo Too**, Tartan 30, Emile Carles. (7 boats)

DIV D — 1) **Pip Squeak**, Santana 20, Aaron Lee. (2 boats)

DIV E — 1) **Bandido**, Merit 25, George Gurrola; 2) **Flyer**, Peterson 33, John Diegoli. (4 boats)

Full results — [www.alamedayachtclub.org](http://www.alamedayachtclub.org)

## SANTA CRUZ YC (1/20):

CREWED — 1) **O Positive**, Melges 24, Orion Pritchard. (1 boat)

DOUBLEHANDED — 1) **Wild Fire**, Moore 24, Howard Ruderman; 2) **Nobody's Girl**, Moore 24, Sidney Moore. (3 boats)

SANTA CRUZ 27 — 1) **Sumo**, Jim Livingston/Henry Cassidy; 2) **Mistress Quickly**, Larry Weaver; 3) **Magic**, Beat & Magdalena Naef; 4) **Saffron**, Frank Della Corte. (7 boats)

Full results — [www.scy.org](http://www.scy.org)

## **Acura Key West Race Week— Champagne Wishes**

It was champagne sailing at this year's Acura Key West presented by Nautica. Mostly sunny skies, temperatures in the 80s, and winds topping out in the mid-teens — the conditions couldn't



KEN STANEK/ACURA KEY WEST

have been more ideal for the 20th annual winter sailing fest January 15-19.

Unlike past years, there were no dismastings or major storms, and the West Coast contingent was fairly light — just seven Northern California-based crews and a dozen or other sailors made the trek (John Kilroy's Transpac 52 *Samba Pa Ti*, Tom Coates's J/105 *Masquerade*, Rick Wesslund's J/120 *El Ocaso*, Caleb Everett's Melges 32 *Stewball*, Steve Pugh's Melges 24 *Taboo*, and Kristen and Peter Lane sailing his-and-hers chartered Melges 24s).

International entries were at an all-time high, however, and crew lists were peppered with some of the biggest names in the sailing fraternity, making for a virtual Who's Who of international racing: Ernesto Bertarelli, Brad Butterworth, Russell Coutts, Ken Read, Dee Smith, Dave Ullman, to name a few. With all

that fanfare, you could be forgiven for not noticing the Crown Prince of Denmark, who made his first KWRW appearance on his Farr 40 *Nanoq*.

Of course it wasn't just about the celebs. More than 2,000 sailors on 260 boats in 17 fleets on 4 race courses came for strong racing on the water and good parties on land, and no one walked away disappointed.

Coates's *Masquerade* was the only NorCal boat to bring home silver this year, winning the J/105 class for the third straight year. Going into the last day, there was some doubt about whether the *Masqueraders* — Coates and his seasoned crew of Chris Perkins, Steve Marsh, Tim Scherer, Mark Chandler and new recruit Tom Purdy — could pull off a three-peat. They led the 33-boat fleet by 19 points on Wednesday, but a bad start and an unfavorable shift in race 7

**Narrow defeat — Edgar Cato's Farr 60 'Hissar,' with Olympian Morgan Reeser calling tactics, took second in the IRC-1 division at Acura Key West Race Week. The class victory came down to the ninth and final race, in which the lead between 'Hissar' and class winner 'Numbers' changed several times.**



saw that cushion dwindle to 4 points. *Masquerade* rallied in race 9 to take the bullet, edging out Don Wilson's Chicago-based *Convexity* for the fleet title.

"It was our consistency that really paid off," Perkins explained. "This crew has been together for four Key Wests, so we knew what we had to do. When we were practically dead last at the top mark in race 7, we just put our heads down, and got to work. Thankfully, everyone had at least one bad race."

Coates, who maintains identical J/105s on both coasts, was obviously pleased as well. "The competition this year was better than it's ever been," he said. "All the teams are further along on the learning curve. That makes this win even more special than the previous two."

Rick Wesslund's Tiburon-based J/120 *El Ocaso* didn't pull off a repeat of

its 2006 victory in PHRF-2, but did win Acura Boat of the Day honors on Friday for beating class winner *Cash Flow*, a Hadley 40, in an incredibly close race 9. Ultimately, *El Ocaso* finished sixth in its class.

Five classes — the Melges 32, Farr 40, PHRF-2, PHRF-3, and Corsair 28R — were decided before the final day of racing, but the Melges 24 class learned once again that it ain't over till the fat lady sings.

Italian Giovanni Maspero's *Joe Fly* led the 47-boat Melges fleet for most of the week, but things started unravelling quickly on Thursday. A 20th-place finish melted *Joe's* 14-point lead to a mere 5 points over defending fleet champion Dave Ullman on *Pegasus 505*. In the last race, Ullman was over early and *Joe* hit the top mark. With a 12th for Ullman and a 14th for *Joe*, the door was wide open for Italian Riccardo Simoneschi's *Giacomet Audi Racing* to step in and take the top spot, winning Boat of the Week honors as well. (Ullman settled for fourth.)

The heat was also on in the IRC 'big boat' classes going into the last day.

When all was done and dusted, the winner in each of the three fleets was determined by a single point. Dan Meyers's Carroll Marine 60 *Numbers*, with Hamish Pepper calling tactics, edged out Edgar Cato's Farr 60 *Hissar* in IRC-1; Colm Barrington's Ker 50 *Magic Glove* (with tactician Robert Greenhalgh) beat John Kilroy's new TP52 *Samba Pa Ti* in IRC-2; and Makoto Uematsu's Club Swan 42 *Esmeralda* (with tactician Ken Read) topped Stéphane Neve's *Sinergia 40 Spirit of Malouen* in IRC-3.

Other winners at KWRW were Bobby Oberg's Annapolis-based Beneteau 10R *NKE Electronics* in the inaugural PHRF National Championship, and Switzerland (Franco Rossini's Melges 24 *Blu Moon*, Torbjorn Tornqvist's Swan 601 *Artemis*, and Ernesto Bertarelli's Farr 40 *Alinghi*) in the Nautica Watches International Team Competition.

There are probably as many stories as there are empty Mt. Gay bottles filling Key West recycling bins now that the show has ended, but we'll have to leave it there. For complete results and photos, check out [www.premiere-racing.com](http://www.premiere-racing.com).

A huge round of applause to all who made the migration south, and in particular, to race chairman Peter Craig and his top-notch crew at Premiere Racing. As with so many things, Key West Race Week just keeps getting better with age.

#### DIV. I (Ken Leger, PRO):

FARR 40 — 1) **Alinghi**, Ernesto Bertarelli, Geneva, SUI, 51 points; 2) **Flash Gordon 5**, Helmuth & Evan Jahn, Chicago, 54; 3) **Twins**, Erik Maris, Newport, RI, 64. (17 boats)

MELGES 32 — 1) **Let's Roll**, Claudio Recchi, YC Italiano, ITA, 12 points; 2) **New Wave**, Carroll Kullman, St. Petersburg, FL, 30; 3) **Hoss**, Glenn Darden, Ft. Worth, TX, 37; 11) **Stewball**, Caleb Everett, San Francisco, 84. (20 boats)

MUMM 30 — 1) **Southern Sun**, Bruce Eddington, Narre Warren, AUS, 27; 2) **Mean Machine**, Peter De Ridder, Monaco, 27; 3) **Calvi Hiroshi**, Armando Giulietti, YC Milano, ITA, 39. (10 boats)

#### DIV. II (Bruce Golison, PRO):

IRC-1 — 1) **Numbers**, Daniel Meyers, Newport, RI, 14 points; 2) **Hissar**, Edgar Cato, Newport, RI, 15; 3) **Artemis**, Torbjorn Tornqvist, Stockholm, SWE, 27.5. (8 boats)

IRC-2 — 1) **Magic Glove**, Ker 50, Colm Barrington, Dublin, IRL, 14 points; 2) **Samba Pa Ti**, Transpac 52, John Kilroy, San Francisco, 15; 3) **Windquest**, Transpac 52, Doug DeVos, Holland, MI, 18. (8 boats)

IRC-3 — 1) **Esmeralda**, Club Swan 42, Makoto Uematsu, Seabornia, JPN, 11 points; 2) **Spirit of Malouen**, *Sinergia 40*, Stéphane Neve, La Trinité-Mer, FRA, 12; 3) **Better Than...**, Swan 45, Andrzej Rojek, Newport, RI, 28. (10 boats)

PHRF-1 — 1) **Wairere**, Thompson 30, Pete Hunter, Kill Devil Hill, NC, 16 points; 2) **Spaceman Spiff**, 1D-35, Robert Ruhlman, Cleveland, OH, 27; 3) **Plowhorse**, 1D-35, Robert Hesse, Youngstown, NY, 30. (8 boats)

PHRF-2 — 1) **Cash Flow**, Hadley 40, Lloyd Griffith, Elizabeth City, NC, 15 points; 2) **Emocean**, J/120, Bill Hanckel, Charleston, SC, 20; 3) **Peregrine**, J/120, Hunt Lawrence, Oyster Bay, NY, 33; 6) **El Ocaso**, J/120, Rick Wesslund, Tiburon, 47. (12 boats)

#### DIV. III (Dave Brennan, PRO):

MELGES 24 — 1) **Giacomet Audi Racing**, Riccardo Simoneschi, YCI Genova, ITA, 42 points; 2) **Joe Fly**, Giovanni Maspero, Como, ITA, 47; 3) **Blu Moon**, Franco Rossi, Lugano, SUI, 47; 22) **Taboo**, Stephen Pugh, San Francisco, 157; 30) **USA 489**, Peter Lane, San Francisco, 207; 33) **Brick House Venture**, Kristen Lane, San



# THE RACING

Francisco, 231. (47 boats)

J/105 — 1) **Masquerade**, Tom Coates, San Francisco, 46 points; 2) **Convexity**, Donald Wilson, Chicago, 53; 3) **Max Power**, Gerrit Schulze, Cape May, NJ, 61. (33 boats)

J/80 — 1) **Lifted**, Kerry Klinger, Larchmont, NY, 14 points; 2) **Rumor**, John Storck Jr., Huntington, NY, 20; 3) **Emotional Rescue**, Magnus Tyreman, Stockholm, SWE, 36. (17 boats)

## *DIV. IV (Wayne Bretsch, PRO):*

CORSAIR 28R — 1) **Dealers Choice**, Marsh/Hudgins, Stuart, FL, 8 points. 2) **Bad Boys**, Bob Harkrider, Augusta, GA, 30; 3) **Relentless**, Peter Katcha, St. Petersburg, FL, 32. (14 boats)

J/109 — 1) **Current Obsession**, Gary Moser, Long Beach, CA, 20 points; 2) **Tastes Like Chicken**, Stephen Tedeschi, Newport, RI, 20 points; 3) **Mojo**, Steve Rhyne, Seabrook, TX, 21. (10 boats)

PHRF-3 — 1) **NKE Electronics**, Beneteau 10R, Robert Oberg, Annapolis, 13 points; 2) **Man-O-War**, Tom Beery, J/35, Pascagoula, MS, 18; 3) **Manic**, Beneteau 10R, Craig Sheard, South Dartmouth, MA, 19. (13 boats)

PHRF-4 — 1) **As-If**, SR-3, Jeff Kitterman, Kemah, TX, 12 points; 2) **Pipe Dream XIV**, Tripp 33, Scott Piper, Miami, 22; 3) **Polar Express**, J/92s,

Jeff Johnstone, Newport, RI, 25. (11 boats)

PHRF-5 — 1) **Rhumb Punch**, J/29, J & L Edwards, Solomons, MD, 8 points; 2) **Liquor Box**, T-10, Simon/Buckles, Key West, 20; 3) **Remedy**, Donovan 27, Bert Carp, Annapolis, 29. (9 boats)

PHRF-6 — 1) **Jazzy Jr.**, Mariah 27, Dan Romano, Farmington Hills, MI, 11 points; 2) **Island Flyer**, S2 7.9, Denny Manrique, Lake Minnetonka, MN, 15; 3) **En Charette**, Noe 27, Paul Jennings, Branford, CT, 23. (11 Boats)

## Race Notes

Dinghy delight: Congratulations to winners at the January 7 Richmond YC **Small Boat Midwinters** — Chris Watts (El Toro Sr.), Mackenzie Cook (El Toro Jr.), Lauren Cefali (Opti), Trish Sudell (Byte), Rowan and Vikki Fennell (Snipe), Charles Witcher (Open division, Breakwater course), Julia Paxton (CFJ), Kirk Twardowski and Nate Campbell (I-14), David Liebenberg (skiff), Tim Russell and Rusty Canada (Wabbit), Craig Lee (Coronado 15), Bill Buckingham (Laser), and Mike Lazzro (Open division, Southampton course). We hope to have a full report of February's small boat racing in the March issue.

Revivals: RegattaPRO is bringing back a **Women's Only Summer Series** for Bay Area racers of the female persuasion. RegattaPRO's Jeff Zarwell says the series will feature five days of short course racing for PHRF and one design boats spread between April and September. Sorry, guys, but all skippers and crews must be women. There will be multiple races each day and venues will rotate around the Bay. If there's enough interest, there may also be a Bay tour race that takes the fleet to Pt. Bonita. "There are a number of yacht clubs on the Bay already hosting various women's sailing clinics and races," explained Zarwell. "We want to build on what they've started and help create a formal racing program for Northern California women." For details, email [info@regattapro.com](mailto:info@regattapro.com).

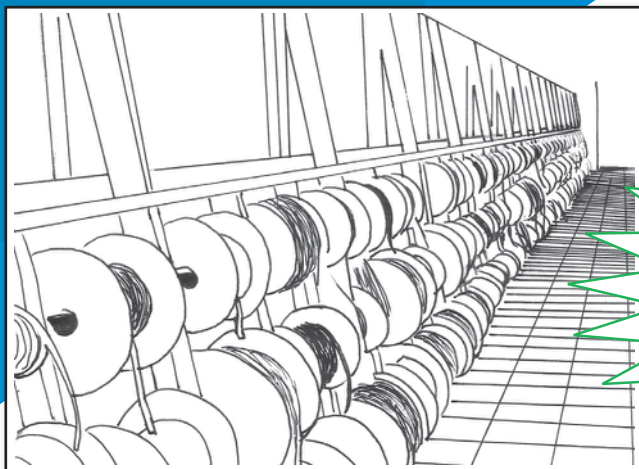
Another group promoting women's racing has had new life breathed into it. The website for the **Women's International Match Racing Association** has been relaunched as a one-stop shop for news and information about women's match racing in the U.S.



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and abroad. Next on the WIMRA calendar is Long Beach YC's **Match Race 101** clinic in March. One of the beauties of match racing is that you usually don't need your own boat to compete. Event organizers provide evenly matched boats for charter and you just show up with your crew. This is the case for the LBYC clinic, which will use the club's fleet of Catalina 37s. If you're curious about match racing and have never done it, or want to polish your skills, definitely consider trying the clinic. Details available at [www.wimra.org](http://www.wimra.org).

Pico de gallo: Twenty-two boats evenly split between the racing and salsa (cruising) divisions will be sailing south beginning February 21 in Del Rey YC's 19th biennial race to Puerto Vallarta. The biggest in the fleet will be Doug Barker's **Magnitude 80**, which is aiming to break the race record of 4 days, 23 hours, 4 seconds set by the MacGregor 65 *Joss* in 1985. The smallest boat in the 2007 fleet



GILLES MARTIN-RAGET

**BMW Oracle's newest AC boat, 'USA 98' was launched in Auckland last month.**

is Todd Hedin and Liz Baylis's Antrim 27, **E.T.** Other entries in the racing division include *Scout Spirit* (R/P 77), *Rain Cloud* (J/145), *Tenacity* (J/133), **Sapphire** (Synergy 1000), *Something Wicked* (Beneteau 40.7), *Carmagnole* (Beneteau 40.7), *Lono* (Golden Wave 48), *Between the Sheets* (Jeanneau 52), and *Black Watch* (C&C 39). All boats will be equipped with GPS transponders so armchair racers can follow the race online at [www.pv07.com](http://www.pv07.com).

Meanwhile, the 14th Newport to Cabo race will have 52 entries in its racing

and salsa divisions. NorCal boats signed up for the 800-mile run to the Cape are James Bradford's Sydney 38 **Low Speed Chase**, Jim Gregory's Schumacher 50 **Morpheus**, Tom Aiken's Santa Cruz 52 **Lightning**, and Bob & Rob Barton's Andrews 56 **Cipango**. The race starts March 3.

Island-style: The newly formed **Hawaiian Etchells Fleet 29** has put together a one design racing schedule for 2007. The season begins this month and culminates with the Hawaiian State Etchells Championship next January. Want to race in Hawaii, but don't want to ship your boat there? Waikiki has four Etchells available for use, thanks to fleet founder and chief benefactor Philippe Kahn, whose **Pegasus Racing Team** donated the boats with the provision that they be actively raced in the area. For details, email [setusa143@aol.com](mailto:setusa143@aol.com).

Final approach: America's Cup challenger **BMW Oracle Racing**



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# THE RACING

launched USA 98, its second IACC boat of the 2007 America's Cup cycle at the team's winter base in Auckland last month. Several other 2007-era boats also finally saw the light of day in January, including CHN 95 (*China Team*), ITA 94 (*Luna Rossa*) and SUI 100 (*Alinghi*). After years of blood, sweat, and perhaps even a few tears, it's understandable that the teams are eager to get on with the show. Act 13 begins April 3 and Louis Vuitton Cup racing begins April 16.

Don't we get a break? Even before a challenger for the 32nd America's Cup has been determined, a British group headed by Sir Keith Mills under the name **Origin**, announced plans to compete for the **33rd America's Cup**. The current dock chatter is that the next race for the Auld Mug is likely to be staged in two years, and Mills — an amateur sailor and the British businessman who oversaw London's successful bid to host the 2012 Olympics — wants to get a head start. The syndicate is currently recruiting its design and management teams and



**Bernard Stamm catches dirty air at the start of leg two of the Velux 5 Oceans in Fremantle.**

is, in the words of its leader, "open for business."

Off to Cape Horn: The five remaining skippers — **Bernard Stamm** (SUI), Kojiro Shiraishi (JPN), Sir Robin Knox-Johnston (GBR), Graham Dalton (NZL), and Unai Basurko (ESP) — in the **Velux 5 Oceans** started the second leg of the gruelling solo around the world race January 14. All boats had a clean start, but Sir Robin Knox-Johnston was forced back to Fremantle within the first day to fix his malfunctioning autopilot. This leg will take the racers through the Southern Ocean, around Cape Horn,

and up the Atlantic to Norfolk, Virginia, where they are expected to arrive in mid-March. After 10 days at sea, race favorite Stamm held a 600-mile lead over second place Shiraishi and a 1,700-mile lead over Sir Robin, who is currently in last place.

Into the blue: The Volvo 60 *Assa Abloy* and the 172-ft *Parsifal III* are among the 23 entrants so far in the **HSH Nordbank blue race 2007**. Organized by the German yachting association Norddeutscher Regatta Verein (NRV) with help from the New York YC, the new addition to the grand prix offshore calendar is a 3,600-mile race across the Atlantic from Newport, R.I., to Hamburg, Germany, in June. The event is open to all monohull offshore yachts 40 feet and over, and NRV hopes to have 50 boats on two starting lines (one on June 16 for the main fleet and another on June 23 for the faster boats). The race seems to be attracting high performance boats, but NRV says it will create a cruiser/racer division if there's enough interest.

