

*Latitude 38*

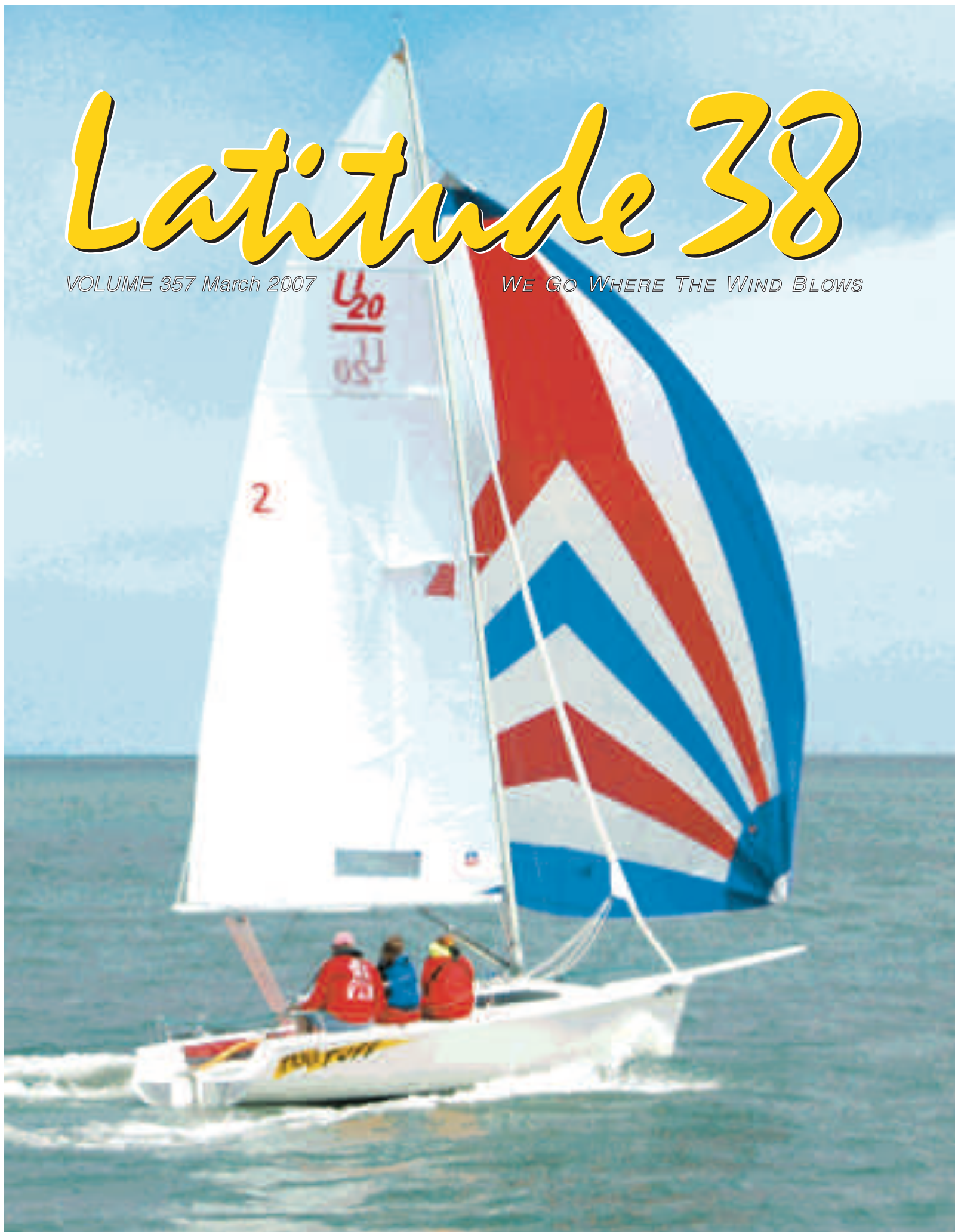
MARCH 2007

VOLUME 357

# Latitude 38

VOLUME 357 March 2007

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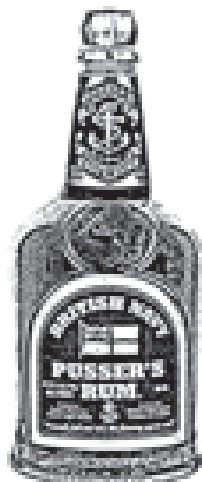
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*Charles Tobias*  
Charles Tobias, Chairman

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Cover: Better days a comin' - it may be rainy and windless now, but the warm and windy Vallejo Race is only a couple months away. Hang in there!

Photo by: Latitude 38/Richard

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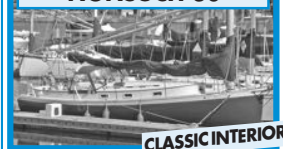


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The Catana 472 Caligo offers plenty of sailing pleasure thanks to her ease and safety of sailing maneuvers, the very simple and clutter-free ergonomics of the deck plan, and her unmatched performance. The beautifully styled and luxuriously finished interior leaves nothing to be desired: foam-cored varnished cherry wood, soft Alcantara upholstery, flat-screen TVs and central air conditioning systems. The accommodation plan of the Catana 472 Caligo insures her owners' total privacy and comfort with the starboard hull as their private suite, while guests are pampered in two beautifully furnished staterooms in the port hull. Asking **\$780,000**

## 2001 CATANA 472 CALIGO



## FEATURED BROKERAGE



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This proven bluewater vessel has both been there and come back again. Designed by renowned Bruce Roberts, *Amor Fati* is outfitted for the serious cruiser.



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**CATALINA 440**



**CATALINA 470**

**OPEN BOAT WEEKEND • MARCH 10-11**



Catalina 470, 2000



Kelly Peterson 44



Gulfstar 50, 1976



Catalina 400, 2004



Catalina 320, 2004



Farallone 26, 1996

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<b>POWER</b>		
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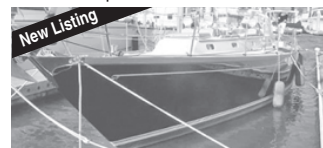
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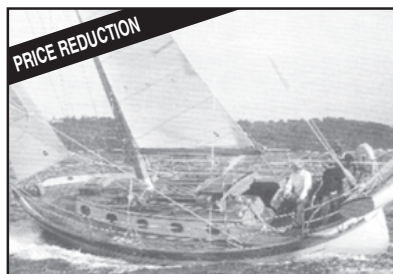
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Size	Brand/Model	Year	Price	37	Tayana Cutter	1976	79,000	30	Ta Shing Baba Cutter	1985	77,900
86	Schooner Charterer	1970	70,000	37	Tayana Ketch	1975	79,900	30	Ericson 30.3 Sloop	1969	12,000
57	Crealock Ketch	1995	190,000	37	Islander Motorsailer	1970	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				
44	Irwin CC Sloop	1987	105,000	36	Chung Hwa Magellan Ketch	1977	52,900				
44	Miller 44 CC Cutter	1980	138,000	36	Westerly Conway Ketch	1976	38,900	71	Custom Passenger MY	1980	199,000
43	Spindrift Ctr PH	1981	85,000	36	Islander Sloop	1972	28,000	52	Canvel Trawler	1984	160,000
43	Camper Nicholson	1970	99,000	36	Columbia Sloop	1968	29,000	48	Bluewater Coastal	1991	172,000
42	Hylas Sloop	1987	169,000	35	Endurance PH Cutter	1988	49,900	45	CHB Sedan	1981	169,000
42	Passport Cutter	1985	170,000	35	Ericson Sloop	1976	29,800	40	Hatteras Convertible Spish	1968	95,000
40	Acapulco Cutter	1988	97,500	35	Fuji Ketch	1974	59,900	37	C&L Marine Trawler	1978	49,000
40	Hardin Sea Wolf Ketch	1978	92,000	35	Piver Catamaran	1970	11,000	33	Knight & Carver	1997	97,500
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45	CHB Sedan	1981	169,000
40	Hatteras Convertible Spish	1968	95,000
37	C&L Marine Trawler	1978	49,000
33	Knight & Carver	1997	97,500
26	Carver Sunseeker	1984	9,000



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36'	CATALINA, 1987	\$59,000
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POWER		
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40' Mariner ketch, '73	\$79,000
40' Passport, '81	\$125,000
40' Sabre 402 sloop, '97	\$239,000

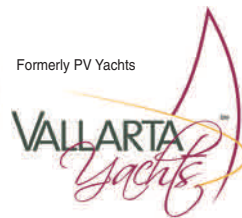
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34' Ericson 34T, '79	\$22,500

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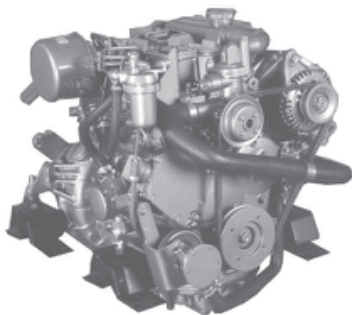
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**41' YORKTOWN SLOOP, 1985.** Nice liveaboard,  
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**40' ISLANDER PETERSON, 1982**  
Well maintained by original owner.  
\$90,000



**39' YORKTOWN, '76**  
\$39,500



**38' ERICSON 200, 1989**  
\$92,500



**38' HANS CHRISTIAN, '76-'86.** New rig-  
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vane, complete electronics. From \$79,500



**38' CATALINA SLOOP, '85.** Autohelm, canvas  
covers including dodger, bimini top, cockpit  
curtains and mooring cover. \$49,500



**36' C&C SLOOP, '81**  
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\$58,500



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



**34' CONTOUR FOLDING TRIMARAN, 1999**  
Exceptional performance, remarkable  
speed with a liveable interior. \$79,900



**34' GEMINI 105 Mc, 2001**  
\$139,000



**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



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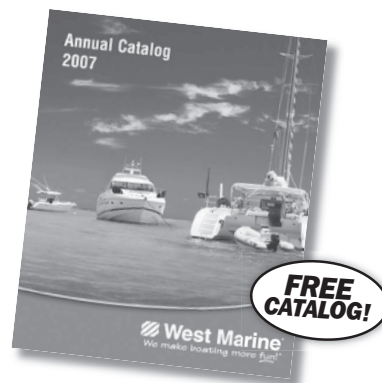
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2002	52'	Custom Schumacher	615,000
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1999	44'	Outbound	347,000
1999	41'	Beneteau 411	179,000
1986	40'	Passport	155,000
1996	40'	Sabre 402	SOLD
1997	40'	Ta Shing Tashiba	250,000
2002	39'	Carroll Marine Farr 395	SOLD
2007	38'	Sabre Hardtop Express	525,000
1989	38'	Sabre MkII	SOLD
1977	37'	Tayana cutter	91,700
1980	35'	CHB twin cabin	SOLD
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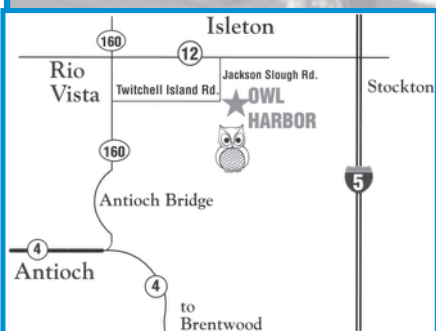


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Seawind 1000 owner Joe Weathers: "After 30+ years of Bay sailing and ocean racing, my knees were getting a bit tired, so the hunt was on for a level platform to continue my love for sailing. After three years and two Ha-Has, I'm convinced this is the perfect boat for me."



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## CALENDAR

### Non-Race

**March** — Celebrate Women's History Month with a variety of programs spotlighting the contributions women have made to maritime history at SF Maritime National Historical Park. Info, [www.nps.gov/safr](http://www.nps.gov/safr).

**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, or a wetsuit, and bring a PFD and change of clothing. Info, [www.richmondyc.org](http://www.richmondyc.org).

**Mar. 3** — Full moon on Saturday night.

**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. 4** — Mariners' Sunday at St. Luke Presbyterian Church, San Rafael. An ecumenical service dedicated to mariners with the St. Francis YC Sons of the Sea Chorus (SOTS) singing traditional nautical hymns. 10 a.m., brunch available afterward at Loch Lomond YC. Info, (415) 721-4273.

**Mar. 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).

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

**Mar. 6-Apr. 17** — Boating Skills & Seamanship course taught by USCGA Flotilla 17 at Yerba Buena. Tues. and Thurs., 7:30-9:30 p.m. Info, [sue.fry@sbcglobal.net](mailto:sue.fry@sbcglobal.net) or (415) 399-3411.