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Unwinding herself: While we're across the Pond, British solo sailor Dee Caffari, who made headlines last year as the first woman to sail non-stop around the world the 'wrong way' (against the prevailing wind and current) is now planning to do it the 'right way' aboard an Open 60 in the **2008-2009 Vendée Globe** race. Caffari's new campaign is sponsored by Aviva, a British financial services company (not to be confused with Areva, the nuclear power company and French America's Cup team sponsor).

This one's for the children: Paul Cayard has published a limited-edition book to benefit youth sailing in the Bay Area. **The Black Pearl — A Pirate's Story** takes readers on board Cayard's 2005-2006 Volvo Ocean Race entry *Pirates of the Caribbean* and includes his recollections of the team's campaign as well as his daily email reports sent out during the race. The book is available for \$25 through [www.cayardsailing.com](http://www.cayardsailing.com).

Stop the press: As we were busy wrapping up this issue, American teams



*Team Molly — After 8 races at the Miami OCR, Belvedere's Molly Carapiet and crew Molly O'Bryan, on 'USA 1768,' were the third-ranked US entry in the women's 470. Teams that finish in the top three among American competitors receive a berth on the US Sailing Team.*

were busy winning races. Mike Martin and Jeff Nelson won the 505 Pre-Worlds in Adelaide, South Australia, and **Nick Adamson** and **Steve Bourdow** finished fourth in the 86-boat fleet. Check [www.505worlds2007.com](http://www.505worlds2007.com) to see how both teams — and four others from Northern California — did at the **SAP**

**505 World Championships** (January 27-February 2).

Meanwhile, in Florida, a record-breaking 855 sailors were competing in 14 classes at the **Rolex Miami Olympic Classes Regatta**. Three-quarters of the entries were from overseas, but, as of day 4 of racing, U.S. teams led the Laser (Anna Tunnicliffe) and SKUD 18 (Scott Whitman) classes. Sally Barkow's Yngling team was second in its class. NorCal racers included **Claire Dennis** and Katie Maxim (Laser Radial); Molly Carapiet (470); **Morgan Larson**, John Heincken, Matt Noble, John Gilmour and Pat Stahkle (49er); Andras Nady (Finn), Christopher Wenner and Caleb Everett (Laser); Jim Thweat (Sonar); and Peter Vessella (Star). See how they all fared at [www.rolexmiamiocr.org](http://www.rolexmiamiocr.org).

Finally, the January 25 *Marin Independent Journal* featured an article about former Racing Sheet editor **Rob Moore** by current sailing reporter Jan Pehrson. Read what Rob is doing these days at [www.marinij.com/sports/ci\\_5080245](http://www.marinij.com/sports/ci_5080245)



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# WORLD

*With reports this month on the many spectacular opportunities for **Pacific Northwest Chartering**, a frequent charterers recent catamaran charter through **St. Vincent and the Grenadines**, and miscellaneous **Charter Notes**.*

## **Sailing Puget Sound: A Prime Alternative to Tropical Chartering**

When you daydream of vacationing under sail, do the mental images always include sun-drenched white-sand beaches? If so, we urge you to retool your pipe dreams, because you're ruling out one of the most splendid sailing grounds on the planet: the Pacific Northwest's Puget Sound region.

Although this is not the sort of place where your skin will turn as red as a lobster in the first hour away from the dock, you'll still need to pack your sunblock. Beaches? Of course there are beaches — all sorts of them — although none formed from soft coral sand.

In contrast to most popular tropical chartering destinations, the greater Puget Sound region offers lush green forests, dreamlike glacier-carved fjords, hiking trails through unspoiled back country, cascading waterfalls, an abundance of marine mammals and bird life, as well as charming seaside towns. And it all lies just a few hours from your doorstep via nonstop flights to Seattle, Bellingham or Vancouver, B.C.

In addition, sailing conditions and navigation are relatively benign, and

***Kayaking on these calm waters is a popular diversion. Rent them from your charter outfit or bring your own inflatables.***

you can easily put together an itinerary which balances tranquil, isolated anchorages with stopovers that feature fine dining, shopping and nightlife. It would not be at all uncommon to sail past nesting bald eagles and pods of breaching orcas in a single day, then tie up at a waterside resort and enjoy a first-class dinner in a fine restaurant.

True, the water temperatures in most of this region are too cold to swim in without a wetsuit, but if you are willing to suit up with snorkel or scuba gear you'll find that the marine ecosystem here is considerably more abundant in both flora and fauna than the waters of the Channel Islands or the California coast.

Bareboat charter bases are peppered throughout the region, in both American and Canadian waters. Be aware, though, that none of them have enormous fleets, so you'll definitely want to make reservations far in advance in order to secure one of the newer/faster boats. In addition to whole-boat rentals, some charter outfits have instructional island-cruising programs which are booked by the berth. (Another option for individual travelers is booking a berth on one of several tall ships, such as the former SF Bay pilot schooner *Zodiac*.)

Because the season here is relatively short — May to September — competition between charter operators is keen, leading to generally high standards of maintenance and upgrades. Quite a few boats, for example, come equipped with chart plotters and forced air heating. Unlike chart data in some charter venues, in our experience the charts here have been perfectly in sync with GPS readings, making navigation a relatively low-stress activity. The one thing you do have to pay particularly close attention to, however, is currents, which can be very strong in narrow channels. You'll want to plan each day's cruise with a tide book in hand. For those accustomed to chartering in tropical latitudes, the other shocker here is the substantial tidal fluctuations — in some areas well over 10 feet. This is a function of the high latitudes, of course, but a related benefit is



that the sun doesn't set until nearly 10 p.m. in mid-summer.

Before you get too freaked out about anchoring in changeable depths, be aware that many anchorages, in the prolific Marine Parks and elsewhere, offer overnight mooring balls. Note also, that most marinas retain a good number of transient slips. It would be easy, in fact, to cruise for weeks here and never have to drop the hook.

Winds are generally light in these latitudes — 15 knots is a big day — but some folks would consider that a plus, as sea conditions are relatively flat also. As a point of reference, sailing conditions here are roughly similar to Southern California — without the air pollution, that is. If riding a good breeze is more important to you than where you end up, one strategy for NW cruising (which we've employed ourselves) is simply to go where the wind blows.

Although it would be rare to go a whole week here without having an overcast day or a rain shower, we've always



LATITUDE / ANDY



# OF CHARTERING



LATITUDE / LADONNA

LATITUDE / ANDY

**Spread:** You'll find a post card-worthy scene around every corner. **Inset:** A solitary boat explores South Sound, with majestic Mt. Rainier looming in the distance.

seen plenty of sunny days — including two days in the 90s on our last cruise. "The upside to global warming," according to one local. When dark clouds do appear, the good news is that they often bring more wind — the silver lining, so to speak for San Francisco Bay wind junkies.

The major challenge when planning a trip here is choosing which section of this vast region to cruise in. Even if you had the entire summer to gunkhole around Washington state's Puget Sound and British Columbia's Strait of Georgia, you could never see it all. And with the mellowing effect of all that greenery, you certainly wouldn't want to be in a rush. In fact, if you're like us, you'll be inspired to slow w-a-a-a-y down and savor every tranquil mile.

The closely clustered (American) San Juan Islands are by far the most popular,

but a 'crowded' week here is still nothing compared to, say, St. Maarten or the British Virgin Islands. Many powerboaters and family charterers gravitate to places with the most infrastructure, such as Friday Harbor and Roche Harbor, leaving the more remote anchorages to seekers of solitude.

The (Canadian) Gulf Islands lie just north of the San Juans and, given enough time, both areas can be sampled in a single trip, as customs and immigration clearance is a snap. (Next year, though, you will need to bring a passport. And you'll need one *this* year if you fly in to Vancouver directly.) Also tightly clustered together, the Gulf Islands, like their American cousins, offer a nice balance between uninhabited bays and cozy waterside settlements, but overall you'll see fewer boaters here — far fewer in the northern stretches.

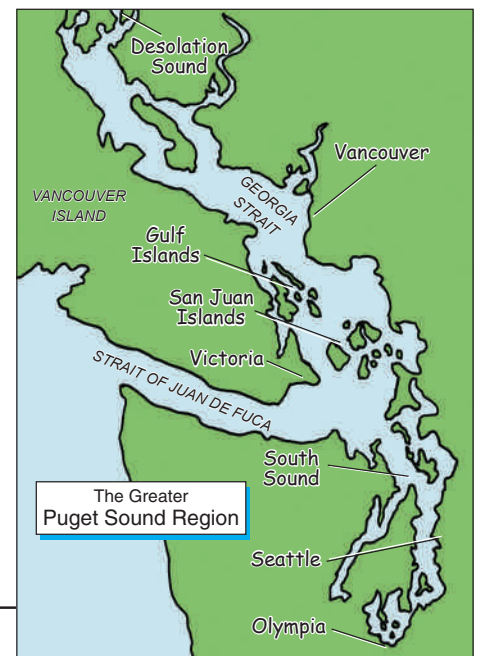
Both the Gulf and San Juan islands lie adjacent to massive Vancouver Island, which also offers a variety of worthwhile anchorages and shoreside attractions.

Its greatest draw, however, is the charming, well-scrubbed port of Victoria, capital of British Columbia. Within a few minute's walk of its picture-perfect harbor are dozens of bars, restaurants, trendy shops and nightspots, as well as the renowned Royal BC Museum, with its world-class exhibits and IMAX theatre.

If basking in unspoiled natural beauty is at the top of your wish list, consider exploring the Desolation Sound area, which lies roughly 70 miles north of the Gulf Islands and is most easily reached from charter bases at Comox or Sidney, B.C. A primeval wonderland of steep-sided fjords with virtually no inhabitants or development, its peaceful, forest-rimmed anchorages are the definition of serenity. An added plus is that water temperatures in some deep inlets are downright swimmable — we measured 70° — due to the fact that its inland location gets relatively little flushing action from ocean tides.

For north country cruising vets who've already seen all this, we suggest a cruise to the largely ignored waters of South Sound, a region of inlets and waterways that lies inland, between Seattle and Olympia. With all the buzz about the San Juan and Gulf Islands, few boaters venture into these sleepy backwaters, which are a gunkholer's dream. Although there are generally fewer services here, there are a number of state parks with moorings and facilities and several cozy marinas. In addition, Olympia, the state capital, has refurbished its waterfront area in recent years, making it decidedly boater friendly.

So many choices, so little time.





# WORLD

Whichever area you choose, a Pacific Northwest cruise is likely to leave you smiling and refreshed. In fact, we'd bet on it.

— *latitude/aet*

## At Play in the Grenadines With a Boatload of Friends

We recently returned from a one-week charter visiting nine islands in the Grenadines aboard a Moorings 43 catamaran. We stopped at Mayreau, Tobago Cays, Mustique, Bequia, Petit Nevis, Union, Petit Martinique, Palm and Canouan Islands.

This trip was originally planned to begin in April, in Baja, but the shutdown of Aero California earlier this year stranded us. Moorings permitted us to re-book at any other base before the end of the year. We chose Canouan Island, in the middle of St. Vincent and the Grenadines.

In addition to myself (the skipper), our group of eight included my boat partner Donna Williamson and her sixteen-year-



ALL PHOTOS ART HARTIGER

***One sure-fire way to insure that everybody has a good time is to bring along a gourmet chef — and plenty of quality vino.***

old son, Boone (aka Spencer), Virginia Elizondo, Geoff Spellberg, Veronica Napoles, Stephanie Reese and the infamous Jared Yuasa (aka Mombasa).

We arrived in Canouan from San Juan, via St. Lucia, at about 5:30 p.m. in the afternoon. Although the official customs guide indicated we could only bring in a couple of bottles of wine, I checked a case straight through, as did

others in our group. Nobody looked in the case, and we did not have to pay duty.

The Moorings base is adjacent to the Tamarind Hotel in Charlestown Bay. The boats are not at the dock, but on mooring balls about two hundred meters away in the NE part of the bay. So we were glad we

chose the provisioning option, as the food and beverages were already on board. The Moorings also ferried our luggage out to our cat, named *Steppin Up*, while we relaxed and ate dinner.

It rained that evening, as it did at some point during almost every day. With the warm rain and warm sea water we were in swimsuits all day, every day. Our shortest sail was about five miles; our longest sail about 33 miles. The easterly trade wind blew reliably every day, usually ranging between 12 and 15 knots.

The next morning a fellow from The Moorings came out to give us a quick

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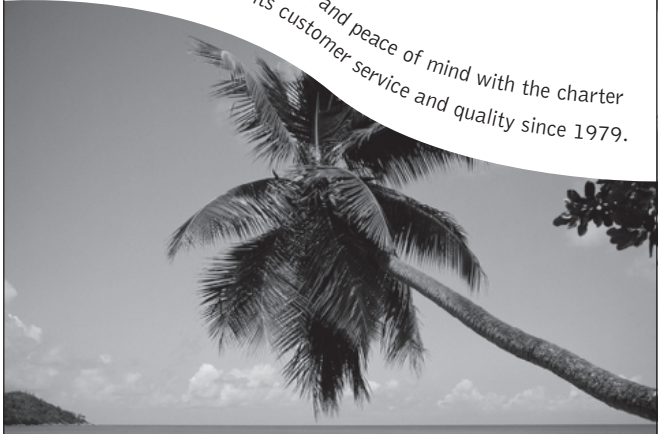


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# OF CHARTERING

boat systems review. Afterwards, we dinghied ashore for the chart briefing. Customs charged us \$2 U.S. per day, per person, as a cruising tax (totaling \$112 for the week, for the boat). After some other last-minute 'Caribbean-time' delays, we departed from Canouan early afternoon toward Mayreau. We sailed about five miles, bypassed Salt Whistle Bay, as it looked packed with boats, and instead anchored in Saline Bay on the SW side of the island. This is a beautiful bay, and we anchored in about 15 feet of water with a sandy bottom. As opposed to Salt Whistle, Saline was relatively uncrowded, with lots of room.

As with many of the anchorages we visited, we were often approached by boats selling lobster, fish, T-shirts, pictures, ganja, mooring balls, banana bread, you name it. We were never pestered or overly hassled by anyone, though.

Virginia is our fantastic head chef,



*This local entrepreneur went boat to boat offering T-shirts for sale in the anchorages of the Tobago Cays.*

and she prepared a savory dinner of fresh ceviche-style fish, barbecued fish, breadsticks, rice with caramelized onions and a salad with toasted pine nuts. Veronica quickly caught two snappers with her Cuban hand line, and we ate one sashimi style, the other one on the barbecue. Each night we chose the wines from our supply to accompany Virginia's

menu.

We soon discovered *Steppin Up's* hard top bimini. The signs on the boat warned not to sunbathe, dive or jump from the hard top. However, the sign did not prohibit stargazing or dancing. And the stars each evening were fantastic. We had some portable iPod speaker systems on board, and relaxing over some wine, looking at stars and listening

to music each evening was my favorite activity.

The next day, Donna, Virginia and I dinghied in and walked up to the top of Mayreau. We were rewarded with a great view — there are benches up on top in a clearing, and some goats were grazing just beyond a church. Later, we weighed anchor and headed for Tobago Cays in a rainstorm. Anchoring in about 5 feet of water, we lunched and snorkeled as the weather cleared and the water was beautiful.

Skirting the reef, we sailed past



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# WORLD

Canouan, and then over to Mustique – about 20 miles to the Northeast. This was perhaps our roughest day, with moderate seas, rain, wind gusting over 25, part of the time right on the nose. So we motorsailed and banged our way to the only permitted anchorage – a mooring ball field – in Britannia Bay.

Arriving after 5 p.m. with the sun going down, we were happy to see plenty of moorings. We chose one furthest out, and closest to a pretty good reef for snorkeling. The cost was \$75 EC (\$28 USD) for three days. Apart from The Moorings base, this was the only spot we took a mooring ball. Anchoring everywhere else was simple, with plenty of room in uncrowded anchorages.

Mustique is a private island, with celebrity homes owned by celebs such as Mick Jagger and Tommy Hilfiger. It is manicured, clean and quite beautiful. Here again, Virginia made another spectacular dinner. Afterwards, most of the crew went to the famous Basil's Bar for karaoke while Donna and I stayed behind to hang out and stargaze. I loaned young Spencer my handheld VHF in case



*No one went hungry on this trip. Not only did Virginia whip together fabulous dinners, but her lunches were scrumptious too.*

anyone needed to be in contact. Unfortunately, this led to our biggest bonehead maneuver of the trip. All of a sudden, Donna and I were startled to hear *Yellow Submarine* crackling loudly through the onboard VHF on channel 16 – sung on the karaoke stage by Mombasa and Stephanie. It went on and on and on and on. It was all my fault, of course, since nobody had explained VHF radio protocol

to Spencer.

Despite the misunderstanding and serious *faux pas*, the crew was very proud to have sung on the same stage as Mick Jagger.

No one was in a rush to leave Mustique. The next day, Virginia and I stayed behind on the cat, while the others rented an electric cart and toured the island. Up on the hill, they found a great restaurant, Firefly, with a view overlooking the anchorage. When they returned, it was our turn. We sampled a rum punch at Basil's Bar (apparently no hard feelings), and then talked the taxi driver into giving us a celebrity house tour, with stops outside Tommy Hilfiger's house and Macaroni Beach, which has a view to Jagger's two houses.

On our fifth day, we set sail about 10:30 a.m. and had a delightful sail over to Admiralty Bay, Bequia – less than 15 miles – with anchor down at about 1:30 p.m. This is a huge anchorage and there was tons of room. We chose a less crowded spot, off Tony Gibbons beach.

We explored the area, tried the rum punches at the Frangipani restaurant



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# OF CHARTERING

and even did some laundry. This night, Virginia's dinner was jerked pork chops, rice with porcini mushrooms and sun dried tomatoes, refried beans with onions, garlic and green peppers, roasted apple chutney, with local ginger! There was live music on shore that evening, so we dinghied in for some dancing.

Every day a delivery boat cruises slowly around Admiralty Bay offering water, fuel, ice and laundry service. We took on about 100 gallons of water (at 75¢ EC per gallon), then headed around toward Friendship Bay.

En route, we stopped for snorkeling and a hike at Petit Nevis, a small island with remnants of an old whale rendering facility, and a great trail up the mountain. Mombasa's best quote from the trip: "Dude, it's all like Darwin shit up in here."

We motored a short distance into Friendship Bay, just across from the beach bar with "swing seats" at its bar. This was the Friendship Bay Resort,



*On Mayreau, the gals enjoyed both the seafood cuisine and warm friendship of restaurateur Robert Righteous.*

where the staff appeared to be glad to have some customers. We were the only boat in this part of a very large anchorage. After sampling the rum punches at the beach bar, we returned to the boat and 'suffered' through another one of Virginia's fabulous dinners. To compliment the meal, we'd bought a couple of lobsters from the restaurant.

After dinner, Geoff and the others dinghied in and eventually twisted my arm to join them. We ended up heading over to a live reggae concert at the Devil's Table, back at Admiralty Bay. The resort was glad to taxi us there and back. The 'jump up' at Devil's Table was great fun, with lots of locals and tourists dancing.

The next morning we were off to Union Island, about 30 miles away. It was a beautiful broad reach in about 15 knots of wind. We anchored in Chatham Bay, another wide open anchorage with only a few other boats around, then spent the day hanging out, snorkeling, swimming, beachcombing.

On Day Eight it was, unfortunately, time to return to Canouan. Along the way, we decided to visit Petit Martinique, an island that is part of Grenada, but which the cruising guide says does not require a visit to Immigration or Customs for a short visit. After anchoring in the harbor, we walked around the 'town',

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# WORLD OF CHARTERING

and bought a few gifts from the local store. Petit Martinique is definitely off the beaten track, with few tourists and no charter boats.