**Mar. 7-11** — Sacramento Boat Show, Cal Expo. Produced by NCMA/SVMA. Info, [www.svmainc.com](http://www.svmainc.com).

**Mar. 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).

**Mar. 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'.

**Mar. 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).

**Mar. 11** — Daylight Saving Time begins early!

**Mar. 11** — Coyote Point YC's 4th Annual Open House/Chili Cook-off, 11 a.m.-4 p.m. Tour the club and stay for the tastings (\$5 per person). Info, (650) 347-6730.

**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. 17** — Kiss someone Irish!

**Mar. 17** — 11th Annual Master Mariners Spring Potluck at Richmond YC, 6:30 p.m.. Info, [www.mastermariners.org](http://www.mastermariners.org) or (925) 935-7096.

**Mar. 17** — Islander 36 Assn Spring Meeting at San Francisco YC. Info, [www.islander36.org/events.html](http://www.islander36.org/events.html).

**Mar. 18** — Suddenly Alone seminar presented by North U., Brickyard Cove Marina in Richmond. This class is designed to give you the tools to prepare yourself to be Suddenly Alone and "know you can handle it." Info, [www.northu.com](http://www.northu.com) or call (800) 347-2457.

**Mar. 18** — Boaters Swap Meet, Coast Chandlery, Oxnard. 8 a.m. to 3 p.m., drawings for giveaways. Info, (805) 815-4520 or [www.coastchandlery.com](http://www.coastchandlery.com).



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## Santa Cruz 52, 2000 *Natazak*

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## J/42, 2000 *Velocity*

Fast, fun and easy to sail – that's what you get with a J/42. *Velocity* has had light use and been well maintained. She is a beauty.

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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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## Beneteau 40.7, 2002, *Tout Suite*.

The First 40.7 combines a sleek and sophisticated racer with all the comforts of a luxurious cruiser. *Tout Suite* is the cleanest 40.7 on the market at the best price. Must see! Asking **\$179,000**



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## J/105, *Out of Options*, '00

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56' Andrews 56, '84, *Charisma*.....\$395,000  
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*\*.....\$229,000  
44' Miller, '80, *Wind Dreamer*\*\*.....Just listed! \$154,900  
42' Beneteau First 42s7, '98, *Just in Time*.....\$199,000  
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34' J/105, '98, *Wianno*.....\$91,500  
34' J/105, '00, *Tenacity*.....Reduced \$104,900  
34' J/105, '01 #375, *Taboo*.....Sale Pending \$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*\*.....Reduced \$129,000  
32' Melges, *Emotional Rescue*.....Reduced \$85,000  
32' J/32, '99, *Esprit*\*\*.....\$129,900  
30' J/82, '93, *El Pellin*.....Sale Pending \$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.....Reduced \$109,500  
26' J/80, '00, *Risky Business*\*\*.....\$34,900  
22' J/22, '88, *Becky*\*\*.....\$12,000

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## CALENDAR

**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. Reservations, [info@harborshop.com](mailto:info@harborshop.com) or (415) 331-6008.

**Mar. 21** — Vernal equinox, a.k.a. the first day of spring.

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

**Mar. 24** — America's Boating Course taught by USCGA Flotilla 10-03 in Stockton, \$40 fee. Info, (209) 983-1330.

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

**Apr. 7** — Tryouts for the City of Oakland's high school racing team at the Jack London Aquatic Center, 11 a.m.-2 p.m. Info, (510) 238-2196.

**Mar. 28** — GPS for Boaters taught by Santa Clara Power Squadron at Fremont H.S. in Sunnyvale, 7 p.m. Info, [gps@abelhome.net](mailto:gps@abelhome.net).

**Mar. 28** — Fish Ears & Shrimp Songs by ocean bio-acoustician Michael Stocker at the Bay Model in Sausalito, 7 p.m. Find out what all those crackles, clicks and buzzes are and who's making them. \$15 donation. Info, (415) 998-3871.

**Mar. 31** — South Bay Opening Day. For info on events, see [www.sequoiayc.com](http://www.sequoiayc.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.

**Mar. 31** — America's Boating Course taught by USCGA at Sonoma County Sheriff's Dept. in Santa Rosa, 8:00 a.m.-5:00 p.m. \$30 fee. Info, (707) 838-1353.

**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. 4** — Mount Gay Speaker Series at Encinal YC. Details TBD. Info, [www.encinal.org](http://www.encinal.org).

**Apr. 13-15** — Santa Rosa Boat, RV & Sport Show, Sonoma County Fairgrounds. Info, [srboatandrshow.com](http://srboatandrshow.com).

**Apr. 14** — Encinal YC's Nautical Flea Market, the largest in the East Bay. Breakfast, lunch and beverages available. 6 a.m. to 1 p.m. Info, (510) 522-3727 or [www.encinal.org](http://www.encinal.org).

**Apr. 14-15** — CharterFest 2007, Squallicum Harbor, Bellingham, WA. See charter fleets and tour boats. 11 a.m. to 5 p.m. Info, (360) 676-2542 or [www.portofbellingham.com](http://www.portofbellingham.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).

**Apr. 21** — Racing Trim seminar presented by North U., Holiday Inn-Costa Mesa, 9 a.m.-5 p.m. This all-day class will teach you the latest in racing skills with an emphasis on practical, proven, real-world techniques that will help you win. Info, [www.northu.com](http://www.northu.com) or call (800) 347-2457.

**Apr. 22** — Racing Tactics seminar presented by North U., Holiday Inn-Costa Mesa, 9 a.m.-5 p.m. This all-day class will teach you latest in racing strategy and tactics using an interactive multi-media format which allows you to learn and test your new knowledge at the class. Info, [www.northu.com](http://www.northu.com) or call (800) 347-2457.

**Apr. 24-26** — How To Read a Nautical Chart course taught by USCGA Flotilla 17 at Yerba Buena. Tues. and Thurs., 7:15-9:45 p.m. Info, [sue.fry@sbcglobal.net](mailto:sue.fry@sbcglobal.net) or (415) 399-3411.

**Apr. 26-29** — Pacific Powerboat Expo, Jack London Square. Info, [www.ncma.com](http://www.ncma.com) or (800) 698-2777.

**Apr. 28** — America's Boating Course taught by USCGA at Lake Sonoma Visitor Center, 8:00 a.m.-5:00 p.m. \$30 fee. Info, (707) 838-1353.

**Apr. 29** — Opening Day on the Bay!



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## CALENDAR

### Racing

**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. 1-9** — J/24 UBS Worlds, Banderas Bay, Vallarta Nayarit, Mexico. Info, [www.j24mex.com/worlds2007](http://www.j24mex.com/worlds2007).

**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.nhyac.org](http://www.nhyac.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).

**March 1997** — It Was Ten Years Ago, from an article titled *Cerveza Circuit '97 — Puerto Vallarta Race & Mexorc*:

Sitting at the chart table of the J/160 Bushwacker during the 14th biennial Puerto Vallarta Race, Tom Leweck stared intently into the laptop computer. Grinning ear-to-ear, he obviously was enjoying himself.

"Damn, I'm good!" declared Leweck, never one given to false modesty. The wily veteran of 49 Mexican races (including 12 Puerto Vallarta races) continued, "Took 'em out at the start, leading wire-to-wire. The wind just keeps following me around . . . Hee hee, this is working out perfectly! I've got these bastards right where I want them . . . Hee hee, just need to stay between the man and the hoop to win again!"

"Aw, shut up, Leweck," said Bob 'Longy' Schuster, looking up briefly from his book. "Your competition stinks, that's all!"

"You're just jealous, Longy," Leweck replied, blissfully continuing to poke away on the keyboard. "Got the boat trimmed perfectly now, max VMG all the time . . . Ho ho, I'm launched! Gawd, I'm bitchin' — probably the best ever . . . Uh oh. Here comes a puff! It's a lift, it's a lift! Stand by to jibe . . . Here we go . . . Very nice, very nice."

Indeed, our race aboard Harry Smith's luxurious new boat *was* going quite nicely — but, in this case, Leweck was touting his mastery of Dennis Posey's *Tactics and Strategy Simulator*, a cool computer game that we used to kill time during the painfully slow 1,125-mile trek from Marina del Rey to Puerto Vallarta. Leweck was the acknowledged master of the game, which was in constant use for several days until we collectively OD'ed on it. "It was much more challenging and tactical than the real race," he claimed, only half-jokingly.

**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, (619) 758-6310 or [www.sdyc.org](http://www.sdyc.org).

**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, [oyrace@yabbb.net](mailto:oyrace@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. 24** — 36.7/10R Fleet BBQ & Demo Day at Passage Yachts in Pt. Richmond, 10:30 a.m.-4:00 p.m. Info, (510) 236-2633.

**Mar. 26-April 1** — BVI Spring Regatta, British Virgin Is-



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#### Auckland – Raivavae – Tahiti May 15 – Jun 5, 2008

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#### Tahiti – Raiatea Jun 9 – Jun 18, 2008

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To learn more: [occsailing.com](http://occsailing.com)  
To request a color catalog or specific info: **949-645-9412**

Or write: Alaska Eagle Voyages, 1801 W. Coast Hwy, Newport Beach, CA 92663

#### Raiatea – Fanning – Hawaii

##### Jun 22 – Jul 12, 2008

Leaving the legendary island of Raiatea, this passage includes a stop at Fanning Island and an equator crossing officiated by King Neptune.

#### Hawaii – San Francisco

##### Jul 15 – Aug 1, 2008

Conditions range from upwind sailing and squalls to exquisite reaching conditions. Sailing under the Golden Gate Bridge brings a picture perfect ending to this trip.

#### San Francisco – Newport Beach

##### Aug 4 – Aug 8, 2008

For those wanting a taste of the voyaging life, this short coastal passage will include stops in San Miguel, Morro Bay or Catalina (conditions permitting).

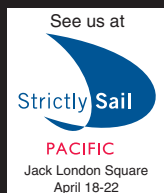
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## CALENDAR

lands. 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).

**Mar. 31-Apr. 1** — Big Dinghy Regatta. RYC, (510) 237-2821 or [www.richmondyc.org](http://www.richmondyc.org).

**Mar. 31-Apr. 1** — 35th Annual Rollo Wheeler Regatta, BYC. Info, (925) 939-9885 or [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Apr. 1** — Scombridae Sundays, casual racing for Santana 22s at Clipper Cove. Info, [maplebar@gmail.com](mailto:maplebar@gmail.com).

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

**Apr. 7** — 26th Annual Doublehanded Farallones Race. BAMA, (510) 769-0309 or [www.sfbama.org](http://www.sfbama.org).

**Apr. 7** — Spring Tune-Up Race, the mother of all beer can races. RYC. Info, [www.richmondyc.org](http://www.richmondyc.org).

**Apr. 14** — Spring Fever Regatta, South Beach YC. Info, (415) 495-2295 or [www.southbeachyc.org](http://www.southbeachyc.org).

**Apr. 14** — Bullship Race. the annual long-distance race for El Toros. Info, (415) 488-0244 or [pflowerman@tides.org](mailto:pflowerman@tides.org).

**Apr. 14-15** — J/Fest, one design and PHRF racing for the J/boat faithful. Sail California (510) 523-8500, and StFYC (415) 563-6363.

**Apr. 14-15** — Resin Regatta, one design racing. SFYC. Info, (415) 789-5647 or [www.sfyyc.org](http://www.sfyyc.org).

**Apr. 14-15** — Camelia Cup, the unofficial start of the unofficial '07 lake circuit. Folsom Lake YC. Info, (916) 933-8860 or [www.flcyc.org](http://www.flcyc.org).

**Apr. 14-15** — Leukemia Cup Regatta, Nevada YC. Designed to provide exciting sailboat racing on Lake Mead for its participants while raising money to benefit the Leukemia and Lymphoma Society. Info, [www.nevadayachtclub.com](http://www.nevadayachtclub.com).

**Apr. 14-15** — Laser NorCals, Santa Cruz YC. For info, [www.scyc.org](http://www.scyc.org).

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

**Apr. 21-22** — Ahmanson Cup Regatta, Newport Harbor YC. PHRF and one design divisions. Info, (949) 723-6869 or [www.nhyc.org](http://www.nhyc.org).

**Apr. 27-29** — 60th Lexus Newport to Ensenada Race, the largest international yacht race. Info, [www.nosa.org](http://www.nosa.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).

**May 26** — Master Mariners Regatta at Encinal YC. A must for woody-philies. Info, [www.mastermariners.org](http://www.mastermariners.org).

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

### Summer Beer Can Regattas

(The schedule for the remaining Midwinter Regattas can be found in the Northern California Sailing Calendar or in Calendar on [www.latitude38.com](http://www.latitude38.com).)

**ANDREAS COVE YC** — Spring Series, two races per day: 3/31, 4/14, 4/28, 5/19. Terry Lee, (916) 549-1462.

**BALLENA BAY YC** — Friday Night Grillers: 4/13, 4/27, 5/11, 5/25, 6/8, 6/22, 7/13, 7/27, 8/10, 9/14, 9/28, 10/12, 10/26. Sarah, (510) 685-0021.

**BAY VIEW BOAT CLUB** — Monday Night Madness Spring Series: 4/16, 4/30, 5/14, 5/28, 6/11, 6/18. Peter McCool, (415) 864-4334.

**BENICIA YC** — Thursday nights: April-June & July-September. Ron Lee, (707) 554-8613.

**BERKELEY YC** — Every Friday night: 4/6-9/28. Paul Ka-men, (510) 540-7968.

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## CALENDAR

14 races, intraclub only. Ed, [racing\\_chair@cal-sailing.com](mailto:racing_chair@cal-sailing.com).

**CORINTHIAN YC** — Every Friday night: 4/6-8/31. Allyn Schafer, (415) 435-4812.

**COYOTE POINT YC** — Every Wednesday night: 4/25-6/27 & 7/11-10/17. Mark Misura, (650) 347-1505.

**ENCINAL YC** — Spring Twilight Series, Friday nights: 4/27, 5/11, 6/1, 6/15. Rodney Pimental, (510) 572-3272.

**FOLSOM LAKE YC** — Every Wednesday night: 5/9-9/26. Mark Eldrich, (916) 685-4869.

**GOLDEN GATE YC** — Friday nights: 5/11, 5/25, 6/8, 6/22, 7/6, 7/20, 8/3, 8/17, 8/31. Gary Salvo, (916) 363-4566.

**HP SAILING CLUB** — El Toro Races on Stevens Creek Reservoir. Every Weds. night: 3/14-10/31. Dan Mills, (831) 420-3228 or [www.hpsailingclub.org](http://www.hpsailingclub.org).

**ISLAND YC** — Spring Series, Friday nights: 4/20, 5/11, 6/8, 6/22, 7/6. Joanne McFee, (510) 521-7442.

**LAKE TAHOE WINDJAMMERS YC** — Every Wednesday night: 5/2-10/24 (Intergalactic pursuit race 7/11). Kurt Rasmussen, (530) 541-1129.

**LAKE YOSEMITE SAILING ASSN** — Every Thursday night: May-early September. Jim Streatly, (209) 383-6149.

**MONTEREY PENINSULA YC** — Sunset Series, every Wednesday night: 4/4-9/26. Bob Furney, (831) 372-9686.

**OAKLAND YC** — Sweet 16 Midweek Series, Weds. nights: 5/2-6/27 & 7/25-9/12. Steve Shaffer, (510) 368-5427.

**RICHMOND YC** — Wednesday nights: 5/2, 5/16, 6/6, 6/20, 7/11, 7/18, 8/1, 8/15, 9/5, 9/19. Eric Arens, (510) 841-6022.

**ST. FRANCIS YC** — Every Wednesday night: 5/2-8/29. John Craig, (415) 563-6363.

**SANTA CRUZ YC** — Wet Wednesdays, every Weds. night during Daylight Saving Time. Larry, (831) 423-8111.



LATITUDE / ANDY

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**SAUSALITO YC** — Spring Sunset Series, Tuesday nights: 4/24, 5/8, 6/5, 6/19. J. Rigler, (415) 332-6367.

**SEQUOIA YC** — Every Wednesday night: 4/11-10/10. Ron Brown, (650) 430-5567.

**SOUTH BAY YRA** — Summer Series: 4/14, 5/5, 6/2, 6/23, 8/4, 9/8, 10/13, 10/14. Larry Westland, (510) 459-5566.

**SOUTH BEACH YC** — Friday Night Series: 4/20, 4/27, 5/4, 5/18, 6/1, 6/22, 7/6, 7/13, 7/20, 7/27, 8/3, 8/17, 8/24. Nancy, (415) 409-1071.

**STOCKTON SAILING CLUB** — Every Wednesday Night: 6/6-8/22. Peggy, (209) 956-8488.

**TAHOE YC** — Spring Series, every Weds. night: 5/30-7/11 (no race 7/4, make-up on 7/5). Spring Laser Series, every Mon. night: 5/28-7/9. Darren Kramer, (530) 581-4700.

**TIBURON YC** — Friday nights: 6/8-8/24. Otto Shreier, [pando@sonic.net](mailto:pando@sonic.net) or (415) 388-9094.

**VALLEJO YC** — Every Wednesday night: 4/4-6/27 & 7/11-



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## CALENDAR

9/26. Jerry Halterman, (707) 643-1254.

### Mexico, The Season Ahead

**March 21** — 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.

### March Weekend Currents

date/day	slack	max	slack	max
3/03Sat	0105	0342/2.9E	0701	0954/3.1F
	1245	1548/4.2E	1934	2231/3.5F
3/04Sun	0134	0411/3.2E	0739	1030/3.1F
	1327	1622/3.9E	2004	2257/3.3F
3/10Sat		0151/1.5F	0429	0811/3.2E
	1222	1515/1.9F	1853	2047/1.1E
3/11Sun		0349/1.3F	0623	1011/3.2E
	1434	1736/1.9F	2109	2253/0.9E
3/17Sat	0100	0333/3.4E	0651	0945/3.6F
	1241	1547/5.0E	1927	2224/4.2F
3/18Sun	0133	0414/4.1E	0736	1033/4.0F
	1334	1632/4.9E	2005	2300/4.2F
3/24Sat		0245/2.1F	0530	0902/4.3E
	1318	1629/3.0F	1958	2153/1.3E
3/25Sun	0109	0355/1.7F	0638	1009/3.9E
	1434	1756/2.9F	2114	2330/1.1E
3/31Sat	0052	0349/3.2E	0708	1005/3.2F
	1253	1553/3.7E	1253	1553/3.7E
4/01Sun	1928	2226/3.4F		
	0120	0412/3.5E	0744	1040/3.3F
	1337	1625/3.5E	1959	2250/3.2F





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### 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**

\*North majority inventory

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ABOVE: James Madden's Reichel/Pugh 66 *Stark Raving Mad* finished 1st overall in the San Diego-Ensenada Race, Ida Lewis Distance Race and 1st in IRC A at Rolex New York YC Race Week. *Stark Raving Mad* carries North 3DL upwind sails and Gradient V-Series downwind sails. Sharon Green photo

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## LETTERS

### ↑↓ HONEY, LET'S DO IT AGAIN!

Love, remember the feeling? The rush and excitement that morning as we watched 'C' dock in Sausalito fade in the distance? It was a hard sell, and you said that you would "give it a year." Well, it lasted for four. Our family thought we were nuts, but we knew different, didn't we? Save for the family matters that brought us home, we might still be out there.

I feel that we have one more adventure in us before the window closes. You think that we shouldn't even be thinking of going again at our ages. But dear, there are lots of folks out there as old and older than we are. And honey, there isn't another 66-year-old who looks as good as you, who can stand a watch like you, or who can steer or cook like you.

And it would be so much better the second time around. We know so much more now than we did then. I don't think we would have fuel or electrical gremlins like we had in Monterey. And I'm sure the gooseneck wouldn't come apart as it did between San Diego and Turtle Bay. I would be very careful of what I ate so I could avoid that awful Salmonella thing that I picked up in Cabo. We know so much more about weather that I'm sure we wouldn't ever again be stuck at Los Frailes for seven days waiting for a Norther to blow itself out. It would also be inconceivable to think that our autopilot would fail again and that we would again have to hand steer from San Diego all the way to Puerto Vallarta.

The loss of our stern anchor in the middle of the night at beautiful Zihuatanejo had to be a one-time fluke. The mechanical problems too. You remember — the transmission we had to rebuild in good old Pedro Miguel. I could rebuild that again, if I had to. And sure, our outboard passed on in Acapulco, but we could deal with it.

I learned some big lessons, honey. We'd never go anywhere



STEPHANIE SCHULTZ

*For those with the inclination, there's a cruising treasure under the rainbow.*

again without the emergency rudder, the one we didn't have when we needed it between Roatan and Guatemala. We sure were lucky that our dear friends on *Lyon Around* towed us to Puerto Cortez, Honduras, for the haulout and fabrication of a homemade rudder. Imagine the cultural experience we would have missed if all that hadn't happened.

And dear, think of all the little things we learned: The boat sails just as fast with a reef or two as with a full main. You can actually cruise Belize without a working depth sounder. The loss of refrigeration for a few months is not the end of the world. Lightning in Florida doesn't always hit boats.

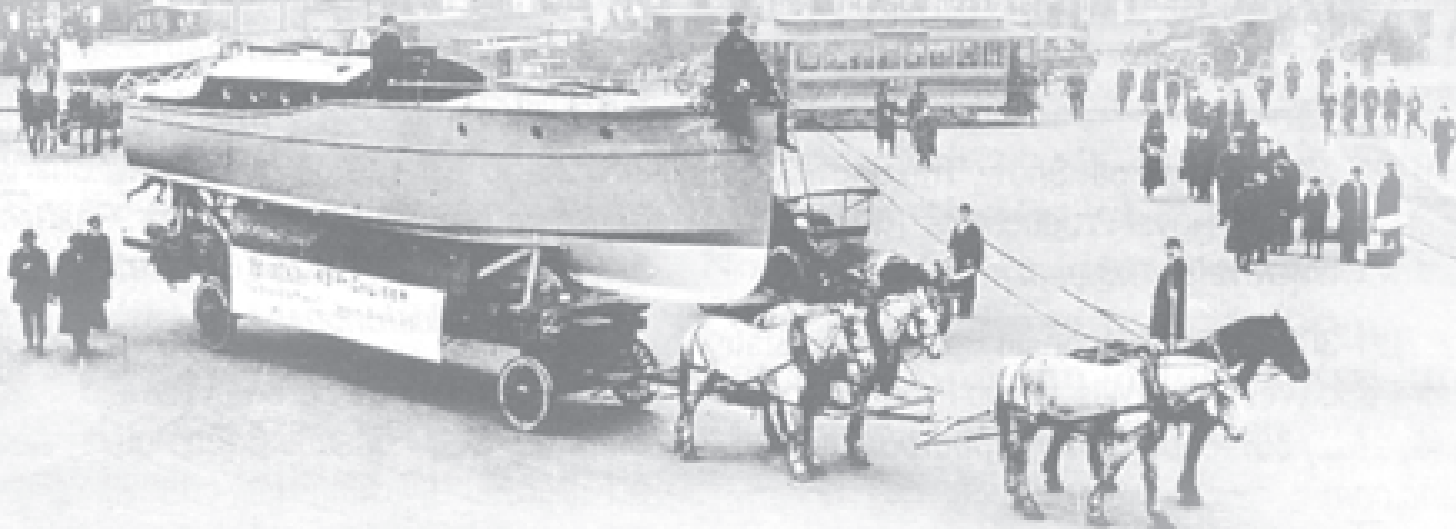
And dear, think of the friends we made. The friends we'll connect with forever. Think of the places we've been and the





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## LETTERS

things that we've seen. The anchorages we had all to ourselves. Remember all the sea life above and below the surface, the sunrises and sunsets, and the clear moonlit nights. We had it all to ourselves.

But most of all dear, I treasure those four years that I had you all to myself, by ourselves. You never whined, missed a watch, or failed a challenge. It was magic. Let's do it again.

P.S. I know that she will see this because she reads *Latitude 38* cover to cover.

Bill Barash  
Diana B, Cal 39  
Morro Bay

### ⚡ A COCKPIT THAT MORPHED INTO A HOT TUB

In the January 24 *'Lectronic*, you had a short item about how cruising has changed over the years. You also published two photos of the tiny Cowhorn schooner *Sunspirit*, taken in the Virgin Islands in the '80s, to illustrate a cruising boat from that era. You said that a young couple, the woman of which was six months pregnant, had sailed her down from New England and, despite the boat's small size and complete lack of amenities, always seemed to be smiling. You closed by wondering if anybody knew what happened to them.