We were prepared to power back to Canouan, but upon passing Palm Island we had to stop. Another picture-perfect beach, white sand and very blue water. After a little more swimming and beaching, we reluctantly slogged back to Canouan.

All in all, this is a great part of the world in which to sail. I hope to return some day. But now, it's back to work.

— art hartiger

## Charter Notes

Ever wonder what a seasonal charter base looks like in the off season? This photo, taken in December says it all. Although the sun was shining in **Marmaris, Turkey**, that day, this entire fleet was lying idle — and an even greater number of boats were stacked like cord wood in dry storage.

Once the sailing season begins in



*Virtually no one charters in Turkey during the winter months, so bareboats are 'moth-balled' in their slips, awaiting the springtime stampede.*

late spring, though, Marmaris and other popular Aegean ports will be abuzz with excitement. Northern European sailors flock to these sunny latitudes in droves, often exploring the so-called **Turquoise Coast** in flotillas of up to 10 boats. Sun-starved during their cold winter months, Europeans — particularly Scandinavians and Germans — love to sail here during the hottest weeks of mid-summer, which is precisely why we suggest booking your cruise of **Turkey or Greece** in the **'shoulder' seasons**: late May/early June

or during the first half of September. Not only will there be fewer boats in the anchorages, but the sometimes-scorching **sun will be milder** and **winds will be better** for sailing. (The blasting *meltemi* winds tend to accompany the hottest months.) Spring will be here before you know it, though, so we suggest locking in both your boat and air reservations now. Procrastination leads to

fewer choices and higher air prices.

Other prime European charter venues to consider are **Croatia**, where the famous Dalmatian Coast is skirted by dozens of islands; **Italy**, where bareboats are available in several locations within easy reach of offshore islands; as well as **Corsica, Sardinia, the South of France, Brittany and Scandinavia**. It's true that Europe has gotten quite expensive for Americans due to the dollar's weak exchange rate, but one potential plus — depending on your point of view — is that you'll find far fewer of your American countrymen traveling 'on the continent' these days!

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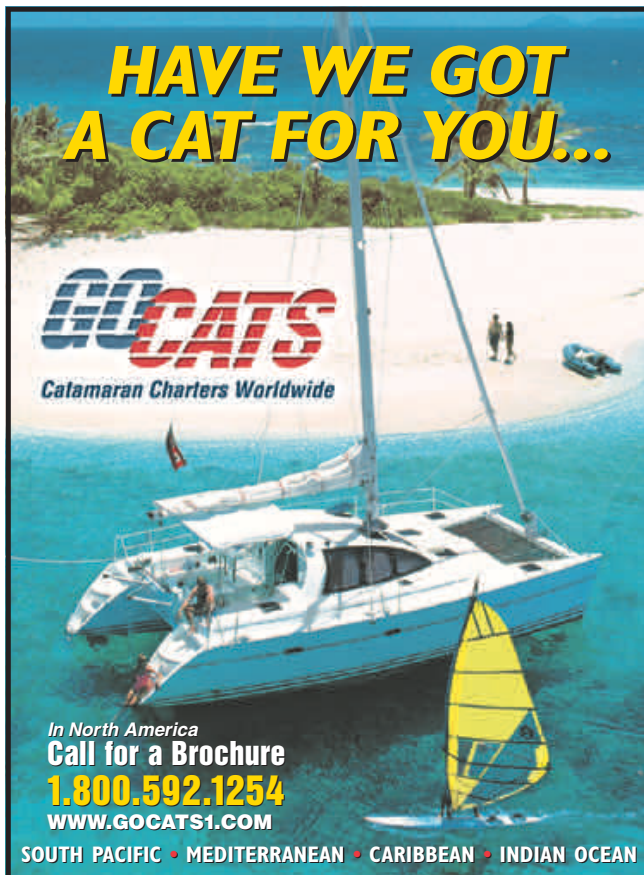
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# CHANGES

*With reports this month from **Niki Wiki** on the bottom not holding at Isla Isabella; from **Southern Belle** on cruising from Mazatlan to Puerto Vallarta; from **Cheshire** on problems in the Galapagos and Tonga; from **Sumatra** on strange mainsail fallout after a layover at Barillas Marina in El Salvador; from **Swell** on trying to live with 'ear ebola' in Costa Rica; from **Blue Banana** on a refit in Thailand before continuing on to the Med; and **Cruise Notes**.*

## **Niki Wiki — Gulfstar S.M. 50** **Jonesy & Terry Morris** **A Bruceful Of Bottom** **(Chula Vista)**

We survived the last Baja Ha-Ha, which was our first cruising experience — other than to Catalina Island. Once we were done, it was time for us to cruise the Pacific Coast of Mexico on our own.

After spending a few days in the serenity of Los Frailes on the east coast of Baja, we crossed the Sea of Cortez and spent a week in Marina Mazatlan. Those folks at the marina really made us feel welcome. Not only was the staff extremely helpful, the facility had a cruisers' lounge with free internet, a laundromat, a new laundry service, and a convenience store — apparently all relatively recent additions. They even put on a Thanksgiving feast for us, complete with roast turkey, dancing, hitting each other with long balloons — yeah, we were confused, too — and a traditional Mexican fireworks display.

We then took off for the Mexican Wildlife Preserve at Isla Isabella, to observe the nesting habits of the frigate bird and blue-footed booby. The Isla Isabella anchorage is notorious for 'anchor eating', but we all agreed that we couldn't miss out on the opportunity to visit this unique island.

We dropped our 66-lb Bruce anchor,

*While at Isla Isabella, the folks on 'Niki Wiki' ran across one of those rare situations where their anchor held but the bottom didn't.*

but we couldn't get it to set, and it just kept dragging. So we decided to raise the anchor back on deck. As we did, we noticed that the windlass seemed to be working really hard. And no wonder, for, as the anchor came into view, the problem was obvious. We'd caught a big one. A big rock, that is. As hard as it was to believe, a boulder from the seabed had somehow managed to become wedged in the crook of our Bruce anchor, which has no moving parts. The rock was the exact same shape as the interior of our anchor, and it must have weighed a couple hundred pounds!

Bringing the rock aboard was not an option, so we had to come up with a plan to get rid of the unwanted weight. We decided to reverse the scooping action of the anchor. So Terry, hanging over the bow with Jonesy hanging onto her ankles, attached a shackle to the small hole that was already drilled in the elbow of the anchor. Next, she latched the snaphook from our snubber line to the shackle, and Jonesy tied the other end to a cleat. As we lowered the anchor back down towards the water, the line pulled the bottom of the anchor up, and the anchor rocked upside down, and — Yipppeeee — the rock headed straight down to the bottom where it belonged. We still had our anchor.

Our second attempt at anchoring was successful, and we enjoyed two days of snorkeling and bird-watching. The anchor chain continuously ground against the rocks on the seabed as we swung in the wind, which was not only a little unnerving, but was loud for our son, Brett, the crew guy, who slept in the v-berth.

Thanks go to Paul and Meridee Thompson of the Costa Mesa-based *Bohemian*, friends from the last Ha-Ha, who were comfortably anchored and thus able to photograph our (mis)-adventure.

Our next adventure was to sail back to the mainland to beautiful, quiet Chacala Bay, where we spent several days anchored out, relaxing and exploring. We are now at anchor in La Cruz on Banderas Bay. We've been here five weeks now, just hanging out on the boat or at some of the local bars/restaurants, most notably Ana Bananas and



Philo's Pizza Bar, and riding the local buses into Puerto Vallarta. Our plans are to continue our southward cruising next week.

We're having the times of our lives! Not bad for novice cruisers, eh? So many folks thought that we were crazy when we shared our plans with them about cruising, but now those same landlocked folks are reading about our adventures and telling us that they are green with envy.

We also want to thank the Ha-Ha folks for such a fun and safe event. We all had a great time and met so many other cruisers who are now our friends. We still fly our burgee so that others can spot us, and they sure do. Since our open-ended plans include an eventual passage through the Panama Canal, we won't be doing another Ha-Ha soon, but we highly recommend it to our friends.

— jonesy & terry 01/07/07





**Creatures of San Blas and the nearby estuarial waters. Spread; Mr. Crocodile. Inset, Morgie, Capt. Norm Goldie's parrot.**

**Southern Belle — F/P 42 Cat  
John Thompson, Crew  
Mazatlan To Puerto Vallarta  
(Laguna Beach)**

I joined George Salley's Fountaine/Pajot 42 catamaran *Southern Belle* for what was intended to be a week-long excursion before I took a bus back to Mazatlan and flew home. But I've been having such a good time, I may continue another 140 miles to Manzanillo to increase my sailing time. I'm in no hurry to return north.

A quick overnight sail from Mazatlan brought us to Isla Isabella, a relatively remote island that's known, in somewhat of an exaggeration, as 'the Galapagos of Mexico.' The birds were amazing, however, and incredibly unafraid of humans. We caught more boobie birds than fish

when leaving Isabella, but that's because boobies aren't the smartest of birds and kept attacking the lures.

We had a quick spin-naker run from Isla Isabella to historic San Blas, although we did have to dodge large pods of whales. While in San Blas, we paid homage to legendary captain Norm Goldie, who informed us that, since the channel into San Blas is in good condition, he no longer needs to pilot boats in. Goldie is still going strong, providing help and advice to all yachts that request it. But he says he may be retiring soon. Although Norm requested that no photos be taken of him, Morgie, his longtime pet parrot, was more than happy to pose.

Besides visiting Norm, the rustic town square, and the ancient fort, we took an excellent jungle cruise many miles up into the estuary. We went early in order to see hundreds of exotic birds, and, by



the time the sun rose higher in the sky, the crocodiles started coming out *en masse*.

The Singlar Marina in San Blas is still under construction. There are some buildings several stories tall that aren't completed yet, and it looks as though work hasn't been started on any slips. There are lot of pangas tied up in front of the marina buildings, so I guess they'll have to be relocated soon.

Speaking of dinghy thefts, or at least attempted dinghy thefts, the crew of Dale Winson's Laguna Beach-based Olson 40 *Pythagoras* was awakened in the San Blas Channel at 6 a.m. by the sound of a guy in a canoe trying to cut the line



# CHANGES

to their dinghy. He rowed off as soon as he was spotted. Capt. Goldie says that dinghies needs to be raised on davits or brought aboard at night.

After just a few more hours of sailing, we arrived at the cove at Chacala, which looks like paradise, thanks to the palapa restaurants and housing lining the shore. Like everyone else, we anchored bow and stern, which held us firm. After an easy dinghy landing and playing in the surf, we enjoyed a beachfront dorado dinner before heading back to the boat.

After just a few more miles of sailing along the coast the next day, we arrived at Rincon de Guaybitos, which we found to be rolly, touristy, and not very interesting.

Today, we spent the afternoon at Isla Marietas West, which is at the entrance to Banderas Bay. We enjoyed some fantastic snorkeling, in part because the water temperature was 79 degrees. As we've gone north, the water has gotten warmer. This island has lots of caves, and we even were able to dinghy through one arch and into a couple of caves. As I write this, we're anchored off the Punta Mita anchorage along with several cruising boats and some massive motoryachts.

I visited the 400-berth marina that's under construction at La Cruz, and the breakwater looks pretty much completed. In fact, there is a bunch of sailboats anchored inside. I didn't see any buildings associated with the project, but in any event the next step will probably be slips. I've read that the marina won't open until next winter, but Philo says that the marina part may be opening as soon as June.

In any event, I've been having a great time, and have enjoyed being on a cat.

— john 01/08/07

**Cheshire — Spindrift 40 Cat**  
**David and Susanne Ames**  
**The Galapagos & Tonga**  
**(Olympia, WA)**

Having noticed the references to the

SPREAD, JOHN THOMPSON; INSET, CHESHIRE



Galapagos and Tonga in the December '06 issue, we decided to write in, as we encountered the Port Captain at San Cristobal in the Galapagos, and were in Tonga when the riots occurred.

After a 10-day passage from Panama's Las Perlas Islands, we arrived in San Cristobal on June 7. We experienced some rough conditions along the way, which resulted in bridgedeck damage — and some of the external stringers being sprung. We hadn't planned to be in Galapagos long, and therefore hadn't purchased a cruising permit. And those

boats that had purchased them didn't seem to have any trouble checking in.

After cleaning up, David went to see Puerto Capitán Danilo Espinoza Zambrano to request a stay of two weeks in order to repair our boat. We even wrote a letter that detailed the problems with our boat and the ex-

tent of the repairs required. Capitán Zambrano granted us five days and required that Mr. Cuello, his representative, visit the boat to verify our claims, after which he'd decide whether to grant us a further extension. Mr. Cuello took pictures, wrote a report, and told us he'd recommend we receive 20 days to ensure our repairs were complete.

When David went back on the 12th, Capitán Zambrano said he'd grant us another five days, after which we'd have to come back. He told us that he was concerned that cruisers were using a need for repairs as an excuse to get longer stays. This may have been true in the past before cruising permits were available. Meanwhile, other cruisers — mostly European — told us they had no trouble getting stays of however long they wanted.

The uncertainty of how long we could stay was getting tiresome, and furthermore, we couldn't find all the supplies in town we needed to make the repairs. So we went back to Capitán Zambrano and asked to leave — at which point he re-

CHESHIRE





# IN LATITUDES



**Spread;** 'Southern Belle' anchored off one of the Marietas Islands. **Inset;** the crew of 'Cheshire' saw penguins in the Galapagos.

quired Mr. Cuello to return to our boat to assure that she was seaworthy! Enough of the repairs had been completed for Mr. Cuello to do so, and on June 21 we gratefully left Puerto Baquerizo Moreno for Puerto Ayora. There we found the stainless steel pieces we needed, cut to size. We left on June 23 for Puerto Vilamil on Isla Isabela, which was lovely, protected, and where we got the eight days we requested with no fuss from the port capitan.

We've heard that the port captains in the Galapagos are on a yearly rotation, which starts in January. We think the five-day edict is a personal policy of Capitan Zambrano, possibly targeted at American boats. Hopefully it will cease to be an issue at the end of his rotation. We generally enjoyed our stay in the Galapagos, made more interesting by the Football World Cup. When Ecuador was playing, the towns would effectively shut down, people and buildings wore

the national colors, and victories were celebrated by impromptu parades. It was very fun to see.

We arrived in Vava'u, Tonga, on November 13, and were out at the Port Mourelle anchorage when the riots took place at Nuku'alofa, 200 miles to the south three days later. Neiafu experienced a couple of power outages and disruption to the plane service for the next couple of days, but seemed otherwise unaffected. The reactions of Tongans with whom we spoke in Neiafu ranged from apathy to strong support for the monarchy coupled with strong antipathy towards the instigators of the riots.

As far as we know, no cruising boats were in Nuku'alofa during the riots, although the wife of

a skipper got stuck for a couple of days as she was due to fly out. After waiting a couple of days, she made it to New Zealand via Australia, courtesy of the Australian Army. Fortunately, most of the cruising fleet had left by then, since buildings across from the Nuku'alofa wharf were destroyed.

We had planned to leave for New Zealand from Nuku'alofa, which is at the south end of Tonga, but reconsidered during the subsequent week as we heard about the level of destruction and service disruptions to the downtown area. However, it appeared that the riots affected only Nuku'alofa, and

were a one-time event. So we decided to stick to our original plan to visit the Ha'apai group en route to Nuku'alofa, as we had heard wonderful reports. We're really glad we did. The Ha'apai are similar to the Tuamotus and the San Blas, in that they are all remote, a challenge to navigation, and lovely places to visit both above and below the water.

We visited five islands between November 24 and December 3, which felt about right for the time we had. Shoals and reefs abound, so good light is required for navigation. While most hazards appear to be charted, eyeball confirmation is necessary, as all charts in Vava'u and the Ha'apai appear to

**Below, damage like this was prevalent in Nuku'alofa when David and Susanne, far left, arrived in Tonga last November.**



CHESHIRE



# CHANGES

periodically be inaccurate. Our charts were based on surveys made by the good ship *HMS Penguin* in '95 — 1895 — and it looked as though the only update was the addition of airfield markers!

The islands we visited were Ha'ano, Luangahu, Tungua, Telekvava'u, and Kelelesia. None of them were more than 20 miles apart. Ha'ano and Tungua were the only ones with permanent residents, although the others appeared to be owned due to the presence of fishing camps and plantations. Good to great snorkelling was available everywhere. We found *Ken's Comprehensive Cruising Guide to the Kingdom of Tonga* to be very useful, with accurate GPS waypoints for approaches and anchorages. We enjoyed a walk to Tungua village, which we don't think gets very many visitors. The kids practiced their English with us and gave us mangoes. We reciprocated with notebooks, pencils and cookies.

We spent December 5 in Nuku'alofa, topping off on fuel and provisions and checking the internet before leaving for New Zealand. Access to the downtown was limited through military checkpoints, and locals needed special badges to get in. Many buildings were destroyed, and few of the rest remained open. Fortunately, one was Friends Cafe, where we enjoyed a good lunch and internet access. The produce market had moved outside of the town, requiring a taxi ride. We were befriended by Tom, a Tongan with a truck, who took us to a supermarket, produce stand and Chinese market, where we got some excellent local vanilla rum. Another couple gave us a ride back from the gas station with our jerry jugs.

The Nuku'alofans we met went out of their way to be helpful, and seemed apologetic for the effects of the riots. While they were not openly sympathetic with the rioters, it was clear that George V, the new king, is not as well liked as his father George IV, who died a few

***The kids of the Tunga Village, like kids the world over, couldn't wait to meet strangers like David and Susanne.***



months before in a car accident. George IV promoted education as a way to bring Tonga into the modern world, and sought good relations with all nations. Traditionally, the royal family and a small group of nobles have controlled most of the country's resources and power. George V has acknowledged the need for the royal family and nobles to relinquish some of this to other Tongans, but there does not appear yet to be a clear plan or progress in this direction. His coronation will be in the late summer or fall of 2007, following a formal year of mourning for George IV.

It looks like it will be a while before these changes are implemented, which could lead to further unrest. In general, Tongans aren't big on change, as they have a group-oriented society conditioned to the mores of a complex social hierarchy. Individual

***Building clouds on a spectacularly blue day heralded a big storm when Sumatra approached the Bay of Fonseca.***

initiative and change are discouraged, unlike in the U.S. We found this interesting, liked Tonga very much, and would recommend it as a destination. If there are future disturbances, it is unlikely that they will affect the country outside of Nuku'alofa, which is not a necessary stop.

After leaving Trinidad in February of last year, we spent most of the year under sail, transiting the Canal in May as one of Manukai's 'fiberglass fenders'. It's been a fabulous trip, and we have been enjoying the beauty and amenities of the Bay of Islands before heading off to the yard in Whangarei for general maintenance.

Since '07 will be the last year we can afford to cruise before returning to work, we plan to head north to Fiji and as much of the Western South Pacific as we can fit in.

— david & susan 12/28/07





HTTP://JONLAYNE.TRIPOD.COM

**Sumatra — Trintella 53  
Jerry Morgan & Crew  
Central American Guano  
(San Francisco)**

I'm back home after nearly three months of cruising down the Pacific Coast of Central America aboard Jerry Morgan's San Francisco-based Sumatra. When we rejoined the boat at Barillas Marina in El Salvador, where we'd left the boat in April at the end of last season, I met Harold and Sherri, the two new crewmembers. He's a ski instructor from Squaw Valley while she's a personal trainer from the Bay Area.