Even though their names escape me, I know who you mean. I met them in Provincetown, MA in the early '90s. The guy and I were each on the hook waiting out a Nor'Easter. I was aboard my *Quickstep 24*, and he was aboard the little Cowhorn schooner. His wife and kids had gone home to wait out the storm.

The guy and I drank a few rums over a period of several days, mostly aboard *Sunspirit*, which didn't have much headroom, but because of her beam had a luxuriously comfortable salon/playpen. He told me that he and his wife had two children, two of whom had been born in the Dominican Republic, where medical care had been both good and cheap at the time. They tried to tow a greenheart beam back to Cape Cod, as it was to be the keel of their next boat. But a storm came up and they had to cut it loose.

As it turns out, I saw their next boat when I visited them in Wellfleet on the Cape. It was, to the owner's surprise, another Cowhorn, but 30 feet or so. In the universe of Cowhorns, that's a huge boat. The new one, which was planked at the time I visited, included — gasp! — cabins and a cockpit which could morph into a hot tub with the insertion of a couple of scupper plugs!

They were an alternative lifestyle couple. While he built the boat, she was the town clerk or some such thing. They home schooled the kids. Home was a compound of yurts, including a school yurt, a kid's room yurt, a parent's bedroom yurt, a kitchen yurt and another yurt or two as occasion demanded. Sadly, marital discord had me moving away and, as a result, I have nothing further to add to the saga.

Incidentally, the Cowhorn is a type of vessel developed on Block Island in the late 18th century, and was used for fishing. Her low freeboard on the sides made it easy to pull laden nets aboard, and her broad beam made her a good load-carrier. The traditional ballast was beach stones. Local legend holds that none were ever lost at sea. Chappelle says these boats were used into the 20th century. By the way, in the early days of Cowhorns, Block Island didn't have a protected harbor. But then a local vandal dug through the sandspit to the kettle pond, which is now the harbor.

Creighton Smith  
A Train, Buccaneer 40  
Pine Island, Florida



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## LETTERS

Creighton — Readers like you never fail to amaze us. Thanks for taking the time to write.

### WHAT'S THE MOST POPULAR LIFERAFT?

My husband and I are planning on cruising this fall, and are in the process of outfitting our boat. We were wondering if you could let us know which offshore liferaft was most often carried during the last couple of Ha-Ha's and Puddle Jumps. They all seem comparable, so we're just wondering if there were one or two brands that seemed to show up on boats more often than others.

We really enjoy *Latitude*.

Jean Winter  
San Diego

Jean — Thanks for the kind words. Based on our Ha-Ha survey, we know that 81 of the 140 respondents from last year's event had liferafts before fitting out for the Ha-Ha, and 29 of them bought liferafts just for the event. Unfortunately, the survey wasn't so detailed that it asked for a breakdown of brands, of which there are many.

It's hard to get firsthand feedback on the quality of liferafts because — thankfully — they get used so rarely. Nonetheless, if you take your life seriously, it's an item worth investigating. In addition to contacting liferaft retailers who advertise in *Latitude*, we recommend you spend some time checking out the various brands and categories at an event such as Strictly Sail Pacific in Oakland, April 18-22. For unless they are open and on display, it's hard to evaluate them.

Anybody else out there with advice on liferafts?

### WHAT ABOUT THOSE HA-HA STARTING PHOTOS?

We somehow managed to bungle our chance to buy a Ha-Ha starting line photo of the boat for a donation to the orphanage in La Paz. Can the Poobah tell me where I can look to remedy that? Anything that shows our J/40 *Mal de Mer III* would be wonderful. And thanks for the wonderful event down the coast of Baja.

Cindy Sparks &  
Ed Huckins  
*Mal de Mer III*, J/40  
San Diego / Currently at  
Barra de Navidad



'Mal de Mer III' looking fine at the start of the '06 Ha-Ha.

yours. Check it out.

### DISASTERS OFFER CHANCES TO LEARN

Regarding the loss of the *Baba 30 Flybaby* as reported in February's *Sightings*, doesn't anybody heave to anymore?

I want to thank Mitch Manina of the *Roughwater 33 Hanali*, who had been buddyboating with *Flybaby*, for his candid and,



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## LETTERS

hence, instructive report. Disasters always offer chances to learn. It's tempting to sit here — warm, dry and safe — and judge the actions of others, but we can learn from them.

Manina reports that:

1) *Flybaby* was lost in "25-35 knots of wind and 15 to 20-ft breaking seas."

2) R.T. on *Flybaby* "couldn't get his sails down because the confused seas were overpowering his autopilot and he couldn't leave the helm."

3) "... his engine had quit and he had to ride it out."

Onboard *Hanali*, Manini says:

1) "I was afraid to give up the helm. So I stayed at the tiller for 12 hours."

2) "Fortunately, after dodging fishing pots and a narrow channel, we made Turtle Bay just after dark." Turtle Bay was unfamiliar to him and, according to him and his wife, unlit, unmarked and poorly charted.

3) "Another night at sea wasn't an option."

It's clear that fatigue had gotten the upper hand on both boats. Much of this could have been avoided by employing the ancient technique of heaving to. Doesn't anyone heave to anymore?

If you're going to go cruising, I have two reading assignments for you: *Storm Tactics* by Lyn and Larry Pardey, and *Heavy Weather Sailing* by Adlard Coles. You should also read *Latitude 38*, the only sailing magazine with the heart to publish the bad news as well as the good.

Sigmund Baardsen  
Mary T, Offshore 40  
Glen Cove Marina

Readers — We think that Baardsen, who did a circumnavigation with his wife Mary, is right. Even if you're just going to sail down the coast of Baja, you should have read *Storm Tactics* and *Heavy Weather Sailing* — and you should have practiced some of the techniques. For it's when the weather gets rough, you and your crew get weary, and things start to fail on your boat that you really need a tried and true response. While heaving to may not be the best option for every boat in every bad weather situation, it's one of the most common and effective techniques for dealing with rough stuff. In most instances it takes a lot of pressure off the crew and the boat, and as such has saved a lot of crews and boats over the years.

To prove to yourself how effective heaving to can be, give it a try the next time it's blowing 25 knots. You'll be surprised at how much more mellow things suddenly become. In fact, heaving to is just as much a technique for comfort as it is safety. Some cruisers temporarily heave to in only moderately rough conditions in order to better enjoy a meal or let everyone catch up on sleep. It's the nautical equivalent of pulling over to a rest stop, and far superior to simply dropping all sail.

### ↑↓ NEVER BEFORE SEEN IN LATITUDE, A . . .

This poem was composed on a very nasty night off Cape San Martin, after the preventer on the main broke, causing such a violent accidental jibe that it destroyed the traveller. With 15-ft following swells and 30 knots of wind, I had to get the main down. It turned out to be a harrowing experience. When I turned into the wind to drop the main, water filled the cockpit. And everything happened so fast that I didn't even have time to tie myself on while putting gaskets on the main. It was only once I made it back into the cockpit that I realized the danger I had placed myself in, and I became very introspective. The poem was composed mostly in my head at that point, and later put down on paper in the safety of San



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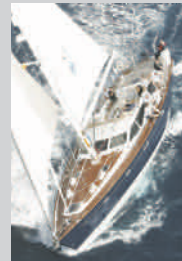
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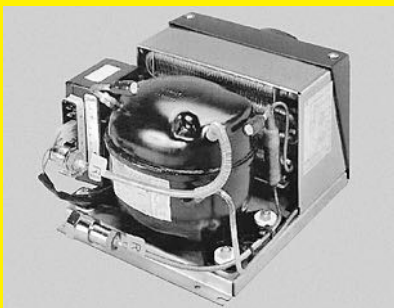
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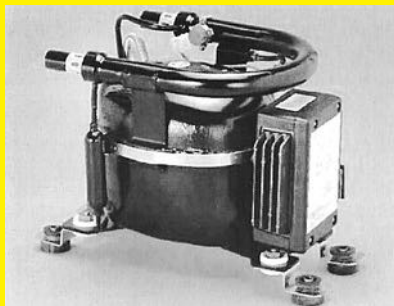
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## LETTERS

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on a towering swell  
i get that same feeling  
i know so well  
that feeling of want  
of need unreturned  
you'd think that by now  
my heart would have learned  
when i came to the sea  
i was angry and mean  
at things that had happened  
and things i had seen  
but the sea doesn't care  
what's going on in your life  
out here there's no traffic  
no trouble, no strife  
just the wind and the stars  
and the boat and me  
sailing along  
alone on the sea

Rick Daniels  
*Lazy Daze*, Ericson 41  
San Diego

*Rick — We're not sure if you're aware of this, but we haven't published any poetry — as opposed to limericks — in Latitude for 30 years. We don't think it or recipes belong in sailing magazines. But your poem seems to be heartfelt enough that we decided to make an exception. But we're warning all poets, it's probably going to be 30 years before we publish any more.*

#### ⬆️⬆️LIGHT UP THE NIGHT FOR SAFETY

I read the 'Lectronic report from St. Barths about the couple who had just completed a circumnavigation in January of '05, and were run down while dinghying ashore by the captain of a megayacht driving a big tender at high speed. The man was killed and his wife badly injured.

To prevent such incidents, you recommended vigilance and waving a light around. I also suggest people do what I've done at night — in addition to my regular running lights, I always carry a 1,000,000-candle power portable searchlight. They only cost \$20 at a local auto parts store, but mine has more than once proved its value while cruising in Maine. In fact, it's been a great addition to my boat.

Tom Anderson  
*Nonpareil*, C&C 32  
Marblehead, MA

*Tom — We recently learned the verdict of the French judicial system. As a result of killing the man, the Kiwi skipper of the 36' power boat — a tender for the megayacht Day Break — was given a one year suspended prison term, a one year ban on working in French waters and fined \$600. We bet the guy's wrist really hurt after that slap. The fact that the circumnavigator had alcohol in his system and his dinghy wasn't showing a light apparently influenced the decision. Furthermore — and this is a puzzler to us — the owner of Day Break was found liable in a civil suit and ordered to pay \$500,000 to the victim's*



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***"Actually, it's the  
'Award of Excellence'."***



"Actually, it's the Award of Excellence that we've received from the American Boat Builders and Repairers Association (ABBRA). I'm Mike Haley, and I've known of this Team for a long time, as they were my neighbors. For 33 years, I operated Richmond Boat Works. It was a constant challenge to run a quality company all by myself. What I saw across the fence impressed me, and I am proud to be part of the Team that has been recognized by our industry as the very best."

***"You're BOTH right."***



"Bob and Mike, you're BOTH right, which might be the last time I'll make that statement (*laughing*). Greetings, I'm Jock MacLean, and I've known Ken Keefe and Paul Kaplan since we were teenagers. We grew up dreaming that some day we could create a world class service facility on San Francisco Bay. It's very rewarding to be a member of the very first team to win this prestigious award in Northern California. It would appear as if our dream has come true."

***"We came in first!"***



"My name is Kim Desenberg and I too have spent my entire life in this industry. I have been racing sailboats since I was young, and there's still nothing more fun than working with a Team and crossing the finish line yelling, "We came in first!" As in anything, winning doesn't come easy; it takes hard work and dedication. It is an honor to work with such a talented group of craftsmen and professional individuals at KKMI."

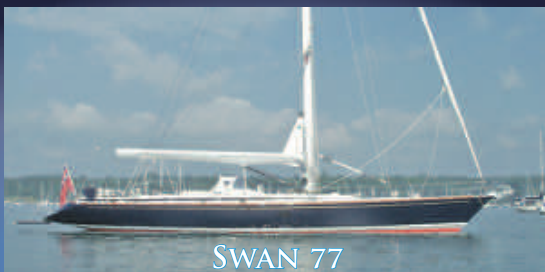


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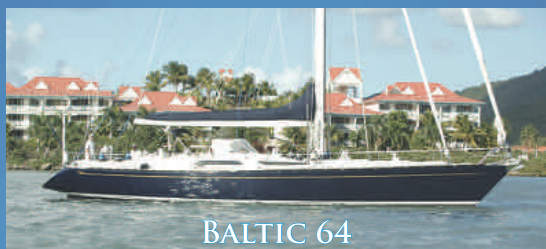


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## LETTERS

wife, \$15,000 to both of his children, and \$10,000 to each of his four brothers and sisters.