El Salvador was hot, hot, hot, during the day, then right after dark the thunder and lightning would move in along with pouring rain. This meant we'd have to close all the ports and hatches, and it would get really hot and humid inside the boat. We spent a few days getting the boat cleaned up and making repairs, and were eager to get away from the heat and the mosquitos and back on the open ocean.

On our last night at Barillas, we met

the crew of the m/v *Taloo*, a surplus navy vessel that had just been purchased in San Diego and was on her way to Florida. The crew said they had too much fish, so they invited us to a wahoo and dorado fish feed. The fish was perfectly prepared, and we ate all we could before we started telling lots of funny stories.

At daylight on September 23, we followed the pilot panga down the channel, past the volcano in the background and the little fishing village, and out through the breakers and into the Pacific. It felt good to be underway again, although we were in for a bit of a surprise. I made some coffee and we all sat in the cockpit enjoying the beautiful morning. Jerry set a waypoint heading almost due east, toward Nicaragua and the Gulf of Fonseca.

Feeling in great spirits as a result of being on the ocean again, Jerry decided to raise sail even though there wasn't much wind. But as soon as Harold starting to hoist the main, all the debris — including part of a bird's nest — that had accumulated in the folds of the sail during the previous four months started to pour out. When Harold raised the sail further, it started raining little black pellets of bat guano! Thousands of pellets fell onto the deck, and several confused and disoriented bats flew out. A couple more, perhaps babies, fell to the deck and crawled around looking for places to hide. As the main began to flap in the wind, big globs of guano that had been stuck to the sail started to break loose and fall on the deck.

Jerry almost stepped on one of the little bats, but then it crawled onto his foot and started up his leg! He tried to pick it off, but it flew away. Not having anywhere to go, it returned to the boat.

With so many pellets having fallen onto the cockpit and decks and into the cracks, we had a real clean-up job ahead of us. Using hand-brooms, we brushed the loose stuff onto the main deck, then hauled up many buckets of seawater to wash it overboard. Harold and Sherri scrubbed down the big smelly stains on the sail,



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***Most people are reluctant to allow baby bats to crawl up their leg, but Capt. Morgan was a stalwart.***

and we started joking around with Jerry, who even had a few bat guano pellets in his coffee. We told him it was a special dark roast blend that we'd made just for him. We were so busy that we didn't get to see much of the coastline.

About noon we started seeing the land features of the Gulf of Fonseca, with several large islands at the entrance and the tip of Nicaragua off to the right. It was an enchanting view, as large thunderheads piled up behind the emerald green islands. The Gulf of Fonseca is said to be the birthplace of nasty storms, and we could believe it, seeing how quickly the clouds grew and spread out in a typical rainy season pattern in the tropics. We circumnavigated one of the islands, then found a good breezy spot off Punta Ampala to drop the anchor. We all jumped

***Of all the different types of boat messes, bat shit on the deck is one of the least pleasant to clean up.***



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# CHANGES

in the water for a nice swim, and admired Sumatra framed against a big plummy thundercloud, with the huge bay and islands as a backdrop. I could tell it was going to be a great sunset, and it was.

We toasted the sunset with Chilean wine and finished off the leftover fish for dinner. Soon the Milky Way appeared overhead, looking like a belt of star smoke. Jerry put on a Dylan CD, and as Bob sang, "I saw a shooting star tonight," I actually saw one rocket across the sky. And when he sang, "With God on My Side," I felt very content and, before long, dozed off beneath the stars. It had been an effort getting to where we were, but it had all been worth it.

—jon 12/20/06

## Swell — Cal 40

Liz Clark

Ear Ebola In Central America  
(Santa Barbara)

I heard a knock on the hull followed by a soft whistle. I poked my head out, sweaty and reeking of gasoline from cleaning the carburetor in Genny, my portable gas generator. Four boys in their early teens peered up at me with round brown eyes.

"Podemos atar a su velero para pescar?"

"Sí, por su puesto," I replied. I took their line and wrapped it around the mid-ship cleat. I really wanted to fix the carburetor, but I could tell my new neighbors were less interested in the fishing than talking to the strange *gringa* alone on the sailboat. I fielded questions and passed out cookies and crackers in exchange for fresh coconuts.

"I want to learn how to climb the coco-

**Despite eating fresh and natural foods such as bananas, and living right, Liz was still bedeviled by ear problems.**

COURTESY SERENDIPITY



nut trees," I told them. The three pointed to the smallest boy at once. Apparently he was the best at it.

"*Mañana, quiero aprender*," I told him. They were thrilled at this, and we agreed to meet the next day in the afternoon by the medium-sized palm tree by the pier.

"It was like, like 15 feet . . . it was huge," the sun-burnt guy in the internet café bragged to Diego, who ran the place. He was facing Diego, but I could feel his words aimed at the back of my head. He spoke with loud inflections and dramatic hand-gives towards the ceiling about the size the waves had been that day. I stared at the computer screen, doing my best not to make the slightest visible reaction to his commotion. I listened carefully to each word for signs that he couldn't surf and was probably exaggerating.

Nonetheless, the words stung. I knew the swell was pumping. I was trying to let my infected ear heal by resting alone in Puerto Jimenez, Costa Rica, where the flat waters had less of a pull on me, but this lobster-faced hot-dogger had to tell his story loud enough for the entire galaxy to hear. I tried not to let it get to me, but he jabbed at my weakest point — and finally pushed me over the edge. I silently devised a plan to sail across the bay at first light. Long drive to the left, huh buddy? I paid my bill, and thanked Diego, and walked out into the cool, wet night.

Sure enough, despite the constant pulse in my ears, I stubbornly hoisted the sails at dawn. Two hours later, I found myself not far from the glassy green lines, dropped the hook, and got ready to surf again.

"I know you," said a man paddling up the point. "I've read some of your stories . . . I'm Clay."

Clay brought me up to speed on the conditions — the swell was better than the day before — and local scene — there was a better anchorage around the corner, but the guys at the fish camp would surely keep an eye on me, and that kind of stuff. It was nice to be welcomed to the line-up. This, the fact that Jaime, her husband and son, were already out ripping, that the younger kids recognized me and smiled, and that Adam and Jackie had driven down from Dominical all made the place feel a little like home.

I shoved the earplugs deep in both ears and ran up the point, where I would spend all of the next two days. It was good. Clay even swam 200 yards out to Swell to deliver the latest copies of *Lati-*



*tude 38*. But Jack, my next guest from back home, was soon to arrive. So when an onshore wind came up on the third day, I let it blow me back across the bay to Puerto Jimenez.

The exhaustion hit me that night as I anchored the dinghy off the side of the pier and made my way up the rusty, barnacle-caked stairway at Jimenez. I had promised to call home before Jack arrived the next morning, and had to get to it. I lobbed a bag of trash up on the pier from the boat, and in my zombie state then walked right by it.

"*Su bolsa*," said a man propped casually with his back against a piling.

"*Oh, gracias*," I replied, realizing I still had cotton in my ears. I picked up the bag and looked over to see what the man was staring at — a golden, lopsided 3/4 moon was climbing over the eastern horizon. I hadn't even noticed. Herrardo then explained that the trashcan was down the road and to the left, but that some people just throw their trash in the ocean or on the road, and that he spends his days picking up after them. He explained that he lives very close to

# IN LATITUDES



JACK BUTTLER

**No matter if you're a man or a woman like Liz, maintaining your engine is important — although not all that much fun.**

nature, and that everything we need comes from nature. All the complicated stuff, he told me, was unnecessary.

I nodded, but didn't have quite enough energy to explain that I couldn't have agreed more.

"Buena manifestación!" he called as I stumbled towards town. I didn't really understand, but waved while I pondered on this different form of environmentalist as I skipped puddles in the dark.

Jack arrived early, weary from the travel, but beaming nonetheless. I offered him a coconut that Herrardo had bestowed upon me during my morning walk to the airstrip.

Jack was a waterfall of stories, with two days of travel that had taken him through Tijuana with my sister, and then into the darker side of San Jose,

the capital of Costa Rica. I was excited to see him, and we couldn't get the words out fast enough as we loaded his bags and boards onto Swell.

He immediately unzipped a monster bag and began extracting gift after precious gift for me from home. There was aloe vera, chocolate, a letter from my mom, a 2GB CF card for my camera, more chocolate, brownie mix, CDs my sister had burned me "so that I don't lose touch," hair products and more chocolate. I almost collapsed with delight. After

Jack finally handed over all the stuff for me, the bag was deflated. After packing all of the things on my wish list, he'd almost no space left for his things. In fact, he soon realized that he only had one pair of shorts, having forgotten his other pair at one of the hotels.

We found him a nice pair of nylon baggies in the Ropa Americana store in Jimenez later that day. They were too short, making him look like an aspiring soccer star, so we immediately renamed him 'Pele'. Luckily for him, we found a place that sold more trunks a few days later.

The next day I needed some time to write, so I shooed Jack off the boat with his cameras, and told him not to come back for a while so I could get some work done. Six hours later, I walked off the pier heading for town, and there was Jack, coming my way. His face was red, his clothes were rumpled and dirty, plants were sprouting out of the side pockets of his backpack, and he had an almost devilish grin. His words came out in a torrent:

"You won't believe it! Right after you dropped me off, I met this guy named Herrardo. He took me on a hike through the forest and taught me all about natural medicines...and Lizzy...then he took me to his house...it was just a tarp in the forest. He cooked me the most *kine grinds* and made coffee, and he only had one mug and he let me use it and we hiked for miles and miles. Actually, he worked me. Then I came back in a canoe, and there were crocodiles in the river . . ."

I thought Jack might spontaneously combust from the excitement. It was Herrardo from the pier. It couldn't have worked out any better . . . *buena manifestación* . . . I was starting to understand. Herrardo had been the first

***It's bad enough not being able to surf when the waves are poor, but not being able to surf when the waves are good will make you sick.***



SWELL



# CHANGES

person he ran into that morning. I wished I had been there too, but I was happy that Jack had experienced his first day in Central America on his own.

The swell forecast was dismal, and

before and after they get to us.

The younger kids were pleased with a map of the world and a slide show consisting of photos from my trip. They were

so excited that, by the end of my presentation, they convinced the teacher to let them walk down to see *Swell* anchored off their pier. Their eyes glowed with wonder. "Does it have a bed?" "How do you eat out there?" They just couldn't believe what I was doing.

The little girls seemed especially pleased, and held my hands as we made our way down to see *Swell*. "I want to surf, too!" They proclaimed. As I waved goodbye to the kids I thought about the courage it took for Elizabeth and Terry to do what they had done at Nueva Hoja,

and what a difference they were making in the lives of these kids. I felt lucky to have been a brief part of it.

So, full of the children's inspiration, Jack and I set sail for Panama. I wanted to him to experience how I lived aboard *Swell*, even in just the short time he had. Our first passage would be the longest, as, once we made it to the northernmost island in the Gulf of Chiriqui, there were loads of places to go in quick day-hops. The first 12 hours seemed easy enough, which should have been my warning.

— liz

## **Blue Banana — Gulfstar 50 Bill & Sam Fleetwood Refit In Phuket, Thailand (Monterey / Langkawai, Malaysia)**

We haven't checked in for awhile, so we thought it was time for an update. As you'll recall, we met through *Latitude*, did the Ha-Ha in '97, then jumped to the Marquesas in '99.

We found ourselves in Australia in '01 and then, due to a diagnosis of breast cancer, ended up spending 2.5 years in Oz. We survived surgery, chemotherapy and a lot of other mean, nasty and ugly things, but after all that was done, and I was sporting a new head of fuzz, we day-hopped our way north along the Great Barrier Reef. We had wonderful sailing conditions of 15 to 20 knots and, thanks to the protection of the reef, flat seas.

Once we reached Darwin in the north-western part of Australia, we joined the mid-July Darwin to Kupang, Indonesia,



Rally. This involved a 3.5 day motorsail in light and smooth conditions to Kupang — where we were welcomed like celebrities! Everyone pretty much went their own way at their own pace from that point.

In October we crossed the Singapore Straits — yikes, you should see all the giant ships! — in a black-as-night thunderstorm, and made it into a marina for a little well-deserved luxury. A month later, we were day-hopping up the Malacca Straits — there are no pirates on the Malaysian side — to Langkawi for another stop in a marina. For Christmas celebrations, we leisurely sailed for five days between islands to make the last 150 miles to Phuket, Thailand.

We arrived at Phuket just in time for the tragic tsunami. Luckily for us, we were in a deep enough bay so that no boats were damaged in the area around us. We were, however, able to see the back of one of the waves as it swept up over the beach, the road, the shops and restaurants, and into the hotels. There were about 90 boats in the bay for Christmas, and everyone raised their anchor

JACK BUTTLER



my ears still buzzed with infections, so I swallowed more antibiotics and Jack and I made a plan to head for Panama after I spoke with Elizabeth Oden's students. Elizabeth is a teacher and founder of the Nueva Hoja or New Page (or Leaf) school in Puerto Jimenez. She had been following my travels, and even swam all the way out to *Swell* to greet me when I was anchored in front of her home out at the point. She'd asked if I would come in and talk to her students which, of course, I was honored to do.

We walked into the cool hallways of Nueva Hoja, and I smiled at the bright colors and hand-painted art on the walls. I knew they were kids, but I was always nervous before I spoke in front of any group. My words never seemed to flow like they do onto paper. But the place radiated with positive energy, as Elizabeth and Terry Huisman, her partner, told me the story of how they had started the school from nothing, fought the bureaucracy, and had prevailed with a successful group of budding scholars — and more applicants each year.

The older kids were wickedly smart, and I fielded their questions as thoroughly as possible. I showed them a copy of *Dove*, by Robin Lee Graham, who had been one of my main inspirations when I was a kid. We talked about watersheds, and I used a drawing by Geoff McFetridge to explain how surfing affects our watersheds. I also explained why it's important to understand the origin of the things we buy and how they affect the environment

# IN LATITUDES



ALL PHOTOS COURTESY BLUE BANANA



**Clockwise from above: 'Blue Banana' being relaunched in Phuket; Sam, smiling once again; one of Thailand's beautiful islands; and Bill.**

and got into deeper water, as nobody had any idea what was going to happen next. Streams of debris floated out off the beach, and most cruisers spent all day picking the stuff up in the hopes that it could be returned to its owners. The stuff was mostly beach-chairs, mats, and giant coolers, but some people got a bit of a shock when they found mannequins floating face down.

We spent the rest of the season cruising the outer northern islands of Thailand, including the Surins, which our friends aboard *Feel Free* wrote about in the November 2006 issue of *Latitude*.

In July of '05, we took *Blue Banana* into the marina at Phuket's Boat Lagoon for a new interior. We had a teak and American oak — it looks like holly — sole installed, and beautiful upholstery made of water buffalo leather. We cruised the Phuket area some more in the early part of the '06 season, then went back to Boat Lagoon for a paint job — that nearly turned into a complete refit, including

engine! As such, what was supposed to take no more than four months took nine. But we do have to say that we have a beautiful new boat — although she's still not blue.

Here's a list of all the work we had done to our 30-year-old boat: New paint (deck, hull, masts, booms); new Yanmar 70-hp diesel, new stainless ports and hatches, new rudder, new anchor platform, new caprail, reinforced rudder and skeg, new instruments including a forward-looking sonar, new instrument panel, new wiring in both masts, new antennas in both masts, including one for an AIS receiver, new headliner and varnish, and three new chainplates to replace the cracked ones.

The labor in Thailand is very inexpensive, with unskilled labor going for \$5/day, and good carpenters willing to work for just \$7 to \$12/day. Nonetheless, the project came in quite a bit higher than what we had budgeted, because it took longer and because we

had to live in an apartment while the work was being done. While the cost of labor was low, we also had to be in the yard every day to supervise and help, or else nothing at all would get done. Nonetheless, we did manage to do some traveling in Southeast Asia, as we visited northern Thailand, Laos with two days on the Mekong River, Cambodia and the ancient and incredible temples of Angkor Wat, Vietnam, and the highlands of Malaysia.

Jill and Pro, our boat refit contractors, had their guys take everything off our boat before painting, and put everything back on. Unfortunately, some of it wasn't done too well, and therefore some things had to be re-done. We unrigged and stripped both masts and booms ourselves. Hint: Take a lot of photos before trying this yourself! After all the spars were painted, we put everything back on ourselves.

We finally escaped Boat Lagoon on December 23 of '06, and are just now finishing all the last-minute projects for our sail across the Indian Ocean and up the Red Sea to the Mediterranean. We anticipate leaving here in January and arriving in the Med in April or May. Wish us luck!

— sam & bill 01/06/07

## Cruise Notes:

"We're the flamenco people who did last November's Ha-Ha, and we had a ball," report Richard and Andrea Black of the Santa Cruz-based Sceptre 41 **Saeta**. "We're now at Barillas Marina in El Salvador on our way to Spain, but want to alert everyone of a bad experience we had when trying to get our *zarpe* in Puerto Madero to clear out of Mexico. To greatly

**Taking care of paperwork can be a pleasant experience or an expensive nightmare. The warning light is on for Puerto Madero.**



ELECTRONIC/RICHARD



# CHANGES

summarize, it involved lots of visits and payments of port fees in various places. None of it was all that bad until we got to Immigration. Until the beginning of January, all yachts had to be processed at the airport, which is about 10 miles inland. As far as we can tell, that was basically just a rubber stamping and a signature process.

"At the start of the year, however," the couple continue, "the responsibility for yachts was transferred to the Immigration office in Tapachula, which is 20 miles inland. So having completed everything else, we took a taxi to Tapachula to discover that the people there didn't have a clue what they were doing. Nonetheless, they decided that they should apply the laws pertaining to cruise ships to yachts such as ours. They gave us a copy of the relevant statute, despite the fact it explicitly said it pertained to "commercial vessels." As such, they insisted we pay a fee of \$262, which is the rate for cruise ships carrying between one and 500 passengers. Having no friends in town, and trying to get back to the *Capitania* before the office closed on Friday, we paid the



WIND THIEF

*We're not sure where this photo came from, but we think it's of a cruising kid expressing the joy of not having to deal with zarpes and such.*

exorbitant fee. But Immigration then kept our passports, saying that they would bring them down to the boat the following morning when they "inspected" us. This made us very nervous, but they actually did show up when they said they

would. The clerk came, along with her boss and her boyfriend, and all three had a jolly outing. At long last, we had our passports stamped and they filled out papers stating that they had "inspected" our boat — although it was anchored in the bay and they were standing in the *Capitania*.

"The money isn't so much the issue," the Blacks contend, "but rather that Immigration clearly intends to apply this process to all the boats that come behind us. If this is truly the policy of Immigration, then shouldn't Immigration be applying it to northbound boats leaving Cabo? We don't believe they are. Despite this incident, Mexico was great! We didn't get to stop anywhere for very long, as we're trying to get to Spain by next summer. But we've realized that Mexico deserves an entire season, not just a few months. Oh well."

We, and all Southbounders, would certainly like to know what experiences other people are having getting their *zarpes* to leave southern Mexico for Central America. Have other skippers

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had to pay similarly ridiculous fees? As for Immigration policies, veteran cruisers to Mexico know that just because certain rules and fees apply in one place doesn't mean they apply anywhere else. For example, in some places — we think La Paz is one of them — boats wanting to clear out for the U.S. have to get time-consuming and expensive medical examinations for all their crew before they are allowed to leave. You didn't hear it from us, but this is the reason almost all veteran cruisers leaving Mexico for the States clear out of whatever port they are in for Ensenada, because it requires a simple domestic rather than complicated international clearance. And then when the get up by Ensenada, they blow right by and into San Diego. Officials in San Diego don't seem to care about any clearance papers from Mexico. We wonder if it's the same with officials in Guatemala and El Salvador.

In any event, we've encouraged the Blacks to contact Tere Grossman, President of the Mexican Marina Owner's Association, to see if she can't look into

this.

"Just a quick update on our adventures," write Jan and Bruce Smith of the Gig Harbor, WA-based 34-ft home-built gaff-ketch **Woodwind**. "We left the Nicoya Peninsula of Costa Rica on January 7, thinking we'd have an easy five-day sail/motor crossing to our long-awaited destination of Balboa, Panama. But that would be far too easy for the Gusty Smiths, right? Just as we crossed the imaginary border into Panama, we got hammered by headwinds and steep oncoming seas. It blew a steady 20-25 knots with frequent gusts to 40. So we decided to do what sane people do, which is seek shelter. But there wasn't any, of course. After two days we finally reached Bahia



*Having had plenty of cruising experience, the 'Gusty Smiths' knew when it was time to simply wait for better weather.*

Benao — or, as we call it, Beano Bay — the only bay on the southern coast of the Azuero Peninsula. It's just 12 miles west of Punta Mala, and is right out of the '70s. All it has are three houses and one Third World bar in front of a hot surf spot with camping. Cold beers are 50 cents and fish dinners are \$2. Not a bad spot to be 'trapped'. We've been hanging out with five 20-something-year-olds

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# CHANGES

from the Northern Coldfront of America. They were all travelling through Central America and hooked up to form an entertaining team. We still have 100 miles to go to get to Balboa, but right now it's upwind and into one of the busiest shipping lanes in the world. That passage can wait."

"What are the dates for the **Pirates for Pupils Spinnaker Run** from Punta Mita to Paradise Marina this year?" wonders Mark Steinbeck and family aboard the Alden 65 cutter **Nirvana**. "It sounds like a fun and worthwhile event. I've seen the schools in the Emiliano Zapata colony that some of the money goes to, and we'd love to help. *Nirvana* is well set up for daysailing with a crowd, and we could easily take 15 to 20 guests if we could borrow some extra PFDs. Who should we talk to about this?"

The delay in announcing the date of the Pirates for Pupils was because the traditional date, two days before the start of the Banderas Bay Regatta, would mean that it would have to be on March 21 this year. Alas, that's a terrible time for us co-organizers, as it's right at the deadline for the April issue of *Latitude*.



AMERIGO VESPUCCI

*Riding the boom aboard 'Profligate' during a spinnaker run. Who knew raising money for a good cause could be so much fun?*

But since there were no good alternatives, it's going to be held on March 21 after all. For details, contact Ronnie 'Tea Lady' at abmarine@hotmail.com starting about April 1. It's a fun event for a great

cause, so we hope to see you there.

Marc Hachey of the Auburn-based Peterson 44 **Sea Angel** reports that he returned to his boat in Trinidad late last year for his seventh season of cruising. Getting the boat ready for this season proved to be a little more difficult than other years, so he's written an article about it. We hope to publish it next month. But after finally getting away from Trinidad, Marc sailed up the Windwards to St. Lucia, "where the locals know me as the crazy white guy who climbs the Petit Pitons twice a day. But I love it. My passion is hiking and climbing the tallest peaks, which are by far the best in the Windwards."

You don't hear about it much, but hiking is actually a great activity in the Caribbean. It's never cold — unless you climb to the heights of places such as Dominica and Grenada the breeze is always blowing, and at the end of every hike is the opportunity to dive into the warm, blue waters of the Caribbean Sea.

"I was reading the January issue of *Latitude* here in Cabo while wait-

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## IN LATITUDES

ing for a delivery weather window to Puerto Vallarta," writes Holly Scott of the Newport Beach-based *Cal 30 Cat-spaw*, "when I looked up and saw a blue sailboat come into the fuel dock. It was *Stary*, the Polish boat that recently completed the Northwest Passage with a crew of six. So we had them over for refreshments the other night. What a great group of folks!"

Rosaura Herrera, the Port of Call Supervisor for **Singlar in Puerto Escondido, Baja**, has released a new list of services and prices as of January 19. They claim to offer a laundry, bathrooms with showers, a new launch ramp, revitalized moorings, an operational boatyard, a new parking area, and dry storage services. It's our understanding that not all of this stuff — such as the boatyard — is operational yet. As for the prices, moorings will be about 60 cents/ft/day for a 41- to 50-ft boat, which by our math comes out to \$738/month for a 41-footer. And that's before the 17% IVA tax is added on.

We can't imagine that Singlar is going to be deluged with cruisers want-

ing to spend nearly \$900/month for a mooring, particularly when there are plenty of places to anchor for free nearby. We don't mean to be overly critical, but these prices seem to reflect continuing hallucinatory calculations on the part of the Nautical Stairway folks, who once figured that 68,000 Americans would be bringing their boats to Baja ever year. Did we mention they want to charge another \$100/month for parking if you have a car? The dry storage rate for a 40-footer is a much more reasonable \$3.93/ft/day, which by our math comes to about \$120/month before taxes. If Singlar was smart, that's what they would charge for the moorings, because they'd easily get 10 times as many takers



LECTRONIC / RICHARD

*Can the folks at Singlar command South of France prices in the heart of the Baja desert for their facilities and services? We doubt it.*

as they will at the absurd rate of nearly \$900/month.

For what it's worth, a mooring for a 40-footer in the inner harbor at Gustavia, St. Barth, the hottest location in the Caribbean, is \$740/month, taxes included — and they're always full.

The news of the new rates at Puerto Escondido is certainly not good news for Connie 'Sunlover' McWilliam and the



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# CHANGES

Hidden Port Yacht Club, who work so hard each year to put on **Loreto Fest**, which is a major cruiser fundraiser for locals. This year's Loreto Fest, May 3-6, will be the 10th, and will feature four days of harbor cleanup, sailing, music, seminars, games and fun. You don't want to miss it, because before or afterwards you can stop at any or all of the seven nearby islands. For details, visit [www.hiddenportyachtclub.com](http://www.hiddenportyachtclub.com). In the past, Singlar has backed off on their high prices for those participating in Loreto Fest. If they don't do it again this year, they'll probably cripple the event.

"Sorry we didn't cross paths in St. Barth on New Year's Eve," writes John Anderton of the Alameda-based Cabo Rico 38 *Sanderling*. "Here are a few of my impressions. The main event was the people-watching, as the beautiful people did their thing. My vote for the best to look at went to the trim young lady wearing the string bikini, spiked heels and cowboy hat. The anchorage was so crowded that some anchored boats were putting out fenders as more boats kept arriving. As usual, the French boats had



LECTRONIC / RICHARD

**While it's certainly possible to spend \$5 for a Coke at restaurants on St. Barth, a Heineken is \$2.60 at Le Select.**

their own special formula for anchoring. 'Nuff said. As I go from island to island, I compare the cost of a beer in U.S. dollars to determine the 'cruiser's cost of living' for that island. I call it the Beer Index,

and on St. Barth, it's on the very high end. A bottle of Presidente beer that sells for \$2 U.S. in St. Maarten sells for \$5.77 in St. Barth, which is just 15 miles away. I'll be in St. Maarten for awhile, as I've lost faith in my 26-year-old Perkins 4-108, and have ordered a new Yanmar."

We're sorry we missed you, too, but we spent most of our New Year's in the little bar at Filou and Mimi's La Gemelle Restaurant. It wasn't filled with beautiful people, except for the lovely Mimi, of course, but the people were real. When you get a hug at La Gemelle, you feel the love, even from strangers. As for good value in beer, you have to be careful where you drink. But a Heineken at Le Select is just 2 euros — or about \$2.60 U.S. That's a little more than in St. Martin, but as you apparently noticed, the scenery is a little better.

Anybody out there remember **Fred Turrentine**, who kicked around the La Paz area aboard his 37-ft Brown Searunner trimaran **Serape** from '79 to '81? His son Terry did the last Ha-Ha aboard the Palos Verdes-based Irwin 41 **Heart to**

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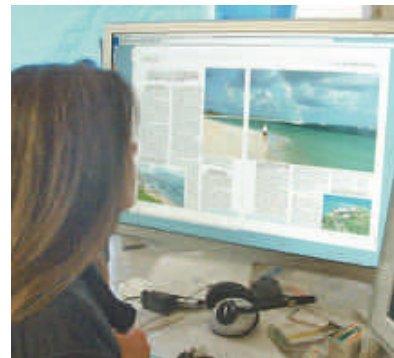
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# IN LATITUDES

WANDERLUST

**Heart**, and gave us an update. It turns out that 'ol Fred is still alive and sailing, but now down in New Zealand. He sailed to Hawaii in '91, and then made five unsuccessful attempts to continue on to the South Pacific. So get this, he returned a lava rock he'd taken to the exact spot he got it, then made a sixth attempt. The next thing he knew, he was in the South Pacific. We can't be sure that Lono and the other Hawaiian gods blessed him after he returned the rock, but we do know he made it to Samoa, Tonga, Fiji and New Zealand. He finally sold his tri in '96, and married a Brit woman who had sailed to New Zealand. After they bought a house, Fred built a series of small cats, including one he lost in Fiji after the rope rode chaffed through on coral. Then, to the horror of everyone, he took a small monohull and added two floats to create an 1,800-lb trimaran. Everybody laughed, but the 73-year-old Turrentine reportedly hit 29.8 knots with her, which is faster than most any 70+ sailor in the world has sailed.

"We had awesome weather and were

zooming along south from Puerto Vallarta, but still managed to snap some fantastic photos of huge turtles between Ipala and Chamela," report William and Sara Sitch of the Santa Rosa-based Gulfstar 37 **Wanderlust**. "We later participated in the second Sunday Raft-up of the season at Tenacatita Bay, a real cruiser favorite. We all shared potluck food while in our dinghies, told lies about our boat histories — and fled after the sun went down and no-see-ums came out. During our stop at little La Manzanilla, which is tucked up inside Tenacatita Bay, we came across a group of crocodiles. For some reason there didn't seem to be many dogs or children around."



*Turtles seem to be making a big comeback in many parts of the world, as it's no longer unusual to see them swimming offshore.*

While in New Zealand for the holidays, Sutter Schumacher, *Latitude's* Racing Editor, ran into into Kiwi sailing legend Chris Bouzaid, who is the owner of the McMullen & Wing 60 *Waianiwa*. Bouzaid sang the praises of Nelson, New Zealand, which is located on the northwest corner of the South Island. Although we're not sure about the veracity of his claim

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# CHANGES

that Nelson is the sunniest spot in the world, it regularly has some of the best weather in New Zealand. And Bouzaid was quick to list the small town's attractions — it has a modern marina, a downtown within walking distance of the harbor, and regular Air New Zealand flights from all major New Zealand cities. After sailing just a few hours in either direction from Nelson, you can be in the heart of either stunningly beautiful and remote Marlborough Sound or Abel Tasman National Park. "When Americans think about coming to New Zealand, they almost always go straight to Auckland," said Bouzaid. "But what they don't realize is that in about the same amount of time they can come to Nelson and have the Sound and the Abel Tasman all right there. It's some of the best cruising around."

Nelson is also home to Dickson Marine, one of the South Island's best-equipped boatyards. Basil Hart and the crew at Dickson had just finished a major refit and repaint on *Waianiwa*, and Bouzaid was very pleased with the quality and the price, the latter of which

TOURISM NEW ZEALAND / IAN TRAFFORD



**New Zealand's Abel Tasman National Park — with coves such as this one — can be reached under sail in just a few hours from Nelson.**

he claimed was much less than would have been charged up in Auckland. A Kiwi native who helped launch New Zealand onto the international racing scene in the late 1960s with **Rainbow**,

he would know quality. After splitting his time between New Zealand and the United States as a businessman and yacht racer for more than 30 years, he's recently shifted to cruising mode. With the boat in top shape, Bouzaid and crew are off to another well-known South Island sound, Milford, which is on the southwest coast of the South Island. In March, they'll head to the Auckland Islands. Bouzaid may then bring the boat up to the northern hemisphere, although a return to the islands of the Pacific isn't off the table either.

"I've driven my truck to Florida in order to pick up my new Hunter 49 **Wanderlust 3**," reports Mike Harker of Manhattan Beach. "After she's displayed at the Miami Boat Show from February 15-20, I'll be heading to Panama by way of Mathew Town, Inagua and Jamaica to start my circumnavigation. I'll probably meet a bunch of this year's Puddle Jumpers in Nuku Hiva in April or May. Included among these may be David Madera and his partner Monica, who bought **Wanderlust II**, my Hunter 466.

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The couple hoped to make last year's Ha-Ha, but got delayed a week in San Diego at the start. But they are down in Mexico now and having a great time."

"When I come back up the Atlantic in early '08," continues Harker, "I'm going to stop at Mathew Town again, which is where I'll be completing my circumnavigation. I'll pull into that little hole in the rocks they call a harbor, where they have a Shell diesel pump. Of course, you have to walk or bicycle up to the town and ask the Shell station operator to come down and turn on the one pump. I did that three years ago when I left Puerto Rico and headed to Miami. I was tired singlehandedly the narrow Old Bahama Channel and wanted a good night's sleep. I didn't need the diesel, but I bought some anyway, because if you do that you don't have to officially clear in and pay the in and out fees."

"We're glad to hear that the Wanderer is going to cut back on work and get out there on the ocean more," writes Tim Harmon of the Sonoma-based Irwin 37 **Luna Sea**. "Life is short, you know. But

I'm mad as hell at myself, and my wife, Julie, too. We did the '03 Ha-Ha, and had a ball, of course, did two seasons in Mexico and bashed back (my fault). *Luna Sea* is now in Marina Bay in Richmond, and we are back living in Sonoma. We had sold our house in '03 (my fault), and I'm mad about that, as its value went up \$200,000 while we were out playing. When people ask me how much it cost us to cruise, I leave that part out. But then again, you can't put a price on our 6,500 miles on the ocean. I'm also mad at what we have done since getting back, as we had sold everything save a 5'x8'-sized storage shed of stuff. Now we are renting a friend's studio and, after nearly two years back, the place is bursting at the seams with stuff (Julie's



JOHN THOMPSON

*When Tim and Julie Harmon sail 'Luna Sea' back to Mexico, they may be able to get a slip in the new La Cruz Marina, where there has been a lot of progress. There are even rumors that slips will be available before the end of summer.*

fault). How is this possible?! We have sinned, that's how, as we have slipped back to the dark side of land dwelling. We are now saving money to return to sailing in Mexico, as we intended all along. With any luck, we should be heading south in



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# CHANGES

September."

For what it's worth, the Wanderer and Doña de Mallorca no longer live in a normal house, but rather either a little granny unit or a boat. Life has never been so delightfully crap free. It may not be for everyone, but it suits us just fine.

According to Capt. Norm Goldie in San Blas, there's a new **navigational hazard** in Mexico:

"The Mexican Department of Fisheries (SAGARPA) and the Secretaria de Comunicaciones y Transportes have decided to allow commercial fishermen to slaughter off all marine turtles, sailfish, marlin and dorado. This is being done by allowing the fishermen to 1) use illegal floating long lines within 50 miles of the Mexican coast, and 2) sell gamefish and sea turtles as commercial seafood products. This has never been done before. In years past fishing inspectors would actually go into restaurants, seafood stores and fish warehouses and confiscate all billfish and certainly marine turtles. Marine turtles are protected by international law in Mexico they are sold for 200 pesos each (about \$18.00).

WWW.SEATURTLES.ORG / THOMAS GORGAS



A sea turtle caught on a long line.

"This situation is very significant to the yachtsman because daily cruisers and sportsmen are engaging these floating long lines and spinning them up on their propellers, shafts and rudder posts. In the near future, I'm sure someone will lose their life.

"Just recently Black Dog II limped in to San Blas with their prop and prop shaft a mess. Two years ago Capt. James Bach (cruising the Mediterranean at

present) became dead in the water on his way from San Blas to Puerto Vallarta. He had spun up a long line on his prop shaft and, having only a mask, snorkel and fins, decided to cut away the fishing gear. While diving he put a large hook completely through his hand — he was hooked fast and knew he would drown unless he tore the hook out of his hand. He did this and, upon his arrival in Vallarta, was hospitalized. Recently Jim wrote to me from the Italian Riviera recalling that he 'did not enjoy being on the wrong end of the food chain.'

"Floating long lines are now in use on the entire West Coast of Mexico. Beware, as the floats used are clear, small plastic soda bottles. You're into them before you know what has happened.

"I urge you, our visitors, to notify the proper authorities. Stop this illegal practice. I never thought I would see the day when a 100-year-old sea turtle's life was worth \$20."

We've love to hear from you folks out cruising, so send those emails and hi-res photos to [richard@latitude38.com](mailto:richard@latitude38.com).

M

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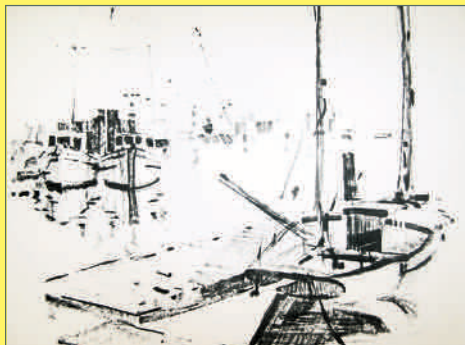
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## 24 FEET & UNDER

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## 25 TO 28 FEET

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**CATALINA 270, 1993.** 30 hp Perkins, new bottom and Martec folder in 2006, sails in excellent shape, cruising spinnaker with Tacker and Chutescoop, teak cockpit table, new batteries, CD player, VHF. Well-maintained freshwater turnkey boat. \$28,500. Call (530) 873-9221 or medinage@butte.edu.

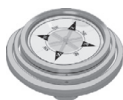
**SPIRIT 28, 1973.** Tiller steering, inboard 15 hp Yanmar, roller furling jib, detachable baby stay with 70% storm jib, double reef main. Wood interior. New bottom. Solid Bay boat. Many extras. \$8,250. Call (916) 844-4295.

**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. \$14,000/obo. (510) 236-9849.

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**ERICSON 27, 1979.** New Yanmar 2GM20, prop, shaft, cutlass and fuel tank. Also includes refrigeration, dodger, radar, knot, depth, roller reef, autopilot. Galley remodeled, recent canvas and upholstery. Mexican veteran. \$18,500/obo. (510) 364-1984. Email for photos: ddozier@net.com.

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**ERICSON 27, 1973.** 1988 Westerbeke diesel, 800 hours. Radar, GPS plotter, newer cockpit and interior cushions, Force 10 heater, roller furling, spinnaker, new bottom paint. A very nice boat. Located Emeryville. \$13,500. Call (707) 964-7917 or (707) 357-1308.

**INTERNATIONAL FOLKBOAT 26.** Built in Sweden, 1976. Solid, full keel, fiberglass classic. Stiff, great Bay boat. New standing rigging 2005. VHF, depthsounder, compass, gel battery, alcohol stove, outboard. \$7,500. Located Marina Bay, Richmond. (209) 928-3196.

## 29 TO 31 FEET

**CATALINA 30 TALL RIG, 1978.** Yanmar diesel. Upgraded rigging, new head. One-year-old ablative bottom. Lots of extra sails. Great deal. \$12,000. Call (925) 463-4638 or (925) 463-4764.

**COLUMBIA 29 SPARKMAN & STEPHENS** classic. Yanmar GM20 diesel engine with 300 hours. Sleeps 6, new main, three-year-old rigging, 12-gallon fuel tank, 20-gallon water tank. Great small cruiser. \$8,500. Larry (510) 508-1359.