We can't emphasize how dangerous it can be to operate a dinghy at night in places like St. Barth, St. Martin, the Virgin Islands and crowded ports in Mexico and elsewhere. The dinghies are primarily operated by young men intoxicated with alcohol and testosterone which, when mixed with speed, can be a fatal combination. And there is never any enforcement. Carrying a 1,000,000-candle power light to protect yourself is not a bad idea. Nor is carrying a rocket-powered grenade. Please dinghy defensively.

### ↑↓MY ANSWER WAS TO GET MY OWN DAMN BOAT

For women who want to sail, the course that leads us to our dream life can sometimes be rough and rocky. While there are many opportunities to go sailing, telling the difference between a good one and a bad one is not always easy — even for those of us blessed with good 'people radar'. Despite looking very hard, it's possible to miss something in the clutter.

I grew up in farm country and knew nothing about boats. That all changed in my early 20s when, working as a bartender, I met a man who said, "Baby, let me show you my boat." It was a 28-ft sloop. When he took me out on her, I fell in love — with sailing, not the man. I knew beyond a shadow of a doubt that I wanted to spend the rest of my life sailing.

So I looked for a crew position. I found one, and flew to the Pacific Northwest to join a boat eventually heading to Tahiti. Before joining the boat, I spoke to the captain by telephone numerous times. I also spoke to his ex-girlfriend, who was overseas and whose only negative comment was that he could be quite chauvinistic. Once I arrived at the boat, we spent nearly three weeks in port getting ready for the trip. The captain was very social, had a great sense of humor and was a tremendous story teller. I saw no reason not to make the trip with him.

Shortly after our departure, I discovered that the twisted channels of the Inside Passage closely matched those of the captain's mind. By day we picked our way carefully through convoluted passages rife with rushing tides, whirlpools and rocks hidden in the dark waters. The nights, when we'd anchor in some remote wilderness cove, were more terrifying for me than anything that the roiling waters could have thrown at the boat. The captain deliberately chose passages and anchorages that were devoid of all civilization. Normally, I would have loved to have been in the natural world, far from everyone and everything. However, once securely anchored for the night, the captain's favorite pastime was thinking up new ways to torture me — mentally and physically. There were times when I thought I might not make it out of the wilderness alive. There were times that I didn't want to.

But I'm a survivor, and eventually the diesel tanks needed filling. I made my escape with my love of sailing still intact. But I took with me a morbid fear of all mankind. And I had many questions — such as, how had I missed this quirk of the guy's personality? And why had his former girlfriend given him such high marks? Did he do these things to her? And if so, why didn't she tell me? And if not, what made him do them to me? I'll most likely never know the answers.

A short while later, still despondent over the brutal end of my sailing dreams, I met, completely by accident, a man who owned a sailboat he was going to sail to Hawaii in a few months. The boat was in a slip in a busy marina with many people around. Still craving the sea, I had three months during which to ascertain whether or not this guy was another psychopath. In the end, after meeting his many friends and





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## LETTERS

his great family, I decided that he was not dangerous, and left for the islands with him.

The three-week passage we shared was, and so far remains, the highlight of my sailing life. This despite our getting caught in a tropical storm that featured 50-knot winds and 30-ft seas. We also had the honor of being in Hawaii for hurricane *Iniki*. Unlike many of our cruising friends, we still managed to have a boat after that hurricane got done with the Islands.

The captain and I agreed to marry. But just days before we were to depart for the South Pacific, he ended our relationship. I was bitter and angry for a long time, but I knew what had been missing from our relationship. After the first captain, I was no longer capable of giving freely, and was often fearful of being close. I hadn't had enough time to unload the baggage of that before we departed on our journey.

So again I was ashore when I wanted to be at sea. Many sailors, all of them single men, offered me passage aboard their boats. My answer was to get my own damn boat.

Sailing and maintaining my boat by myself were among the best ways to regain confidence in myself. And spending time among the wonderful cruising community helped restore much of my faith in human nature. The passing of time took care of the rest.

My reason for writing this? I stumbled across a back issue of *Latitude* letters, March '06, in which a woman had asked of other women's bad experiences with a captain. She wrote: "In the spirit of things, I bought Capt. Tom a bait table for his boat and shirts with the boat name on them for all of us as Christmas presents. Tom bought me foulies for the winter night's sailing."

*Latitude's* editorial response was: "First off, before the trip even starts, the captain, a single man, spent a couple of hundred dollars buying you, a single woman, foul weather gear. Didn't any alarms go off in your head? You always need to make the non-relationship perfectly clear in advance — and for the duration of the trip."

How does *Latitude* know that this captain spent hundreds on foul weather gear for this woman? Maybe the guy went shopping at Bligh's Bargain Basement. The editor's response completely overlooked the fact that these people were friends before they went sailing, and that they were exchanging Christmas gifts at the time. Had I been in her place, I probably would have assumed fair trade in the exchange as well. As for alarm bells sounding, sometimes the beast within is so well hidden that only a few are ever unlucky enough to discover it. And while I do agree that women need to state their position on any relationship, repeatedly, and sometimes at great volume, I don't know that being suspicious of the smallest gesture, instead of taking it at face value, is any way to live.

Despite what happened to me, I continue to strive to trust. And writing of my experience is certainly not meant to discourage any woman from reaching for her dream. While it's difficult to find just the right sailing partner, only a very few are actually dangerous. It was just my bad luck to find one who was, and not to recognize that fact until it was too late.

Great male sailing partners are out there. Granted, it can take a lot of wading through the shallows, but finally finding that deep water makes it all worthwhile. One bastard in the bunch shouldn't dissuade anyone from a great sailing life.

Anonymous  
But Still Sailing,  
With A Wonderful Mate Beside Me

*Anonymous — With all due respect, if you were exchanging a Christmas present with a guy, and his present was worth*



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## LETTERS

considerably more than yours, and your alarm bells didn't go off, we can understand how you might not have been able to detect "the quirks" in the captain who abused you. Trust us, here's how the minds of too many guys work: "If I can get her to accept this dinner/trip/outfit/etc., she owes me." This is complete bullshit, but some guys believe it and will try to act on it. Even more bizarrely, some women also seem think receiving a gift creates some sort of obligation. As in, "I really didn't like the guy, but he bought me dinner, so I had to kiss him good night."

Being suspicious of any small gesture many not be any way to live, and normally you don't need to live that way, but if you're about to make a long trip on a small boat with a guy, you do need to be more suspicious than normal. And a guy giving foul weather gear to a single woman, even foul weather gear from Bligh's Bargain Bilge, isn't really a "small gesture." Indeed, in many cases it's an opening gambit.

The biggest womanizer we've ever met in our life — an older man who was both terribly overweight and terribly successful with certain types of women — continually gave us the same unwanted advice. "Always buy clothes for women. Any woman. It might not get you anywhere in the near term, but you'll be remembered. And six months down the road, who knows, there's a good chance you'll get a return on your investment."

Our advice to single women is to be careful — even a little suspicious — when sailing with new guys. The best way to do that, of course, is to sail as part of a group, preferably a group in which there is more than one woman. And unless you're really, really sure about the guy, don't go on that first long passage with him until there's at least another woman along. We all know it shouldn't have to be that way, but it is.

### ↑↓ WHAT ABOUT THE PIRATES FOR PUPILS EVENT?

We'll be in Puerto Vallarta for the month of March, and would like some information on the Pirates For Pupils fund-raising regatta. We'd like to know the dates, how to get on a boat, and how to make a contribution.

Mike Bruington  
Northern California

Mike — Rather than a regatta, Pirates for Pupils is a lunch at the Dorado Restaurant, with everyone hopefully kitted out in their most authentic pirate or wench attire, followed by



**These pirates raised a lot of booty to help the students around Banderas Bay.**

a 12-mile spinnaker run back to Paradise Marina. The event will be held on March 21, and thus will be a good tune-up for the Banderas Bay Regatta that follows two days later.

Those looking to get on boats should contact Ronnie 'Tea Lady' at [abmarine@hotmail.com](mailto:abmarine@hotmail.com). A donation of \$20/person is requested, but if you've had a good year, \$50 would be even better. Profligate will participate as well as a number of other big cats, but all boats are encouraged to participate.

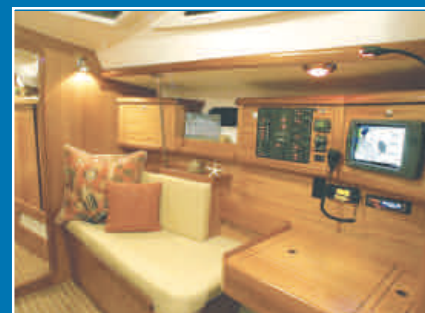
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## LETTERS

### ↑↓ THE WORKMANSHIP HAS BEEN AMAZING

We, Frank Augenstein and I, recently purchased a Yorktown 39 sailboat from a neighbor — who had been working on her in his back yard for 30 years! Several Yorktown 39 owners who have inspected the boat were absolutely stunned by the quality of the customized design, hardware and workmanship. According to them, she's "like no other Yorktown."

Credit for the quality belongs to Horst Mossbrugger, her previous owner as well as my neighbor and friend. I followed construction of the boat ever since he took delivery of the 'kit' 30 years ago, and have all along volunteered to crew for him when she was finally launched and turned left after sailing under the Gate.

When I returned home from doing Baja in '98 aboard my Pearson 365 *Sea Eagle*, I immediately went to Horst to share the lessons I learned and be sure he had them covered in his boat. He had them covered in every case, and in spades. The quality of his workmanship and his thoroughness have been a constant source of amazement to me.

So when Horst called me and asked if I wanted to buy the boat, I couldn't say no. The situation was that the city



PAUL ZIMMERMAN

**After 30 years of superb craftsmanship, Horst decided it was time to turn 'Seedler' over to new owners.**

of San Jose had given him notice that he must move the boat in short order, and she still needed a fair amount of work for completion. My first reaction was to call the city of San Jose and plead for more time, but Horst had decided that 30 years was enough for him,

and that he had a lot of traveling, sightseeing, and visiting of grandchildren to do. But if we bought the boat, he promised to consult, advise, travel and crew with the team that was to buy and finish the boat.

To honor Horst, and our previous boat, we have named the Yorktown *Seedler*, German for sea eagle.

Mossbrugger was born in Germany and apprenticed as an instrumentation machinist and tool and die maker. Sailboats and sailplanes were among his hobbies when he was young, and he soloed a glider at age 16. He ended up in the U.S. working for a company helping General Motors create the air-cooled Chevy Corvair engine. Eventually, he joined IBM and spent the next 36 years working in research and development with a group of PhDs. He found the work very pleasurable, and holds a number of patents.

From '63 to '66, Mossbrugger designed and built a 25-ft trimaran in Alviso, and for several years sailed the South Bay, where he was a successful racer. During this time his wife gave him an ultimatum — he had to choose between sailing and marriage. After their divorce, Horst started looking for a bigger boat, which is why the Yorktown 39 kit entered the scene in '76.

Kit boats were popular in the '70s. The Yorktown 39 came in basically three pieces — the hull, the deck and the keel. The owners would put these together, then flesh out the boat with various kits for things such as the bulkheads, galley, rudder and various systems. Horst just bought the shell and the recommended 70 hp diesel/transmission, as the rest was



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## LETTERS

to be his own design, layout and manufacture.

The Yorktown 39 is known for its heavy fiberglass construction, but Horst added even more in critical places. His general philosophy was to overdesign everything and "go with the best." Building the boat was a solo project, and he even did all the machining. I didn't think machinists were supposed to be good carpenters or electricians, but his fine craftsmanship is evident in all aspects of the boat.

Last June, Frank and I moved the boat from Horst's backyard to Moss Landing, where the keel and ballast were installed, the bottom painted, and the standing rigging put on. She was put in the water on August 1, and was towed to a marina berth for the remaining work. One of our big challenges has been learning all the systems, as the boat is loaded. Following is a list of some of the hardware and redundancies we've found in the boat: two refrigeration systems, two autopilot systems, four Racor fuel filter systems, two raw water supplies with filters, one diesel heater, two kerosene heaters, two water heaters, three water tanks, four solar panels, two engine alternators, two windlasses, a waste processor and a 70 hp diesel. And the list goes on.

Nonetheless, completing a boat in which everything is new — yet 30 years old — has been a challenge. For example, the diesel came with a Borg/Warner Velvet Drive transmission with gear reducer integrated and complete. Unfortunately, the transmission oil pump was set for a rotation opposite of the diesel. The factory assumed that the problem had to be rotted oil seals or the control valve leaking. It was a minor item, but it took lots of time and effort to discover and correct.