**CATALINA 30, 1977.** 3 cyl Universal diesel replaced awhile back. This is a boat in need of a new home. Not a bad boat. Wood work good, gelcoat good, interior ok. Priced to sell fast. \$17,000. Oxnard. Rick (805) 432-8220.

**PEARSON 30, \$14,495/OBO.** An excellent performer with solid construction. New dodger, roller furling jib, davits, weather canvas, bimini. Wheel steering, sleeps six, lots of gear. Must see or email for photos. (650) 380-5535 or murrayhighlander@yahoo.com.

**CATALINA 30, 1982.** Recent 20 hp Beta Marina diesel. Wheel steering, furling jib, CD player. New cockpit cushions, tender with electric motor, new lines, excellent condition. Sausalito. First \$28,000 takes her/ofo. Doug (707) 364-1250.

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**CATALINA 30, 1978.** Wheel, A-4, fresh bottom, pressure water, autopilot, Harken furling, spinnaker and spin poles. Race-equipped with much more gear. \$14,000. (530) 318-1178 or (530) 541-3525.

**HUNTER 30, 1993.** She is in excellent condition and well maintained. Sleeps 6. New main, fresh bottom paint, rolling furling, autopilot, Garmin Mapquest GPS, dual batteries, TV/VCR, stereo/CD. \$39,000. Visit: <www.designshed.com/boat/hunter30.html> Jeff (650) 773-6064.



**CHEETAH 30 SPORTBOAT, 1996** with tandem trailer. Lifting carbon keel. Carbon rudder and bowsprit. Aluminum rig/rod rigging. Kept in very good condition by original owner. Displacement 2,500 lbs. Ullman carbon main and jib, two fresh spinnakers. \$27,000. Call John (310) 477-9972 (days).

**COLUMBIA 30, 1972** with shoal keel. Lots of cruising gear and new stuff. PV vet from 1993 and 1994. I have moved to the east coast on a 46-ft cat and will take the first reasonable offer. I was asking 15k. John (510) 331-9580 or email for lots of pics: imagine\_john2004@yahoo.com.

**TWO BOATS: COLUMBIA 8.7** (29-ft) sloop. Tiller, new 150 roller jib, stuck A-4, \$3,000/ofo. 34-ft aluminum race/cruise Mull design, Canadian-built, 3/4 ton, \$1,500 with 15 hp Honda 4-stroke, \$1,000 for boat. Change of plans. Alameda. (510) 467-8372 (cell).

**CAL 29, 1972** with A-4, runs great. Great condition, many upgrades and additions. New: Sails, anchors, autopilot, standing rigging, freshwater system, fuel tank, electronic ignition and more. Full specs, photos available by email. Price reduced to \$9,750. Jacob (415) 310-4547.

## 32 TO 35 FEET

**PACIFIC SEACRAFT 34, 1996.** Crealock sloop. Rigged for singlehanded offshore cruising. Oversized winches, Seaforth 12v refrigeration, propane stove, microwave, B&G instruments, ST4000 A/P, ICOM402 VHF. Berthed Shelter Island, San Diego. \$135,900. For detailed info call (949) 489-1529.

**ERICSON 32, 1986.** D/S, K/M, log, A/P, AM/FM/CD, VHF. New standing rigging. Universal diesel with new starting motor and rebuilt transmission. Cockpit cushions, LP stove and oven, new batteries and head. All lines led aft. \$34,500/ofo. (650) 948-1760.



**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.

**ERICSON 32, 1973** with Yanmar diesel. Did 2003 Ha-Ha and came back from Mexico with new epoxy bottom. Other upgrades: New solar panels, wind generator, rigging, head, water tanks, fuel tank, cushions, bimini and more. Cruiser ready. \$22,000. (831) 431-3577.

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**HUNTER 33, 2004.** Roller jib, full battens main reefs from cockpit, 4 winches. 2005 Sunbrella dodger and bimini. 27 hp Yanmar, dual batteries new in 2/06. Stern anchor, MOB and 8 lifevests, refrigerator, microwave and all cookware. New bottom paint 10/06. Excellent condition. \$89,900. Call (209) 823-4393.

**33-FT AL MASON DOUBLE-ENDED** gaff ketch, 1968. Cedar on oak. 10.5' beam. 4.5' draft. 40' overall. Good condition. Lived aboard 22 years. Cruise equipped. See full details and pictures: <www.chrisnkt.users.sonic.net/lucida> \$54,000. Located Poulsbo, WA.

**COLUMBIA 34.** Great liveaboard or coastal cruiser. New ss keelbolts, counterpoles, mainsail, bottom paint, 2006, etc. P-60 gas engine, runs good. \$17,500/ofo. Email for photos: aftru2001@yahoo.com or call Josh (707) 567-7465.

**ERICSON 35, 1973. ZOOM.** Blindness forces sale. 1999 OYRA Season Champion boat. 2nd and 3rd in Monterey races. 3rd in Benicia Jazz Cup. Excellent race/performance boat. Legal liveaboard berth, Oakland. \$30,000/ofo. Michael (925) 250-0133.

**DREADNOUGHT 32 KETCH.** Ocean cruiser. Diesel, hydraulic steering, new standing rigging. Bargain price: \$34,900. See more: <http://www.jacksboat.com> or call (360) 849-4429.

**WESTSAIL 32, HULL 121.** Shalom. Great custom interior, exterior good. Love boat, must sell, I got too old. Ventura, CA. Go to: <www.westsail.com> Ask \$39,000/ofo. (818) 887-6558.

**CHEOY LEE PERRY 35 SLOOP, 1979.** 2006 major restoration includes: Mast and rigging, deck hardware, engine serviced, fuel and water tanks polished, bottom paint, topside paint and many other details. 90% complete and ready to sail. Email: chas.t.jones@gmail.com.

**HUNTER 356, 2002.** Best equipped 356 in the west. Dual station radar, GPS, autopilot, dual VHF, dodger, bimini, liferaft, upgraded electrical, MaxProp, too much to list. Call or email for list and pictures. \$118,900. Call (707) 225-7890 or danjonas@pacbell.net.

**ERICSON 32 DIESEL.** World cruising veteran. Currently on trailer and deliverable, trailer not included. In storage for several years so needs some love. \$8,900. Will take reasonable offers. Scott (760) 223-0628.



**ALLIED SEABREEZE 35 SLOOP, 1964.** Solid fiberglass, beautifully appointed dinette model, new upholstery, teak wheel, pedestal steering, aluminum mast, Harken furler, stainless solar/radar arch. Freshly installed Yanmar 2QM20, approx. 50 hours. Slip available. \$30,000/ofo. (562) 706-4334 or sailfast6@verizon.net.

**C&C 35 Mk II, 1975.** One of the models that made the original C&C their reputation. Rod rigging, records for the past fourteen years, custom double spreader spar, Autohelm 4000. Buy and sail not buy and fix. Three spinnakers two poles. Fully equipped. Simple systems. Atomic 4 engine recently overhauled. Solid not cored hull. Best value on this model in US and Canada. \$26,500. Steal it now. (415) 892-6308 or (415) 516-1299.

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**CATALINA 34, 1989.** Documented, full-batten main, spinnaker plus additional sails, dodger, Martec folding prop, 403 engine hours. Adler-Barbour fridge, Zodiac dinghy with 5-hp outboard included. Berthed in Alameda. \$51,000. For photo and more info call Eric (408) 391-0845 or email: e\_maxon2000@yahoo.com.

**FUJI 32 KETCH.** Excellent condition. 25 hp Volvo. Teak decks and bow pulpit, pressure water, heater, large head with shower, holding tank, stove and oven, teak interior, upgraded stanchions and lifelines, 2 sets of sails. \$38,500. (209) 358-0807.

**ALBERG 35.** All new: Bottom, rudder, shaft, propeller, transmission, Racor fuel filters, starter, alternator, raw water pump, standing and running rigging, low hour Universal diesel. Sacrifice: \$19,950. Chris (415) 332-7501.

**WESTSAIL 32, 1977.** Well equipped and maintained. Excellent condition. Outfitted for cruising. 28 hp Volvo 2003. Dual Racors. Stove and oven. Refrigeration. Documentated. Tools and many extras. Located Sausalito. \$55,000. Call (415) 331-0500.

**ROUGHWATER 33.** Thomas Gilmer design. He designed the Southern Cross 31. This is a strong, proven circumnavigator. Fiberglass. Traditional double-ender. Lots of teak. Sloop with removable forestay for storm jib. Storm trysail. Furl-Ex roller furling on headstay. Fleming windvane (outstanding). Tillerpilot (electronic) by SIMRAD. Solar panel. Simpson-Lawrence windlass. PUR-40 watermaker. Furuno GPS. Professional epoxy barrier coat on bottom of hull. New chainplates. New Life-Line batteries. Reliable 20 hp Yanmar diesel. Go cruising. \$34,500. (650) 851-7795.

### 36 TO 39 FEET

**CATALINA 36, 1989.** Blue dodger, recently refurbished inside. Brand new furling jib, VHF, interior cushions, very clean. The boat was hardly used. Available for inspection at Pier 40 at San Francisco. \$65,000/obo. Call Mario (415) 546-7245 or email: mario\_yovkov@yahoo.com.

**HUGHES 38-FT SLOOP.** Built in 1970 in Canada. 60 hours on new engine. Pictures available. Asking \$36,000. Possible Monterey slip. Call (831) 915-4984 or (831) 775-2475.

**PACIFIC 38 Mk II, 1978.** New Zealand-built bluewater sloop. Solid fiberglass hull, epoxy bonded marine ply deck (with teak overlay). Volvo MD11 diesel, tiller steering. Autohelm, new dodger, good sail inventory. Nice hardwood interior. Sails beautifully. \$28,000. (415) 686-8529.

**ISLANDER 36, 1976.** Rebuilt Perkins 108 diesel. New headliner, dodger, counter top, windows and upholstery. Large wheel. Never raced, ready to cruise. \$44,987. Also, Sea Eagle dinghy and 9.5 hp Nissan, \$2,499. (707) 575-0630.



**ALAJUELA 38 CUTTER, 1980.** Lying in Opuia, New Zealand. Recent Yanmar 4 cylinder repower has 1,300 hours. 360-watt solar panels, 1,500-watt inverter, ICOM SSB, 5-year-old Monitor vane, Simrad TP 30 tillerpilot, 2 new 255-amp AGM lifeline batteries, 7-gph HRO watermaker, Adler-Barbour reefer with new compressor, Achilles 10' 2" dinghy, Avon survival raft and much more. Asking \$105,000. Will email photos. Call (770) 856-2671 or email: hanahoujam@hotmail.com.

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**CHUNG HWA MAGELLAN KETCH 36, 1977,** in Mexico. Proven coastal cruiser, great liveaboard. Seattle to Mexico 2004, 17 months full-time cruising Mexico, Zihua to BLA, through March 2006. Located Marina Mazatlan. Fiberglass, diesel, Dec. 2005 bottom paint, 2004 new mainsail, 2003 new masts/rigging, 2001 re-decked/re-cored. Adler-Barbour Super Cold Machine, Seaward Princess Stove, extensive ground tackle, charts Mexico to Panama, more. Sellers returned to work and motivated to sell. Reduced to \$49,900. Detailed specs and pictures available. (775) 841-0522 or taomin@fastmail.us.

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**HUNTER 41 DECK SALON, 2005.** Raymarine radar, E80 plotter, full instrument package, Yanmar 56 hp, low hours, in-mast furling main, dodger, bimini, cockpit cushions, davits, outboard lift, 11-ft dinghy, 15-hp Honda. Excellent condition. \$220,000. Call (925) 337-2445.

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 31. Open-winged amas. Has had little use. Surveyed 2004. 9.9 4-stroke electric start ob. Sleeps 4, 2 sinks, galley, etc. Dock 3, Brisbane Marina, \$165/mo. dock fee. OK to stay on boat 3 nights/week. Minutes from downtown SF. \$8,500. (650) 207-4044.

**PRICE SLASHED: MAYOTTE 47, 1994.**  
 In St. Pete, FL. Great condition, fully equipped, ready to cruise the Caribbean and beyond. Many spare parts, radar, watermaker, SSB, 7-kw gen. AC, EPIRB. \$275,000. Email: brsretired@comcast.net for complete specifications and survey or call (503) 810-4435.



**PRICE REDUCED: 53-FT LUXURY**  
 catamaran. Fontaine-Pajot 1991, proven, seaworthy world cruiser completely refit in 2005 at Svendsen's including new mast, standing and running rigging, sails, refrigeration, batteries, water heater, electronics. Custom interior includes galley up light, spacious salon, 4 double berths, plus double berth crew's quarters, 3 heads, bathtub, custom hard dodger, watermaker, 8kw genset, large tankage, electric winches, 110/220 electrical, new bottom paint 2006. \$479,000. See <www.rhapsodie.us> (650) 804-6716 or email: caren\_edwards@earthlink.net.

**CROSS 40 TRIMARAN, 1993.** Airex foam-constructed, professionally built. Loaded for cruising. New sails, rigging, SSB, MaxProp, para anchor, solar panels. Many spares. Fast, strong, stable, just sailed from Virgin Islands and ready to go again. \$89,000. (805) 540-4667 or svmtotu@sbcglobal.net.



#### PROFESSIONAL YACHT DELIVERIES

60 years of combined experience, 100,000 miles at sea. Rest assured that **Phil Howe (415) 290-1659 or Greg Snead (415) 846-6919** will get the job done in a safe, professional manner. Call for details.



**JOSE MARTINEZ, YACHT BROKER**  
 BALLENA BAY YACHT BROKERS  
 (510) 865-8600 • (415) 250-1401 (cell)  
 Email: jose@ballenabayyachts.com

#### POWER & HOUSEBOATS

**PILOTHOUSE DOUBLE-CABIN** trawler, 1976, Trumpy & Sons. 52' LOA, 74,000 lbs, 5' draft. Inboard Detroit diesel with 270 hp. Operational, ideal for live-in. Tons of extras. \$130,000/obo. Located and available for viewing at Pier 38 in San Francisco. Mario (415) 546-7245 or email: mario\_yovkov@yahoo.com.

**TRADE OR SALE OR DONATE:** 1974 68-ft x 20-ft working steel trawler / office / home. 1,200 sq.ft. of space. Legal live-aboard. Trade value: 45 to 70-ft sailboat or cash or terms. Be creative. Berkeley slip. Email: GaryKJennings@msn.com or call (510) 665-7716.



**32-FT CLASSIC MONTEREY.** Totally restored Monterey fishing boat, converted to day boat, sportfisher or Bay cruiser. All woodwork has 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.

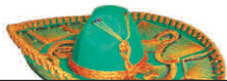


**65-FT WOOD CLASSIC, 1939.** Heavy built ex-trawler. GMC 12V-71, 21-kw generator. Full electronics. Lots of equipment. Ready to go. Would make great conversion. More pics/details: ancona@mcn.org. Asking \$112,000 or any reasonable offer. Call (707) 964-5423.

#### PARTNERSHIPS

**2008 PACIFIC CUP SYNDICATE.** Farr 40 one ton with ocean race modifications and most required gear. Forming cohesive crew for local 2007 SF Bay racing and OYRC and 2008 Pacific Cup. Boat came in 2nd in class in 2004 Pac Cup. She can do better. Call Mike (916) 769-0299 or mcaplan@golyon.com.

**ERICSON 32, 1985.** Deep keel version, new electronics, rigging, Hood 100% jib, head. Low hours on Yanmar 30 installed 2003. Bottom paint 11/06. Equipped for sailing and cruising, this classic sailboat features rolling furling, electric windlass, self-tailing winches, with all lines leading directly to the cockpit. Berthed at Sausalito Yacht Harbor. Professionally maintained with a recent survey available. 1/2 share for \$17,000 or two 1/4 shares for \$9,500 each. \$250/1/4 share/month. Sam (707) 421-0366 or email: CSMSam@aol.com.



## SOUTH OF THE BORDER

**PARADISE CONDO RENTALS.** Marina residence overlooking N. Vallarta Lagoon, Banderas Bay. Access to 5-star resort amenities. 2-bedroom, 2-bath condo or 3-bedroom, 3-1/2-bath, sun deck, palapa, Jacuzzi, view. See: <www.paradisevillage.com> Condo info: Call (925) 208-1601 or email: nancywmoore1@aol.com.

**AHOY, BAJA HA-HA. MEXICOLDER** low amp marine refrigeration in Mazatlán, Mexico, call on VHF Ch22. Designed/built in the tropics for the tropics. Authorized service center for most US brands. <www.mexicolder.com> Email: sales@mexicolder.com. Internationally accepted marine surveys, too.

**LEARN TO SAIL** in the Sea of Cortez. San Carlos Sailing School, an ASA school based in San Carlos, Sonora. Specializing in learn-to-sail cruises, vacations. Also offer boat rentals, day trips. See: <http://mexicosailing.com> or please call (800) 874-4830.

**MARINA RESIDENCE:** Condo for rent overlooking Paradise Village Marina located on Banderas Bay near Puerto Vallarta. 1 bedroom, 1 bath. Marina view, watch the boats from your patio. Many amenities. For resort information and location call (916) 367-6292 or email: HNDJohn@starstream.net.

**PLAN YOUR MEXICAN GETAWAY NOW** at the brand-new, gorgeous Cielo Y Mar condos. Located in Punta Mita, 35 minutes from Puerto Vallarta, available to rent from private owner. Right on the beach, 10 feet from the water, they offer spectacular views of ocean and mountains, the biggest infinity pool in the area, an endless beach, great advanced and beginning surf breaks, great fishing, tremendous views of whales, bird life and the islands. While uncrowded and tranquil, it's just a five-minute walk to several waterfront restaurants. Choose from a spacious and beautifully furnished one or three-bedroom unit, or an amazing two-story penthouse with lovely shade trellis on the top floor. See details: <www.puntamitabeachfrontcondos.com> To reserve, call (415) 599-5012.

## TRADE

**TRADE OR SALE OR DONATE:** 1974 68-ft x 20-ft working steel trawler / office / home. 1,200 sq.ft. of space. Legal live-aboard. 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

**ISLANDER 41 CENTER COCKPIT.** Aft cabin. Preferably on the west coast or Mexico. Please send pictures and info. Call (503) 260-9872 or email: genelivingston@peoplepc.com.

**LIDO 14 CLASSIC, PARTS NEEDED.** Jib sail, rudder, rub rails, whisker pole. Good to great condition, please. (707) 834-5369 or nicandry@arcata.ca.net.

**RENT US YOUR BOAT.** We are seeking a sailboat/powerboat/houseboat to rent in the North Bay as temporary home for next 2 years. Both nurses, stable, reliable. Can do upkeep (previous boat owners), varnish, paint, deckwork. All offers considered. (415) 425-3646 or nsackett@gmail.com.

**PLACE (LAND) TO WORK ON MY** 34-ft Cal, so I can ready her for singlehanded race. Presently docked in Sausalito. Need to replace thru hulls, prep bottom, running rigging. Call Joe (215) 551-1931 or email: sailingjoe1@verizon.net.

## GEAR

**BERKELEY YC NAUTICAL SWAPMEET.** Sun. March 25, 6 am setup. Coffee, doughnuts, hotdogs. Outboards, dinghies, generators, many used sails, electronics, inverters, stoves, anchors, charts, autopilots, windlasses, winches and much more. Great bargains. Sellers \$25, truck sites available. Reservations: (510) 908-3304 or wright53r@yahoo.com.