We were hoping to have *Seeadler* ready in time for this fall's Ha-Ha, but things have been going slower than expected. But no matter when we make the maiden voyage, Horst is not only invited, but committed to be part of the team.

Paul Zimmerman  
*Seeadler*, Yorktown 39  
Moss Landing

### ↑↓IT'S OBVIOUS PEOPLE READ THE ADS CAREFULLY

While thumbing through the last *Latitude*, I noticed Anderson's Boatyard's ad featuring Cecil Rossi's Farr 58, apparently named *Ho'okohule*, which they translated to mean "to be mischievous." I hope that this was a miscommunication and not the name actually painted on the boat, because the proper way of saying 'to be mischievous' is *Ho'okolohe*. The closest word to the one mentioned in the ad is 'kuhu'ole', which means "not matching, unsuitable, ridiculous, absurd, inappropriate, of poor taste, silly; nonsense." And 'Ho'o' means "to cause to be."

It could be very embarrassing to pull into Honolulu with a boat named *Ho'okohule*.

Ted Biggs  
Commodore '74

### ↑↓THE PROS AND CONS OF COOKING WITH ELECTRIC

I was tickled to read the letter from the poor folks who had two galley fires and were thus curious about the possibility of going to an electric stove. We acquired the Tom Wylie-designed 65-ft ketch *Saga* in '97, which you'll recall had been built and sailed around the world by Arlo Nish. Among other cruising amenities, the boat was kitted out with a 60-gallon tank for vodka, complete with a deck fill!

Since Nish had a fear of propane, the galley he created for *Saga* was an all-electric contraption. Instead of a galley stove there was a large cooking well — "the pit" — with various specially constructed gimbaled potholders and two



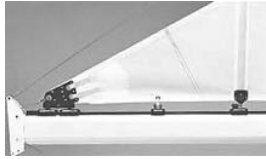
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Skip Novak's company Pelagic Expeditions offers sailing expeditions to high latitude destinations like Antarctica, the Falklands and Iceland. The sailing vessels are built to operate for long periods in the most remote oceans of the world. Sails are trimmed and furled by hand. Service facilities are nonexistent, making smooth running, reliable gear a necessity. That's why Skip chose Harken furling, winches and Battcars.

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## LETTERS

large electric outlets. There were numerous electric pots and pans, a convection oven and a microwave to round out the business end of the galley. The old electric cooking gear used interchangeable plugs. There was a perverse logic to the whole set-up and, once you got the hang of it, cooking was no more or less difficult than on a propane stove.

Arlo and the subsequent owners cruised extensively with this set-up, racking up a circumnavigation and many incredible adventures in the South Pacific respectively. Surprisingly, the boat had no inverter, so you had to run either the engine or the genset to cook a meal — or even to boil water. While I was prepared to consider the electric lifestyle, I was not prepared to crank up an engine anytime someone wanted a hot snack. So the first thing we added to the boat was a Trace 4000W inverter. It worked fine on our shakedown cruise to the Pacific Northwest. Once we got to the cruising grounds we usually had 10 people and a dog aboard, but cooking was easy. Even cooking scalloped potatoes for an hour in the convection oven didn't seem to put a major dent in our battery levels.

Nevertheless, upon our return to prepare for the '98 Ha-Ha and points south, we decided to put in a propane stove. This decision was made especially easy because Arlo — despite his own discomfort with propane — had the foresight to build a large locker that vented overboard for two propane tanks. So all we had to do was drop a stove into the cook well, run a hose to the locker, and install the appropriate shutoffs and snuffers.

Now, to the logic of an all electric set-up. With today's very advanced and diverse charging options, it's not so crazy. When you think about long-range cruising, most people have a battery charging/reefer cooling routine that involves running the engine for an hour or two a day. Building your cooking schedule around that charging schedule is not so awkward. And while in the tropics, cooking — and heating up your down below to intolerable levels — is not always a priority. I would probably still opt for a propane set-up, but if someone was really averse to propane or other flammable fuels, and they have the inverter and the charging/battery capacity to go electric, it's not as silly as it sounds. And, it means one less tank to fill in remote parts of the world. Of course, there is also the fact that, as fossil fuel supplies become more expensive and scarce, it seems more and more sensible for cruisers to make their own! So maybe old Arlo was just ahead of his time!

Matt Stone  
Napa

### ⚡CRUISING WITH A TODDLER IS A BIG COMMITMENT

I'd like to respond to the December letter from a couple who are thinking about going cruising with their 18-month-old. Speaking as a mother cruising with a four year old, here's my two cent's worth: If it's your dream, then make it happen.

Having said that, I'm so glad that we didn't leave on our current cruise until our daughter Kara was a little over four. Dealing with a toddler is a difficult enough job on land, but transfer that to a small boat, and you're talking triple the work. Kara has been familiar with our boat since she was a baby, but I remember how hard those weekends away were when she was only about 18 months old. She couldn't balance herself, didn't sleep very well, and was very dependent on us to cater to her every whim.

Now that Kara is four, she can do things for herself, such as walk inside the boat while it's under sail. And, although she's not completely self-sufficient yet, she can certainly occupy herself much better than a couple of years ago. That's important, because we like to make things as comfortable as

**"Keeping us safe and sound"**



"I'm Rick Pearce, captain of the Swan 61 *Hasty Heart*. KKMI has been taking care of her for more than a decade. During that time, we've taken *HH* to Acapulco eight times, Hawaii four, and KKMI at least that many times. I think the whole crew has worked on her at one time or another. Hart Smith and I are both very grateful to the team at KKMI for keeping *HH* safe and sound (and pretty darned comfortable!)."



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## LETTERS

we can for all of us, which means that mom and dad also get some privacy, too. Bedtime for Kara is the same as it was on land. And underway, Kara has gotten used to sleeping from 7 p.m. to 7 a.m. — even in rough conditions.

Folks planning on cruising with a child also need to realize that it means you will act as the sailor, mother/father,



ANNE DOBERS

*Kara's parents think that their daughter, having reached the age of four, is ready for cruising.*

teacher, doctor, playmate, mentor, friend and enemy, as well as chef and cleaner. It's a big commitment. Some activities can be limited, depending upon what you enjoy. For example, we like to swim for exercise, so we take turns doing that. And

all three of us hike together, an activity that Kara has done since she could walk, and one she can hold her own doing.

We realize the importance of stopping often, especially if we come upon a place we enjoy. We also try to do things that don't necessarily involve being on a boat.

For safety as well as comfort, I personally can't imagine doing the cruise that we're now doing aboard a 31-ft sailboat. However, that's a matter of personal style, as cruising can be done in a variety of ways. You just have to find the one that works best for you. For instance, we met a lovely family of six who are cruising aboard a 31-footer, so it certainly can be done.

I suggest going out and chartering a boat for two weeks and then try to envision doing it for a long period of time. But try to have lots of practice before you embark upon a longer trip. Oh — and make sure you parents are still madly in love with each other before you take off.

Anne Dobers  
Magnum, Peterson 44  
San Francisco / Now in Z-Town, Mexico

*Anne — Thanks for your report. Hopefully we'll hear from other parents cruising with kids under five.*

Based on our sailing with our own kids in foreign countries, things weren't bad until they could walk, which was at about 11 months. At that point they just wanted to try to stand up and walk, dammit, but couldn't understand that a rolling boat wasn't the best place to try to do it. Difficulties in communication and other issues continued to make it difficult to sail with them until they were about four — at which time it got really good. In fact, some of our kids' fondest memories are from the times we sailed together when they were between the ages of four and seven. For example, the time they 'discovered' Long John Silver's Treasure at The Baths in the British Virgins, the time when our six-year-old taught our four-year-old to punch through the waves when body-surfing at Grand Saline in St. Barth, and the time they and all their little friends would jump on the back of the battleship-like sailboard that we were sailing across the shallows of Caleta Partida during one of the early Sea of Cortez Sailing Weeks. They still needed looking after and attention, of course, but they were having a world of fun.

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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	03/07	→	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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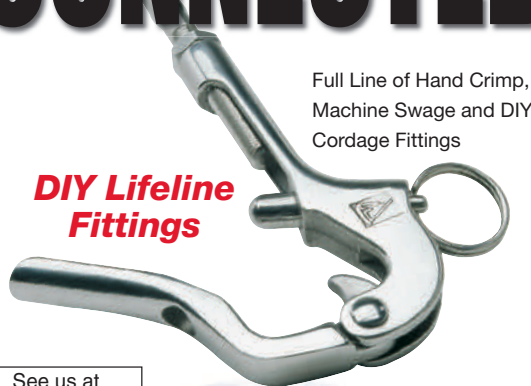
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## LETTERS

### STAMM HAD JUST LASHED THE STORM JIB DOWN

On page 84 of the December issue there was a photo of Bernard Stamm with just a mainsail up on his Open 60 *Cheminées Poujoulat*, in very stormy conditions during the Velux 5 Oceans.



ONEDITION / VELUX 5 OCEANS

*Stamm wasn't trying to heave to, but rather just save his storm jib.*

A reader wondered what he was doing, and if he could heave to with just a mainsail.

I was curious about that, too, so I watched the video on his website and listened to his comments.

He said the weather was severe — about 45 knots — at the time the photo was taken, and didn't reach its peak of 72 knots(!) until later. Stamm said he was making good progress under a triple-reefed main and a storm jib, when suddenly the storm jib halyard broke. The photo that ran in *Latitude* was taken just after he finished lashing the storm jib on the foredeck.

By the way, he was just off Cape Ortegal, a very impressive area from the coast of Galicia, Spain, at the time. I sailed there two summers ago in benign conditions, and can report that it's a beautiful and quiet cruising ground. There are few sailing boats in the area, as it's quite remote, and getting there requires a long sail from either north Brittany in France (La Bretagne) or from Lisbon or Gibraltar. The food is delicious, however, and the atmosphere reminded me of Brittany in the '70s, as there are lots of fishermen and small communities of very welcoming people.

I very much admire what you have done with *Latitude*, as it's unique, a brilliant concept. The magazine even adds to one's sailing satisfaction, as you follow the events in San Francisco and elsewhere, and report on most of the races, even the modest ones. For my part, I have not missed an opportunity to promote *Latitude* in the French sailings lists and associations. Reading *Latitude* is a great way for French speaking sailors to improve their English, particularly the sailing English which will be useful to them later. I know that some of them have already subscribed to the ebook version of the magazine. So keep up the sensational work.

P.S. I have 52 feet of sailboats. Twenty-two of them are here on San Francisco Bay, and 30 are in St. Tropez on La Cote d'Azur.

Jean Vaury  
San Francisco

*Jean — Thanks for the info on Stamm, who has been continuing to kick everyone's butt in the Velux, and the very nice words about the magazine. We'll try to make Latitude even better in the future.*

### DSC SIGNALS INTERRUPT RADIO TRANSMISSIONS

In my opinion, your new DSC marine radio may be a can of worms. In many DSC radios, the DSC signals will interrupt voice operation of the radio. These signals can't be heard, but if there are a lot of them, they can make the DSC radio unusable for voice communications. In cases of critical construction or ship docking, captains should not activate the DSC function





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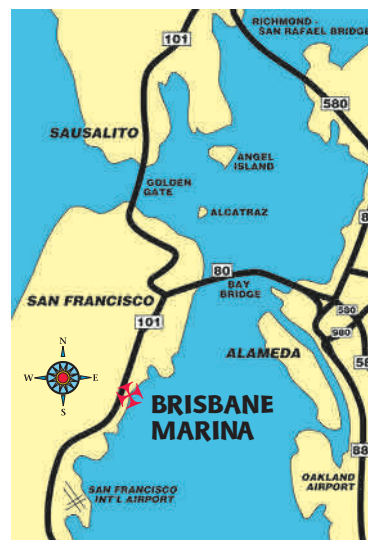
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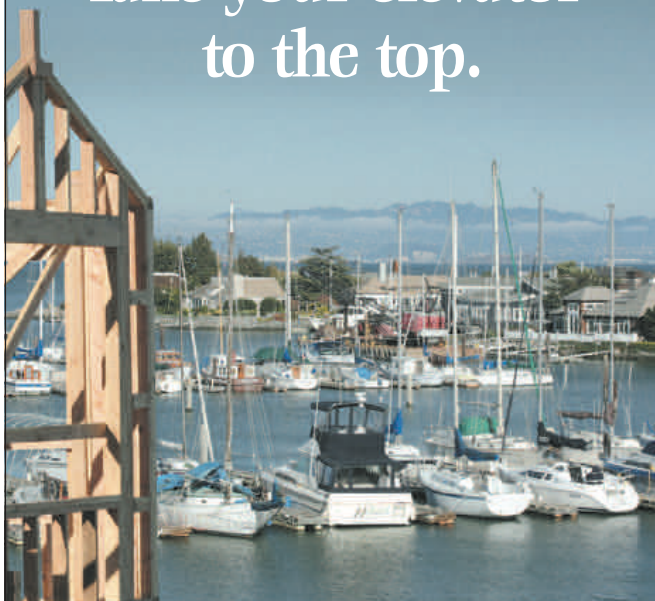
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## LETTERS

of their radios.

A radio technician can check your DSC radio with an RF signal generator. The DSC functions are enabled in the radio by installing the MMSI number. Put your radio on an active weather channel, and then have the radio tech generate an RF signal on 156.525 MHz. If this signal turns off your weather channel reception, you have a problem DSC radio. This radio can be disabled at any time by DSC activity or other signals without your knowing it.

Guntis Osisit  
Osisit Communications  
Orinda

*Readers — This is out of our area of expertise. Anyone care to comment?*

### ↑↓ **MORE SPARKS FLYING IN THE RADIO ROOM**

I, for one, will not give up my 121.5/243 MHz EPIRB!

The Coast Guard cannot, during an emergency, stop me from transmitting on *any* frequency. The FCC rules specifically permit transmission by anyone on any frequency in a valid emergency! In the recent rescue of Ken Barnes off the coast of Chile, the original contact was by amateur (ham) radio, with subsequent information passed by satellite phone and ham radio.

If I'm in trouble offshore, I'm going to activate my 406 MHz. EPIRB and my 121.5/243 MHz EPIRB (in case there are any aircraft within receiving range — 121.5 is for civilian aircraft and 243 is for military). I'm also going to call a "Mayday" (for "M'aidez" — "help me" in French) on any voice frequencies, an "SOS" on any commercial CW frequencies and "QRRR" on any ham frequencies! I'll also flash a mirror at any airplanes and pray!

Jack Mackinnon  
Senior Marine Surveyor  
San Lorenzo

*Jack — You've covered almost all the bases. The obvious one you seem to have missed — and perhaps the most useful — is the handheld Iridium satellite phone. The beauty of the Iridium — as opposed to mirrors and EPIRBs and such — is that you can, in plain English, explain the nature of your emergency.*



LATITUDE / ANDY

**In most situations, using a satphone is the best way to call for help.**

*For example, if you were two days out of San Francisco, bound for the Marquesas, and you remembered that you forgot to say good-bye to your girlfriend, you'd certainly have an emergency, but not the kind for which you'd want to put out an SOS or activate an EPIRB. So rather than having a ship diverted to your*

*position as a result of an EPIRB alert, it would be far better to simply call your girlfriend's number and start talking fast and sweet — like John Belushi to Carrie Fisher down in the sewer in The Blues Brothers. There are many other kinds of lesser emergencies — needing a critical part for your boat when you*



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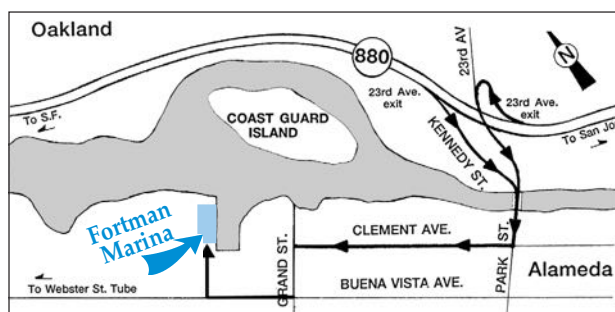
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## LETTERS

arrive in Papeete, for example — for which a satphone would do a better job than an EPIRB. A satphone wouldn't always be more valuable than an EPIRB, but in the majority of semi and real emergencies, we think it would be.

### ↑↓ THE BOARDING WAS BRIEF BUT ALL BUSINESS

Just for everybody's information, we were boarded by the crew of one of those cool-looking Mexican Navy gunboats on February 5 while 30 miles south of Ensenada. We were at the tail end of a delivery from Puerto Vallarta at the time. The boarding was brief and the crew were courteous — but they were also all business. They also had me fill out a survey rating their performance!

Most of us know that both the Mexican Navy and U.S. Coast Guard has boarded recreational boats off Mexico in recent years, but they have been relatively rare occurrences. But it may be happening more now. A more visible Navy can only be good for all of us cruising Mexican waters. I, for one, don't mind the occasional inconvenience, and welcome any increase in security.

Rob Wallace  
Newport Beach

Readers — Those who follow politics in Mexico know that Felipe Calderon, the recently installed president, has declared war on drug gangs. Some 24,000 federal police and soldiers have been dispatched to various parts of the country to try to smash the gangs and oversee the sometimes-corrupt local police. In addition, four drug kingpins were extradited to the United States for trial. The gangs have fought back, particularly around Acapulco, where gang members dressed as police killed five officers and two secretaries in a police station.

While the battle between the government and drug gangs is always kept far clear of main tourist areas, the heat is on the cartels, so searches of boats travelling up and down the coast have to be expected. But if you have a clean nose, you shouldn't have any problem.

### ↑↓ DO YOU HAVE A PROBLEM WITH THE KUNAS?

I was anchored near Green Island in Panama's San Blas Islands when an ulu came by wanting to sell me *molas*, the reverse applique handmade textiles that are a cultural signature of the area. Since I already had plenty, the Kuna woman asked for magazines. They often ask for magazines, so I was kind of low on them. Fortunately, I had some back issues of *Latitude* that a friend brought down when he helped me transit the Canal. When I gave the Kuna woman one of the *Latitudes*, she kinda "hummpfd," and looked a little disgusted.

My Spanish is all right, but my Kuna is weak, so I didn't quite get what she said. But I swear, she said something that sounded like "Spindler." So I was just curious if you had ever been through San Blas, and how you got along.

The San Blas Islands are picture postcard gorgeous, and the Kunas are super friendly. Soon I will transit the Canal a second time and head back down to Ecuador for Panama's rainy season. Ecuador is a great place to winter over, as the weather is good and you don't get all the lightning that you do in Panama. I don't know if you stifled this woman over a mola or what, but you better get back and calm the natives.

I doubt you would remember me, but I did the Ha-Ha II in '95 aboard the Morgan 38 *Lady Luff* with Suzie. Now I am out cruising a second time aboard my Saga 43 *Fifth Element*. I've put over 11,000 miles beneath her keel and have experienced some great times exploring and meeting people along the way. Although my Saga is fast and exceptionally well set



# Poop.

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

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

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## LETTERS

up for cruising, I am convinced that — as you have often preached — it's possible to set up an average racer/cruiser for comfortable cruising without spending much dough. 'Just do it' is the important thing.

Bruce Raymaker  
Fifth Element, Saga 43  
San Diego

Bruce — We're members of the Green Party, which means that whenever we cruise to a place, we like to spread a little green around by participating in the local economy — particularly at the lower end. So when we were down in the San Blas Islands with Big O a couple of times in the early '90s, we made sure we bought our fair share of molas — even though primitivist crafts don't really appeal to us. In addition, a couple of the gals in our crew had the Kuna women bead their ankles. We even bought some squid from the local fishermen, and passed out a bunch of clothes.

So when we came back through the San Blas Islands in the spring of '04 with Profligate, we were surprised to see our face on what appeared to be 'wanted' posters nailed to the palm trees. We couldn't read the writing, so we found a translator on Porvenir. "It's about time you came back," she said huffily before beginning to translate.

When we asked her what the problem was, she claimed that we'd ordered a 'mola spinnaker' for our Ocean 71, but had never returned to pick it up. "You didn't even leave a deposit," she said with a sneer that only height-challenged women from matriarchal societies can give. We never ordered such a spinnaker, but, not wanting to create an international incident, agreed to pay for it. Fortunately, the chute dimensions were almost the same for our Surfin' 63 cat as they are for an Ocean 71, so it didn't take much recutting. The mola chute is pretty good, except that the fabric absorbs water. So when it rains, as it often does in the San Blas Islands, the chute droops.

If the Kuna woman is still mad at us, it's probably because, having gotten the money for the chute out of us, she decided that we'd also ordered a mola mizzen staysail, and she wants

us to pay for that, too. We're not going to say those Kuna women are pushy with their wares, but they could make fortunes flogging just about anything door-to-door here in the States. We suppose this means that the next time we take our boat from California to the Caribbean, it will have to be via Cape



Why is this cruiser's brains cooking in a pot? He refused to buy more than 60 molas.

Horn rather than Panama, because we're not paying for a mizzen staysail we didn't order. Especially since we don't have a mizzen mast.

As for cruising on a less expensive boat such as a Morgan 38 as opposed to a Saga 43, it certainly can be done. But if

LEONIC / RICAHRD

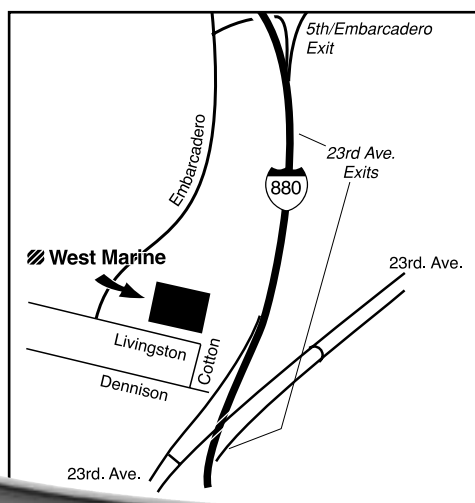


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## LETTERS

*we could afford the larger and newer boat, we'd certainly go with that. The improvements in boat design, construction and comfort over the years has been tremendous.*

### ↑↓LEFT TO STARE AT THEIR BOOTS FOR AN HOUR

You may want to inform your southbound readers that there is now a representative of the port captain at Astilleros Cove, aka No Name Cove, in southern Nicaragua. I anchored there once in 1990, and then another four times over the course of the '04-'06 cruising season. It's a great place to prepare for — or recover from — a rounding of Cabo Santa Elena during Papagallo season.

We pulled in at Astilleros Cove pretty whipped in March '06 from just such a rounding that seemed extra lively. It was 2 p.m., and we were below fixing a quick meal prior to getting some needed sleep when we realized that some people had come aboard from a passing panga. Jumping on deck, I was relieved to find two very young guys, clipboards in hand, decked out in full camo uniforms. After a quick belowdeck inspection, we filled out a single-page form titled 'Act of Entry', pre-signed and stamped by the port captain of San Juan del Sur. The document was free, the men were courteous, and we were finished in about 10 minutes.

The only problem was they had no way to get back to shore, as their water taxi had disappeared over the horizon. Since I wasn't in an entertaining mode, the two officials sat in the hot cockpit — the bimini and cushions were stowed due to high winds — staring at their boots for almost an hour before the *pangero* returned!

We are back in Mexico now, and look forward to seeing all the ports on the west coast of Mexico that we missed in '03-'04 — meaning all the ports with port captains!

By the way, do you know what's up with the outflow running into the surf zone between the last condo building and the golf course fairway in Punta Mita? The volume is only one to two cubic feet per minute, but it flows right over the cobble and coral that make up the beach. At first I thought it was just your standard golf course pollution — nitrates, phosphates, and other fertilizer nasties — but after a walk along the beach, I'm now thinking it may be sewage. Since Punta Mita is one of our favorite stops along this coast, especially when there is surf, I may take a sample home in May and have it analyzed.

By the way, I want to thank you for having one of your crew drop the latest *Latitude* in our cockpit in November of '04 after we surfed the town break at Punta de Mita. I'm glad I was able to thank you for *Latitude* in person. Right after that we quickly moved south and spent two seasons in Central America, having visited much of Mexico the year prior.