**2QM20 YANMAR,** funky, \$1,200. 5-416 Universal diesel, \$2,600. Atomic 4, gas, clean, \$1,300. 14-1/2 hp Westerbeke diesel, \$1,500. All complete with transmissions. 2 Racor 1000 diesel filters, \$300. Trained cockroaches can install for cheap. Looking for engineless or broken Catalina 30. (415) 272-5776.

**FOLLOWME TV, DISH,** ss bracket, \$500. 15-ft para-anchor, swivel, stow bag, boats to 40', \$375. Delta-type drogue, boats to 40', \$75. Yanmar alternator, 55 amp, 3GM30F, \$175. All new. Buyer pays freight from 54868. Call (715) 434-8418.



**VOLVO MD2010 10-HP DIESEL** with approx 100 hours use, complete with tach panel and shift lever, in-line 2:1 transmission, 7% down angle, freshwater cooled. Very quiet running 2-cylinder engine. Just serviced at Volvo service center. \$3,750/firm. Gary (415) 215-0907.

**GENSET KUBOTA 2 CYL MOTOR,** 4-kw generator, 130-amp alternator. \$1,200 total or \$500/ea part. JT (415) 847-2685.

**WESTERBEKE 4-91, W-30,** four-cylinder diesel, 1974, with Paragon 2:1 transmission. 25 hp, complete and running well when removed from 39' sailboat. Excellent parts motor or use as is. \$500/obo. Monterey. (831) 622-0639.

**HONDA 2 HP 4-STROKE,** best offer. Visual Navigation Suite with World Folio 12 and ZR00 unlock code for the entire world, all charts for the entire world on one disc, best offer. Norcold AC/DC refrigerator, 3.6 cu. ft., DE-441, new, \$750/obo. Electric Jabsco toilet, m#37010-0000, new, \$450/obo. Aqualarm engine monitor, new, \$200/obo. Davis Weather Station Wireless Vantage pro, new, but has small scratch in display, \$375/obo. Kris (916) 712-8278 or nautboat@yahoo.com.

**74-FT MAST DESIGNED** for catamaran. Also, SGC SSB radio. (415) 269-5165.

## MISCELLANEOUS

**ACHILLES 8.8 LSI DINGHY, 2000,** with 4-hp Yamaha outboard, \$1,600. Honda EU 2000i generator, \$800. Forespar 13-24 whiskerpole, \$900. Fortress FX37 anchor, \$280. ShadeTree, \$250, fits 44' boat. Call (650) 580-1307.

**BOAT KITS: EXPRESS 27,** custom hull, deck, keel, carbon mast, \$4,000. Wilderness 40 hull, deck, \$6,000. Ron Moore (831) 818-3366 or mboats@pacbell.net.

**WEST MARINE GIFT CARDS,** 1) \$1,266, 1) \$617, best offer. HRO Seafari Systems watermaker 420-1SFM, new, best offer. Espar Grand Mariner heater, D10WHGM, new, best offer. Call Kris (916) 712-8278 or nautboat@yahoo.com.

**CAPTAIN'S LICENSE CLASSES.** OUPV (6-pack)/100 ton Masters, plus towing and sailing endorsements. USCG-approved courses. Successful completion satisfies USCG exam requirements. Offered by US Maritime Academy of California. Week-night classes in San Mateo, Sausalito and Ventura. Call Mike (650) 298-9489.

**BEEN THINKING ABOUT LIVING** aboard a boat? Wonder if you are compatible with this adventuresome lifestyle? Attend a 3 hour workshop, "Living on the Water ... on a Boat," Thursday, Feb. 8, 6 - 9 pm at Tam High. Register at <www.MarinLearn.com>

## CLUBS & MEMBERSHIPS

**SINGLE SAILORS ASSOCIATION** welcomes all levels of experience. Members enjoy daysailing, cruising, group sails, socials, etc. Monthly meetings 2nd Thursday of month, social 6:30 p.m., meeting 7:30 p.m., Oakland Yacht Club, 1101 Pacific Marina, Alameda. Guests welcome, PICYA member. Call (510) 273-9763. <www.singlesailors.org>

**CLUB NAUTIQUE PASSAGE MAKER** Couples Membership. Great way for couples to learn to sail. Includes all US Sailing courses from Basic to Offshore, charter discounts, reciprocal club privileges, free trainer boats and more. Transferable. Regularly \$6,145, Asking \$5,100. Tom (408) 370-7084.

## NON-PROFIT

**ENGINE MAINTENANCE CLASS,** Feb 8, 2007, offered by Santa Clara Power Squadron, Sail & Power Boating. Learn terminology, troubleshooting, routine maintenance and simple repairs on gas and diesel engines. In San Jose, 7-9 pm. Must be member to attend. For map or to register: <http://www.usps.org/localusps/santaclara/member\_courses.htm>

**THE LAKE YOSEMITE SAILING** Association is proud to announce that we are holding our 9th Annual May Regatta on May 19-20, 2007 on beautiful Lake Yosemite just outside Merced, California. In May we get warm days and NW winds between 12-18 knots. Our website at <www.lakeyosmitesailing.org> has posted our notice of race, entry forms and directions. If you have any questions please contact Tom Cooke at tcooke@co.merced.ca.us or call (209) 723-8630.

**MARIN POWER & SAIL SQUADRON** promotes high standards of navigation and seamanship, offers members free classes ranging from Seamanship to Celestial Navigation plus cruises and social events. Next Boat Smart classes in Novato March 13, 14, 20, 21 and May 15, 16, 20, 21, all from 7 to 9 pm. For details and registration call (415) 883-6777.

**USCG AUXILIARY, FLOTILLA 14,** offers a ten-week course of Basic Skills and Seamanship starting Tuesday, February 20, 7:30-9:30 pm, at Loch Lomond Yacht Club, San Rafael. To register: Lex Byers (415) 453-5891 or Herb Golenpaul (707) 996-5964. For details, email: gkminder@yahoo.com.

**ADVANCED COASTAL NAVIGATION** class. 2/14/07 - 4/8/07 at 6:30 pm. Taught by Coast Guard Auxiliary Flotilla 12-2, at Oakland Yacht Club, Alameda. Pre-registration required, enrollment limited. \$125. Call Nancy (510) 601-6239.



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## NON-PROFIT, CONT.

**MARCH 24, 2007, USCG AUXILIARY,** Flotilla 10-03, Stockton, will be giving America's Boating Course for the recreational boater. The eight hour course will enhance your boating skill at any level. It is possible to get a discount on your boat insurance. Cost is \$40.00. Reserve a spot now, space is limited. Call Barbara (209) 983-1330 for the details.

## BERTHS & SLIPS

**36-FT SLIP AT PIER 39 FOR SALE.** C-35. Great location, close to everything. Excellent marina facilities, good parking. No liveaboards. Must sell. Reduced to \$10,000/ofo. Call Rafael (415) 595-9428 or faloaca@yahoo.com.

**36-FT SLIP, PIER 39 C-DOCK.** \$280 per month plus utilities, preferred parking. Six-month minimum. Call (775) 745-0162 or cdrhans@aol.com.

**40-FT SLIP AT PIER 39 D-DOCK** for lease (or sale if very interested). Great location and marina facilities. Discount parking card included. Call Frank (925) 890-6233.

**40-FT SLIP FOR RENT.** 13.5-ft wide, Emery Cove Marina just north of Bay Bridge, great facility, many amenities. See: <www.emerycove.com> for details and features of the marina itself. Not for permanent liveaboard. \$310/month. Call owner (650) 888-0442.

## PROPERTY SALE/RENT

**MAINE COAST COTTAGE FOR RENT.** Summer cottage on quiet cove with sunset views over Casco Bay available for several weeks, summer 2007. \$2,000/week. Built in 1910, 5 bedrooms, 2 baths, new kitchen, lots of privacy in idyllic setting. Tennis court available, dinghy, private waterfront, an hour from Portland airport. Call (212) 741-1152 or pattjenamdt@mac.com.

## CREW

**EXPLORE THE TURQUOISE COAST** of Turkey and Greek Islands. 50-ft well-founded ketch departs Antalya, Turkey in early June 2007 on this two-month adventure. Seeking two additional crew. Shared expenses. Offshore experience helpful. Email: helekakau@hotmail.com.



**59-YEAR-OLD ABLE-BODIED** female, attractive and fun, anxious to sail or motor just about anywhere warm. Have experience and time. Looking for the right situation. Call me (505) 962-2261.

**ENERGETIC ATTRACTIVE SWM, 53** with 55-ft, fast, well-equipped sailboat, seeking partner in crime for sailing the South Pacific: Diving, hiking, exploring other cultures, enjoying life. Am in excellent health, slim, educated, intelligent, adventurous, have good sense of humor, and a nice smile. Romantic, can dance. No smokes or drugs, just a social drinker. House trained. Emotionally open and mature, and enjoying life. Interested lady should be the same. Open to long-term relationship. Experience: Seven 1,000+ mile passages, 10,000 cruising miles, 2 seasons in South Pacific. Depart New Zealand in May for Fiji, Vanuatu and New Caledonia, return to New Zealand in Dec. Email: glenn\_andert@msn.com.

## BUSINESS OPPORTUNITIES

**NEW TO THE MARKET.** Latitude 43 Certified Organic Boat Cleaners is looking for marine retailers and boat yards interested in carrying our revolutionary, environmentally safe products. Ask about free shipping. Please call us: (888) 43LAT43 or email: info@lat43.com or see: <www.lat43.com>

**CATALINA ISLAND, CA, POWER BOAT** charter business. 6-passenger boat. 49-passenger boat. Website. Avalon City dockside permits. Pebble Beach mooring. Turnkey business. Could be expanded to include sailing charters. \$295,000. See <www.shamrockcharters.net> Call Burney Ramming (310) 422-1406.

**MARINE WOODWORKING BUSINESS.** Solid client base. Expansion opportunities. Serving the San Francisco Peninsula. Includes all tools and the lease in a well-equipped shop and office. Gross \$80,000. Net \$60,000. Asking \$35,000, will finance. Owner is going cruising. (415) 424-9358.

## JOB OPPORTUNITIES

**SVENDSEN'S MARINE** is seeking a highly qualified retail salesperson. Candidates should have a strong working knowledge of marine systems and components, including sailboat hardware, plumbing, electrical parts, paints, solvents and coatings. Preference will be given to candidates with extensive blue water sailing or boating experience. The position is full time and includes competitive compensation and full benefits. Email resumes to: info@svendsens.com. Svendsen's is an equal opportunity employer.

**SAILING INSTRUCTORS NEEDED** for OCSC Sailing's award-winning program. We offer advanced courses in fabulous sailing conditions, and OCSC's curriculum is famous for turning out the best new sailors in the country. You'll enjoy a thorough training and coaching process to help you develop as an instructor and help acquiring your USCG license and US SAILING instructor certification. You'll teach with a supportive, collegial team including US SAILING Instructor Trainers. You'll have control of your schedule and can fit teaching around other interests. We offer great pay and benefits: Health insurance, vacation time and boat use privileges. P/T or F/T. Interviews and evaluations are slated for mid-February. For more information: <http://www.ocscsailing.com/about\_ocsc/jobs.html> Send resumes to: angela@ocscsailing.com.

**CAPTAINS, FIRST OFFICERS AND** crew and sailing instructors. Best pay in the biz. Rendezvous Charters and Spinnaker Sailing is hiring. P/T or F/T, midweek and weekend shifts available. Want to love your job? Building sea time? ASA Certification earns more \$\$\$. Join this fun company full of great people. Fax resume to (415) 543-7405 or email: rendezvous@earthlink.net.

**LATITUDE 43 INC.** is looking for a sales representative with an established territory, CA and Pacific NW, with like lines to represent our environmental boat-cleaning products. Call (888) 43LAT43 or email: info@lat43.com or see: <www.lat43.com>

**SAILING SCHOOL OFFICE, CATERING,** maintenance. No experience required but is preferred. Run phones, prepare food for charters, crew, maintain our 26 sailing yachts. F/T or P/T. Fax resume to (415) 543-7405 or email: rendezvous@earthlink.net. Great people, great \$\$, a fun job.

**SAN FRANCISCO BOAT WORKS** is looking for a marine mechanic, gas and diesel, outdrive and outboard a plus. Also need boat tech with skills in systems: Rigging, plumbing, electrical, mechanical, etc. Full benefits. Fax resume to (415) 626-9172.

**SCANMAR INTERNATIONAL** is seeking a motivated individual to fill a full-time position in our factory in Point Richmond. The responsibilities would include shipping and assembly of our high quality stainless steel products. The ideal candidate would have a mechanical background, familiarity with shop tools, a critical eye with attention to detail, be a self-starter with the ability to work with little or no supervision, and have a clean driving record. A sailing background is a plus but not a requirement. The opportunity for advancement into overseeing production and purchasing for the shop is a possibility. For more information about our company please visit our website <www.selfsteer.com> Email resume to: scanmar@selfsteer.com or fax to: (510) 215-5005.

**SALES PERSON NEEDED.** 5+ years experience selling boats. Email resumes to: csyachtsales@cs.com or fax: (805) 382-2374.

## TOO LATE TO CLASSIFY

**EXPRESS 37, 1985.** White hull with blue waterline strips. Fully race-rigged with modern and efficient deck layout. Great boat for racing and cruising. Yanmar diesel. Located Marina del Rey. \$75,000. Call (310) 459-1364 for spec sheet and photos.

**MERIT 25, HULL #40.** Dark blue, always dry-sailed. Highway trailer, boat and trailer in excellent condition. Lots of extras for racing or cruising. Good race record. \$11,000. Send for pictures and equipment list. (310) 375-7222 or ronwal@gte.net.



**I 36, MIDNIGHT SUN.** Probably the best I36 on the Bay. Visually stunning, most systems new, or recently upgraded. Yanmar diesel. \$59,800. SF Marina berth possible. (650) 595-2948.

**GEMINI 105M, 2000.** Tired of sailing on your ear but not ready for a trawler? Check out this beautiful 34-ft dry, comfortable cat. Well maintained and upgraded with more than 40k in extra neat stuff. Fully equipped. \$129,000. (510) 232-0150.

**SALVAGE COOL CHANGE NEWPORT** 30, next 30 days. Sadly, must let *Cool Change* go to the horizon of good old boats. Full mast, mainsail boom, rigging, this is a 24-month-old Ballenger spar with upsized rigging, single sideband rear stay, mast steps, \$2,900. Cape Horn windvane, new, \$1,800. A 4, PY1 dripless, 7/8 shaft, 3 blade, 2-blade prop, 10-gal gas stainless fuel tank, raw water filter system, \$800. Dodger, needs new frame, \$500. RL9 radar, cable was cut and needs to be replaced, \$250. Stanchions, bow pulpit, \$350. Misc. gear. Will sell boat for \$500, keel separated from hull but still attached. Total propane system: 3-burner stove/oven with bottle and hoses. New marine head. (831) 462-6008 or hawknest1@prodigy.net

**1995 J/105, \$99,500/OBO.** Pre-scrimp hull 120, fared keel/rudder, full electronics. Located Sausalito Yacht Harbor. Call (415) 867-0220 or franci.fridell@gmail.com.



## SOUTH BEACH HARBOR BERTHS AVAILABLE

for boats in the Spinnaker Sailing Charter fleet. Sailing vessels from 32 to 43-ft. Active in charter fleet, late model, in excellent condition, with appropriate equipment. Perfect income opportunity, offset cost of ownership, berth at the best marina in NoCal. Email: rendezvous@earthlink.net • Call: (415) 543-7333

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# SIGN UP FOR THE 2007 RACING SEASON

Entry Form  
next page!

Thank you for participating in the YRA! We offer you a choice for racing both on the Bay and local ocean:

## NEW THIS YEAR!

## THE YRA PARTY CIRCUIT!

- This new series of regattas includes The Vallejo Race (Saturday and Sunday), the Summer Sailstice Regatta, and the 2<sup>nd</sup> Half Opener (Saturday and Sunday). All fun-filled events with great parties on Saturday night!
- Series Champions will be awarded at the November 15<sup>th</sup> YRA Year-End Trophy Party.
- To qualify for a series championship, boats must race at least one race day of both Vallejo and the 2<sup>nd</sup> Half Opener, as well as the Summer Sailstice Regatta (3 race days total). In addition, 50% of the fleet or class must qualify for awards to be given.
- All Bay-Area sailors are invited to sign up! We will have divisions for PHRF racers as well as One-Design Classes. If your One-Design Fleet is interested in signing up, please contact the YRA office.
- When entering, simply list your NCPHRF rating on the "Fleet" line, or, enter your One-Design Fleet.
- Sailing Instructions for each race will be available on the YRA Website: [www.yra.org](http://www.yra.org). If you have any additional questions, contact the YRA office at (415) 771-9500 or [info@yra.org](mailto:info@yra.org).



## FLEET INFORMATION

### HDA (Handicapped Divisions Association)

- Bay Racing on various courses for boats with a current NCPHRF rating
- Divisions are determined by grouping similarly rated boats. If you are unsure of your division, please write your NCPHRF rating on the "Fleet" line.
- HDA divisions are invited to race in the Crewed Lightship I race for an additional \$5.00 per racer. A signed Minimum Equipment List must be included with entry. Entry into the Crewed Lightship I race must be made at the time of season entry or individual race fees will apply.

### ODCA (One Design Class Association)

- Bay racing for qualified one-design classes
- The Vallejo and 2<sup>nd</sup> Half Opener Regatta's are included in the ODCA Season Racing if the individual class has included the races on their race schedules. Current Fleet schedules can be found on <http://www.yra.org>
- If you are not sure if your fleet is a current ODCA fleet, or would like to sign your fleet up for ODCA, please contact the YRA office at (415) 771-9500 or [info@yra.org](mailto:info@yra.org).

### OYRA (Offshore Yacht Racing Association)

- Approximately 12 ocean races ranging from 15 to 51 nautical miles in length
- OYRA racers are invited to race in the Vallejo race for an additional \$5.00 per racer. Entry into the Vallejo race must be made at the time of season entry or individual race fees will apply.
- Racers must choose from one of the following 5 divisions:
  - PHRO 1a – NCPHRF of 0 or less
  - PHRO 1 - OVER 34.5 Feet, D/W ratio Less than 200
  - PHRO 2 - OVER 34.5 Feet, D/W ration 200 & over
  - MORA - 34.5 Feet & Under
  - SHS – Shorthanded division, Specifically Requested

### WBRA (Wooden Boat Racing Association)

- The WBRA is a Golden Anchor member in US Sailing and includes US Sailing membership dues in its entry fee
- Bay racing for one of the following 4 fleets:
  - Bird Boats
  - Folkboats
  - IODs
  - Knarrs

## GENERAL INFORMATION

- **YRA Sailing Instructions are available on the YRA website at [www.yra.org](http://www.yra.org)**, or at the YRA office. Sailing instructions are normally posted approximately 2 weeks prior to the first race for each charter association. If you do not have access to the internet and need to have your race instructions mailed to you, please contact the YRA office at (415) 771-9500 or [info@yra.org](mailto:info@yra.org)
- A YRA sailing membership and a membership in a YRA member yacht club is required to register a boat for any YRA regatta.
- Please fill out your entry form completely, sign, date and return it to the YRA office along with your payment. If you need additional assistance completing this form, please contact the YRA office.





# Yacht Racing Association of San Francisco Bay

Quarters 35 S, Fort Mason  
San Francisco, CA 94123  
Phone: 415.771.9500  
Fax: 415.276.2378  
email: info@yra.org



Name: _____	Boat Name: _____	Sail # _____
Address: _____	Boat Make/Model: _____	
	YRA Member #: _____	
Daytime Phone: _____	US Sailing Member #: _____	
Evening Phone: _____	Yacht Club Affiliation: _____	
Email: _____	YRA Member Yacht Club affiliation required to race in a YRA race	
Skipper's Jacket/Shirt Size: _____	Marina: _____	Berth: _____

<b>Membership Fees:</b>	YRA Membership: Required for YRA Racing	\$40	\$ _____
<b>NCPHRF Fees:</b>	Renewal of 2006 Certificate:	\$30	Please attach NCPHRF \$ _____
	New Certificate or Renewal of 2005 or earlier Certificate:	\$40	renewal form or application \$ _____

<b>Season Racing Fees:</b>	<b>US Sailing Members</b>	<b>Non US Sailing Members</b>	<b>Fleet</b> See back from more fleet information
Handicap Division Association (HDA) Season	\$170	\$185	\$ _____
One Design Class Association (ODCA) Season	\$170	\$185	\$ _____
Ocean Yacht Racing Association (OYRA) Season *	\$185	\$200	\$ _____
Wooden Boat Racing Association (WBRA) Season (includes US Sailing Membership)	\$180	N/A	\$ _____

<b>Single Race Fees:</b>	<b>US Sailing Members</b>	<b>Non US Sailing Members</b>	<b>Fleet</b> See back from more fleet information
HDA season racers entering Lightship I *	\$5	N/A	\$ _____
OYRA season racers entering Vallejo	\$5	N/A	\$ _____
Vallejo Race (YRA Season Opener)	\$75	\$80	\$ _____
2nd Half Opener	\$75	\$80	\$ _____
Drake's Bay *	\$75	\$80	\$ _____
<b>NEW!</b> YRA Party Circuit includes 5 race days! See Back for Details	\$100	\$115	\$ _____
All other YRA Races (write in race name): _____	\$50	\$55	\$ _____

<b>Racing Late Fees:</b>	<b>1st Deadline</b>	<b>2nd Deadline</b>	
Vallejo Race (YRA Season Opener): 1st deadline- 4/23, 2nd deadline- 5/2	\$35	\$75	\$ _____
Lightship I: 1st deadline- 3/12, 2nd deadline- 3/21	\$35	\$75	\$ _____
All other YRA Races: Rec'd after 5pm Mon and before 5pm the Wed before race	\$35	N/A	\$ _____

**No entries accepted after 5pm the Wednesday before the race**

\* All YRA Racers entering an ocean race or series must submit a signed OYRA Minimum Equipment Requirement List. See [http://www.yra.org/OYRA/ocean\\_safety.html](http://www.yra.org/OYRA/ocean_safety.html) or contact the YRA office for more information.

**TOTAL** \_\_\_\_\_

In consideration of being admitted to sailing membership in the Yacht Racing Association of San Francisco Bay (YRA), I agree to abide by "The Racing Rules of Sailing" and the Sailing Instructions of the YRA and the regatta sponsors. I warrant that I will maintain compliance with the YRA Minimum Equipment requirements. I agree to release the officers, agents and employees of the YRA, and its member Associations in any activity to which this entry form applies. I further warrant that I have not relied upon any of the above entities or individuals in preparing my yacht for racing.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Make check payable to YRA. To pay by credit card (MC or Visa) please provide card information below, including billing zip code

Card Number: \_\_\_\_\_ CV # \_\_\_\_\_ Name on Card: \_\_\_\_\_

Card Holder's Signature: \_\_\_\_\_ Billing Address: \_\_\_\_\_

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## ADVERTISERS' INDEX

AB Marine .....	85	Baja Naval .....	202	Bo'sun Supplies.....	218	City Yachts .....	17	Dixon Yachts .....	220
ABC Yachts .....	226	Ballena Bay Yacht Brokers.....	21	Boat US .....	20	Clipper Yacht Harbor .....	130	Dockwise Yacht Transport.....	37
Advanced Marine Electronics.....	141	Ballenger Spars .....	130	Boatguys.....	217	Club Nautique.....	32	Doyle Sails .....	49
Agape Villages.....	143	Barillas Marina .....	203	Bottom Sidlers .....	208	Coast Marine .....	22	Easom Rigging .....	131
Alameda Prop & Machine.....	24	Bay Island Yachts .....	7	Boy Scouts San Francisco.....	224	Conch Charters .....	182	EM Design .....	163
Albatross Yacht Charters .....	184	Bay Marine Boatworks.....	59	Brisbane Marina .....	31	Cover Craft .....	85	Emery Cove Yacht Harbor.....	85
Almar Marinas .....	81	Bay Marine Diesel.....	204	British Marine.....	16	Coyote Point Marina .....	22	Emeryville Marina .....	153
American Battery .....	204	Bay Propeller .....	87	Brunos Island Resort .....	18	Cruising Direct Sails .....	205	Essex Credit Corp. ....	24
Anacortes Yacht Charters .....	185	Berkeley Boat Sales .....	220	Butler Rigging.....	208	CYOA Yacht Charters.....	178	Farallone Yacht Sales .....	13
Andersons Boat Yard.....	51, 159	Berkeley Marine Center .....	71	BVI Yacht Charters .....	185	Desolation Sound Charters ..	185	Fleetkeeper.....	219
Annapolis Performance Sailing .....	173	Beta Marine Engines .....	153	Cabrillo Yacht Sales .....	224	DeWitt Studio .....	205	Flex-O-Fold Propellers .....	93
Aquatic Protection Agency ..	221	Blue Sky Energy .....	123	Cal-Marine Electronics .....	119	Diesel Fuel Filtering .....	24	Flying Cloud Yachts .....	23
		Blue Water Insurance.....	125	California Yacht Sales.....	224	Dimen Marine Financing.....	89	Footloose Yacht Charters.....	183
		Bluelwater Network.....	162	Chula Vista Marina .....	198	Dirigo Sailing .....	185	Forespar .....	131



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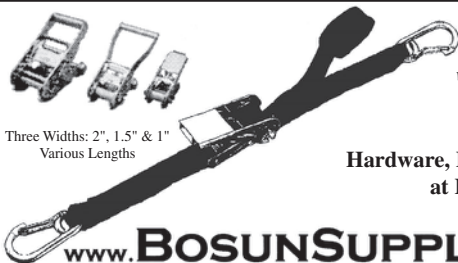
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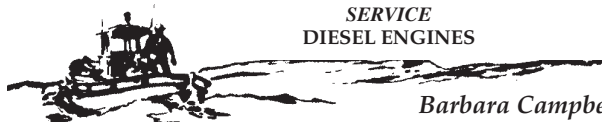
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## ADVERTISER'S INDEX - cont'd

Fortman Marina.....	90	H.F. Radio .....	146	Innovative Cruising Boat		Larry R. Mayne Yacht & Ship		Marina Puerto Salina.....	197
Garhauer Marine.....	47	H&S Yacht Sales .....	8,9	Designs .....	162	Broker .....	222	Marina Puesta Del Sol .....	201
Gentry's Kona Marina .....	210	Hanse North America.....	118	Interlux Yacht Finishes.....	27	Larsen Sails/Neil Pryde .....	74	Marina Real .....	202
Gerry's Cruising Charts .....	203	Hansen Rigging .....	61	Island Yacht Club .....	62	Lee Sails .....	212	Marina Village .....	73
Gianola & Sons .....	16	Harken .....	38	Jiffy Jax.....	184	Lewmar Marine.....	41	Marine Engine Co.....	164
Glacier Bay .....	146	Haynes Sails .....	210	JK3 Nautical Enterprises .....	75	List Marine Enterprises .....	89	Marine Lube .....	217
Glen Cove Marina .....	165	Helms Yacht & Ship		Johnson Marine, C.		Loch Lomond Marina.....	55	Marine Outboard Co. ....	184
Go Cats.....	182	Brokers .....	57	Sherman .....	42	Mahina Expeditions .....	183	Marine Servicer.....	40
Golden Gate Yacht Sales.....	25	Helmut's Marine Service .....	163	Kissingner Canvas .....	20	Maine Cats .....	184	Mariner Boat Yard.....	43
Golden State Diesel Marine	218	Hogin Sails .....	119	KKMI - Bottom Paint.....	22	Makela Boatworks .....	164	Mariner's General Insurance .....	
Grand Marina .....	2	Holmes Marine Specialties ..	152	KKMI - Engine.....	83	Marina Bay Yacht Harbor ...	147	Mariner's Hardware.....	83
Grand Prix Sailing Academy		Hood Sails .....	39	KKMI - Marine Electronics .....	91	Marina de la Paz .....	204	Maritime Institute.....	143
.....	174	Hotel Coral & Marina.....	143	KKMI - Rigging .....	172	Marina El Cid.....	198	Marotta Yachts.....	225
Guenevere's Adventures .....	204	Hydrovane .....	200	KKMI Yacht Brokerage.....	52	Marina Mazatlan.....	46		

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## ADVERTISER'S INDEX - cont'd

Mazatlan Marine Center/	North Beach Canvas .....	67	Pacific Marine Foundation...	165	Raiatea Carenage Services .	196	San Juan Sailing .....	185
PV Yachts .....	North Sails Minden .....	53	Pacific Yacht Imports.....	11	Randall Burg Yacht & Ship ....	14	San Leandro Marina.....	77
McGinnis Insurance.....	North Sails - San Francisco ..	45	Paradise Village.....	63	Richardson Bay Marina .....	20	Sausalito Yacht Club.....	30
McDermot Costa Insurance .	North U .....	50	Passage Yachts .....	4,5	Rooster Sails.....	87	Sausalito Yacht & Ship .....	218
McGrath Yachts .....	Oakland Yacht Club .....	18	Passage Yachts Brokerage...	221	Ryan's Marine .....	208	Sausalito Yacht & Ship	
Milltech Marine Inc. ....	Ocean Pacific Yacht Sales...	219	Peter Crane Yacht Sales .....	223	Sail California .....	26,28,29	Brokerage .....	222
Moorings, The .....	Opequimar Marine Center..	199	Pineapple Sails .....	3	Sail Cyclades .....	183	Sausalito Yacht & Ship –	
Modern Sailing Academy ...	Orange Coast College .....	65	Prime Fabrication .....	162	Sail Warehouse, The .....	210	Dock-n-Sell.....	89
Monterey Bay Marine .....	Outboard Motor Shop .....	78	Punta Mita Beachfront		Sail-A-Small-Boat Day –		Scanmar International.....	91
Napa Valley Marina .....	Owl Harbor .....	140	Condos.....	184	Richmond Yacht Club.....	174	Schaefer Marine .....	131
Nelson Yachts.....	Oyster Cove Marina.....	68	Pusser's Rum .....	6	Sailtime .....	88	Schionning Designs .....	164
Nelson's Marine .....	Oyster Point Marina .....	92	Quantum Pacific .....	33	Sal's Inflatable Services .....	125	Schmidt, Charlotte Yacht	
New Era Yachts .....	Pacific Coast Canvas.....	87	Quickline .....	163	San Carlos Yacht Sales .....	220	Sales .....	223
Norpac Yachts.....	Pacific Coast Yachts .....	223	R-Parts .....	219	San Francisco Boat Works...	138	Schoonmaker Point Marina .	142



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## ADVERTISER'S INDEX - cont'd

Sea Frost.....	91	Star Marine Electronics.....	78	Tiburon Mist at Paradise Cay.72	Wedlock , Stone, Ramsay & Yacht: Celestial 48.....	219	
Seaportal.....	76	Starbuck Canvas.....	93	TMM/Tortola Marine Mgmt. 178	Whiting Marine Surveyors. 163	Yacht: IACC.....	86
Seashine.....	58	Strictly Sail Pacific.....	79	Tradewinds Sailing.....	124	Yacht: San Lorenzo 80 MY....	86
Seatech.....	162	Sunsail Charters.....	44	Trident Funding.....	12	Yacht Racing Association	
Selden Mast, Inc. USA.....	54	Sunset Kidd Yacht Sales.....	218	UK Sails.....	84	.....	215,216
Society of Accredited Marine		Svendsen's Boat Works.....	35	Vallejo Marina.....	93	Yachtfinders/Windseakers ....	16
Surveyors/SAMS.....	139	Svendsen's Marine/Gill.....	34	Vaughan, William E.....	212		
South Beach Harbor.....	56	Svendsen's Metal Works.....	175	Ventura Harbor Boatyard....	147		
South Beach Riggers.....	67	Swedish Marine.....	153	Voyager Marine.....	60		
South Beach Sailing Center ..	67	Sydney Yachts.....	10	Watermaker Store, The.....	122		
Spectra Watermakers.....	36	System 3 Resins.....	159	Watski.....	212		
Spin Tec.....	119	Tartan/C&C Yachts.....	15	Waypoint.....	146		
Spinnaker Shop, The.....	83	The Cruise Director.....	180	Weatherguy.com.....	212		

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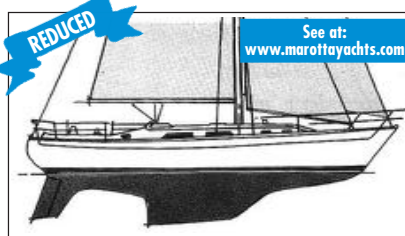


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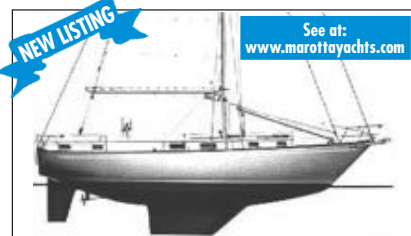


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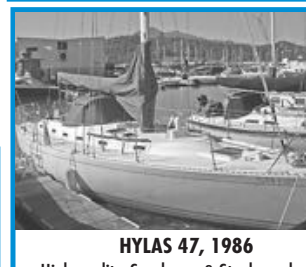
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50' STEPHENS aft stateroom MY, twin diesels, flybridge, genset, great design from a great yard ..... Asking 128,950

45' STEPHENS 1929 classic .... Try 75,000

42' OWENS ARUBA Aft Cabin Motor Yacht. Twins. She's a project but is big & comfortable. Take a look. 24,000/obo

36' UNIFLITE. F/B, aft cabin, twins, radar, GPS and more! ..... Asking 59,950

36' CHRIS CRAFT CAVALIER. Aft cabin, flybridge, rwin V8s, many recent upgrades, very nice ..... 34,950

35' STEEL CHRIS CRAFT ROAMER, cruise/live, twins, rare & very desirable 1956 ..... Asking 34,750

35' NORTHERN STEEL TROLLER. Reliable & economical Cummins dsl, good heavy weather boat set up to go to sea & stay there. There's more! ..... Ask 35,000

34' LAKE UNION Dreamboat. Classic 1928. Dsl, shower, beautiful design... 19,500

32' CARVER. Glass, twins, Sausalito live-aboard berth. Nice! ..... Ask 30,950

31' MONTEREY BAY EXPRESS PH utility, F/G, 1991, twin 130 Yammars, trailer, USCG-documented, commercial quality gem ..... Asking 44,950

31' UNIFLITE EXPRESS. Helm up with enclosure, twins, glass, galley. Strong & no blisters ..... Ask 14,950

30' WILLARD VOYAGER TRAWLER. Glass, diesel, cabin heat, well-known, respected design offering remarkable seaworthiness & comfort of a much larger vessel. USCG documented ..... Try \$34,950/offers

30' CHRIS CRAFT Constellation, twin V8s, very nice 1967 ..... Asking 14,950

30' ALUM. CREW/SUPPLY vessel, radar, GPS, scanning sonar, VHF, crane and more. Just refit ..... 35,000

29' WELLCRAFT 2900 EXPRESS. Twin screw (not outriggers). Super clean & nice! ..... Ask 24,950

28' OWENS FLAGSHIP. Twins. EXCELLENT 1959 GEM! ..... Reduced \$19,950

28' CARVER SPORTFISH. Twins, big fly-bridge w/full canvas, galley, shower, clean! ..... Ask 12,950

27' UNIFLITE Hardtop Sedan Express Cruiser. Twins. Nice clean boat with no blisters. .... Ask 19,900

26' BARTENDER by Caulkins. Fast, seaworthy ..... 2 starting at 13,500

25' FARALLON SF w/trailer. New twin 180 hp Volvos, radar, etc. .... Asking 28,000

18' SEA RAY 175.5 Series. Ski & fish pkg w/tr & very clean ..... Ask 8,900

**OTHER**

2 LIVEABOARD HOUSEBOATS in San Rafael ..... Starting at 23,500 obo

60' STEEL BARGE, 20-ton A frame, spuds, deck house, more ..... Offers/55,000

56' LCN-6 with dive support, steel, W/H, twin 671s, full elect ..... 26,950

## PILOTHOUSE STEERING



**47' STEEL KETCH** by renowned Naval Architect COLIN ARCHER. High endurance bluewater cruiser. Super-strong welded steel construction. 671 GMC dsl, Onan, radar, fireplace & more. Must see! **Asking \$59,000**



**39' VALIANT** cutter. Outstanding Robert Perry double-ender, EPIRB, raft, hard dink w/mtr, VHF, HF, radar, email, GPS, solar, hard dodger, vane, bimini, wheel, dsl, more! Extra clean, beautiful world cruiser. **\$219,500**



**33' SONIC SE** Offshore Express. Twin 502 CID V8s. Outstanding cond. (always stored in own boathouse out of the water). Meticulously maintained, genset, shower, very comfy below. Super sexy & fast! **\$62,500/offers**



**28' RODMAN WA FLYBRIDGE, 2004.** Twin diesels, loaded. High quality and very special. Looks new! **Ask \$189,000**

## SISTERSHIP



**37' HATTERAS Convertible.** A modern classic, one of the best boats Hatteras ever built. Major refit & repower w/twin Detroit 8V53s just complete, 7.5 kw Onan, flybridge, etc. Vessel is in OUTSTANDING CONDITION. **Asking \$179,000**

REDUCED



## CLASSIC CRUISER

**65' CLASSIC, '31 MOTORYACHT BY WHEELER.** 16' beam, recent \$40K hull refurb. Bottom's good & she's ready for you to finish restoration. Pilothouse, twins, 3 heads, huge salon, crew's quarters & more **Asking \$59,500**



**41' HINCKLEY CUTTER.** Classical tradition from one of our VERY best builders. Excellent condition & vastly upgraded. New diesel, refastened, teak decks, large sail inv., 6'6" headroom & much more. Must see! **Asking \$69,900**

**The OLD KERMIT PARKER BROKERAGE**  
Serving the Boating Community since 1956.



# UPGRADE NOW – SAIL LATER



## Nauticat 43

This solid, comfortable cruiser is in Nelson's for new electrical work, new

thru hulls, hull barrier coat and will return later in the year for a new deck layout. Schedule your work today.



## Custom Wylie 34

This beautifully kept, highly successful Wylie is rigged

for a busy singlehanded season. She's in being prepped for new LPU topsides.



## Fisher 30 Pilothouse

This rugged, compact motorsailer is in for general

maintenance, hull wood work, rudder work, and bottom paint. She'll be as solid as ever and ready for spring sailing.



## 1961 Folkboat

Fred Andersen Woodworking is doing a complete renovation

on this popular classic. New deck and joinery, rudder and more. A Fred Andersen restoration will have her looking better than new!



## Custom 40

This classic design is in the midst of many upgrades to

participate in the singlehanded circuit. This includes mast upgrades and new bottom from Nelsons.



## New Bay 1D35

This new 1D35 owner is having us prep the boat for active

competition in the growing Bay Area one-design fleet. A racing bottom from Nelsons will help bring her up to speed.

*These owners are taking advantage of the winter season and Nelson's huge indoor workspace to get ready for spring sailing. Call now so your boat is ready for next season!*



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