Stephen Dale & Sandy Camozzi  
Gitano del Mar, Cal Cruising 36  
Humboldt Bay

*Stephen and Sandy — Thanks for the good news on Nicaragua and the kind words about Latitude.*

As for Punta Mita, there has been such tremendous development in the last two years that you'll hardly recognize the place. It's hard to believe but, because it used to be so inaccessible and had water flowing down from the mountains, until the early '90s it was a popular place to grow pot. That's all history, of course, what with the multi-billion-dollar Four Seasons project, the opening last year of a new and mostly four-lane highway from Puerto Vallarta, and the new road to Sayulita. We imagine the flow of liquid down to the water that you're concerned about is also history. After all, two major condo projects have

### "More Bang for My Boat Bucks"



"I'm Butch Florey, owner of Tradewinds Sailing. In boatyard lingo, B.O.A.T. stands for 'break out another thousand'. I like to do things right the first time, that's why I come to KKMI. I always get great advice, the crew is totally professional, and I meet my ultimate goal, which is having a dependable fleet for my members to sail on the Bay."



### "I'm glad I sailed this way."



"I'm Jim Orey, and my boat, *Nandi*, is a Herreshoff H28 built in 1961. I needed expert help to put her back into shape. During her restoration, I have learned more about her construction, maintenance and art, as well as all things nautical, than I ever thought possible. The skill level of their master woodworkers, and the other craftsmen at KKMI, continues to impress me every day. It's been an honor, and I'm glad I sailed this way."



### "I look forward to going there."



"I'm Steve Coleman, and recently I had the mast on *Bluzzz*, my '81 Swan 42, rebuilt, painted and stepped with new Navtec rod rigging. Essentially, I wanted to ensure the integrity of the mast and make it easier to sail. I had wonderful advice from the well seasoned professionals at KKMI. My boat sails better and looks great, and I have peace of mind that the rig is sound. My experiences at KKMI have been fantastic."



### "That was good. I feel good."



"I'm Charlie Weress, and *Wherever* is my Ganley 63-ft steel cutter. After four years in the Bay Area, it's time to head home to Sydney, so we decided on the recommendation of friends to bring *Wherever* to KKMI. The quality of the work – particularly the custom metal work to her bow pulpit – was fabulous. When was the last time you had a business transaction when you said to yourself, 'That was good. I feel good.' That's what I felt here."



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## LETTERS

been put in at that location, and the units in the one inside the Four Seasons gates go for well over a million each — despite fronting the world's rockiest beach. In addition, there has been



LECTRONIC / RICHARD

**There've been lots of changes at Punta Mita, including this unique way of dredging the panga harbor.**

a lot of work done on the infrastructure there, with more planned in the general area. When we were down there in December, the word was that a wealthy woman from

New York had offered \$75 million for the entire El Risiko / Anclote worker communities, with the intent of replacing them with a mall featuring high-end designer boutiques.

You might also recall that, two years ago, there was some often very smelly semi-treated sewage flowing into the water a few feet east of the panga marina and into the surf spot appropriately known as Stinkys. A new sewage treatment plant has been built a short distance away, and we're told it works fine about 29 days of the month. At the very least, it doesn't stink like it used to, and we've seen a lot more people than ever surfing the spot.

The good news is that, despite all the changes at Punta Mita, the sailing, surfing and anchorage are as good as ever, and the amount of sea life continues to be greater than any other place we've ever been.

#### ↑↓NEVER UNDERESTIMATE THE SEA

We did the '05 Ha-Ha aboard our 1957 Rhodes Bounty II *Linda*, but had an experience just a few days I ago that I thought might interest *Latitude* readers. We left Barra de Navidad on Mexico's Gold Coast in the mid-morning to sail the short distance north to an anchorage in Tenacatita Bay. The trip wasn't going to take us more than about three miles offshore, and the wind was forecast to be light and variable, so we didn't make our usual preparations for getting underway. Things like stowing the generator and power cord which sit on the back deck when we are at anchor, running the jack-lines, retracting the solar panels, dogging all of the port lights, and bringing the dinghy on board.

"Don't you want to bring the dinghy on board before we get underway?" my wife Linda asked. To which I replied, "It's only 17 miles, and the forecast is for light and variable winds."

As we moved out from behind the breakwater, we hoisted the main with one reef and started motorsailing to the northwest. Within an hour the winds had built to 15 knots, with two-foot seas — no big deal. As we continued out to round Cabeza de Navidad, we became more exposed to the fetch, and the wind had increased to 25 knots. The seas were now 6-8 feet with a significant swell. Breaking waves were everywhere, and we were shipping significant amounts of green water with almost every wave we hit.

Even when it started gusting to over 30 knots, the conditions were challenging but we weren't at all concerned. In fact, we were having fun. We'd launch off a big wave and plow into the next one — with such a big splash that it gave the spreaders a bath and soaked us in the cockpit. We kept looking back at the dinghy bouncing along. It was taking on quite a bit of water, but with the conditions as they were, I couldn't see any way of bringing it aboard. So we pressed on.

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## LETTERS

The waves finally got so big that we had to fall off a bit more to lessen the impact. When we did, the boat heeled quite a bit more, and I had to pay careful attention to the helm and mainsheet. But when I went to loosen the mainsheet, our generator tipped over. The gas spilled on the deck, making it dangerously slippery. Soon we had our electrical cord, untended sheet tails, buckets, brushes and so forth washing about the cockpit sole. In addition, we had bottles of soap and sponges floating on the flooded side decks. What we didn't have were rigged jacklines needed to safely go forward to free a snagged jib sheet. It had quickly become clear that we'd failed to prepare adequately for just such conditions.

When Linda went below to check things, she found a partially dogged port light leaking saltwater onto the bedding. In addition, several cabinet doors had opened, spilling their contents about the cabin. We knew the doors were faulty, but never got around to fixing them.

Managing to overcome most of the effects of our bad judgment, we finally clawed past the point, so we tacked to the northeast for a beautiful beam reach into the anchorage. Cleaning up after the tack, Linda looked back and said, "Where's the dinghy?"

We pulled in the painter and found nothing but two D-rings and some scraps of Hypalon — but no dinghy. This was very bad, as there aren't too many dinghies for sale in Mexico, and a cruiser without a dinghy is all but helpless. Realizing that looking for the dinghy in such conditions was futile, and being a bit stunned, we decided that it would be easier to replace the dinghy from Barra de Navidad than from Tenacatita, so we made a U-turn. We reached and ran back into the lagoon in Barra de Navidad, trying to figure out how we were going to get a new dinghy. It goes without saying that we were feeling quite low, and Linda didn't even have to say "I told you so."

We reported our situation to some of our cruising friends, and, within minutes of getting anchored, Susan on *Two Can Play* called on the VHF to report that the motoryacht *Tuko* anchored in Melaque had reported finding a dinghy and advised us to contact Roger on *Kenna*, also in Melaque. Roger said he was passing by *Tuko*, and, based on our description, confirmed that it was our dinghy! Roger offered to tow it back to Barra de Navidad, but, with both D-rings pulled out, we were happy to retrieve it the next day.

Meanwhile, Don and Peggy on *Interlude*, having not monitored the VHF conversations, called and offered the use of their dinghy while they were away at Carnival in Mazatlan. While now unnecessary, it was a very generous offer.

This morning Darrell from *Tuko* pulled into the marina at Barra de Navidad and hailed us on VHF to come pick up our dinghy. Ron from *Liberty Call II* gave me a ride to the marina, where I reclaimed the dinghy. Darrell said that he was amazed that he even saw the dinghy given the sea state and, in fact, would not have except that he almost ran over it. Darrell refused any reward, saying he hoped that someone would do the same for him.

With our dinghy back on board, it took a couple hours to repair the D-ring attachments. But things couldn't have worked out much better.

There are two morals to this story. First, you should never underestimate the sea, even on days where it is forecast to be light and variable. As is the case with many cruisers who have been doing this for a while, one gets a little complacent. The sea slapped us, but fortunately felt generous enough to extract nothing more. The second and equally important point is to be reminded how generous and helpful the cruising community is when one of us is in need. We're especially grateful





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## LETTERS

for it, and want to say thanks to everyone who helped.

Steve & Linda Maggart  
Linda, Bounty II  
Elephant Butte, NM

*Steve and Linda — Thanks for having the self-confidence to be able to share your mistake with our readers, as maybe your experience will save them some grief. Towing a dinghy always has the potential for problems, for if the weather turns bad, it becomes almost impossible to raise it. But if anyone is going to tow their dinghy, we highly recommend that a second tow line be used.*

### ↑↓PUT US ON THE CIRCUMNAVIGATOR'S LIST

It's been awhile since I've written, as life has gotten in the way. But I raced on your cat in the Banderas Bay Regatta in '02, and you took what my wife thinks is the best photo ever of me. That's either a compliment to you or a sad reflection on my other photos.



ELECTRONIC / RICHARD

*The best photo ever — according to his wife — of circumnavigator Laurie Pane.*

I'm writing because it's been brought to my attention that we aren't yet on the *Latitude 38* list of West Coast Circumnavigators. The basic facts are that we did it on our Brisbane, Australia-based Mason 53 cutter *Dolphin Spirit*, which is now berthed in Marina del Rey. The 'we' are myself, my wife Carole, and my son Ryan, who was eight when we started. We left in March of '96 and returned in April of '02, having visited 56 countries while travelling 40,000 miles. We went around via the canals as opposed to the capes.

Like every circumnavigator, I wrote a book titled *Chasing Sunsets - A Practicing Devout Coward's Circumnavigation With His Wife and Son*. Having sold out the first run, we're about to start the second.

Despite having been home for nearly five years now, we still haven't truly settled back into life on land. I guess that can't ever happen. Unfortunately, daysailing doesn't have the same appeal as long distance cruising.

Laurie Pane  
Burbank

*Laurie — Thanks for that information. We're hoping to make our list as complete as possible, so if any of you other folks out there have completed a circumnavigation, please send the basic facts — boat name, boat type, full names of skipper and mate, hailing port, time period of trip, number of countries, and anything else you might want to include — to ladonna@latitude38.com. You can see if you're already on the list by going to www.latitude38.com and clicking on "Circumnavigators".*

### ↑↓COMPARING PROFLIGATES

Since *Latitude* has long owned the 63-ft catamaran *Profligate* and, as reported in the February issue, the publisher of *Latitude* has bought the used Moorings/Leopard 45 cat 'ti *Profligate* to put into a yacht management program in the British Virgins, you're in the perfect position to do a

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## LETTERS

comparison article about the different design approaches to catamarans.

Your two cats couldn't be more different. One the one hand, 'ti Profligate, a Moorings/Leopard 45, was optimized by the most successful charter company in the business to be the perfect BVI party boat. It's got a great layout and great water access, but also has the lowest bridgedeck clearance in the industry, etc. Then there is *Profligate*, which has proportionally thinner hulls, daggerboards, more bridgedeck clearance, and is a lot longer.

I suspect the two boats are not that far apart in total weight, and even replacement cost. So if you were going to sail to the South Pacific for two years, with only yourself and Doña de Mallorca as crew, which of the two would you choose?

I saw St. Barth on the horizon at the tail end of a delivery from Newport to St. Martin last fall. It sounds like you have a great deal going, what with one cat on the west coast and the other in a charter management program in the Caribbean. Congratulations.

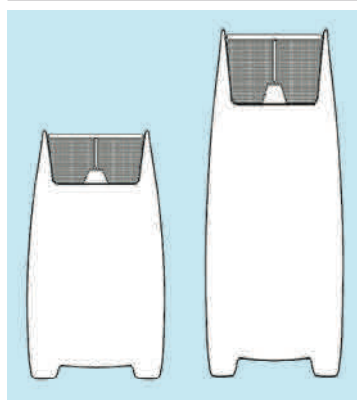
Richard Elder  
Jackson, Wyoming

*Richard — Profligate and 'ti Profligate are very different cats — and in more ways than you apparently realize. For instance, Profligate is a much, much bigger cat. At 63-ft by 30-ft, she absolutely dwarfs the 45-ft by 30-ft 'ti Profligate. In addition, the big cat's footprint is nearly double that of the little cat, she displaces twice as much, her mainsail costs four times as much, and, because she probably required four times*

*as much in materials, her replacement value would be nearly four times as great.*

*Because the cats are so dissimilar, we can't really do an 'all things being equal comparison', but allow us to make several observations. The most curious is that, although she is so much bigger, Profligate is actually much easier to sail. It sounds impossible, but there are three main reasons:*

*1) electric halyard and mainsheet winches, 2) self-tacking jib, and 3)*



***When the length of a catamaran increases, even slightly, the 'footprint' grows dramatically.***

*really wide-open decks on which to move around freely.*

*Equally unexpected is that 'ti Profligate, a fifth generation production cat, is much more comfortable than Profligate. The smaller cat has been through generations of improvements, and it was possible to amortize the added expense of making everything ergonomically correct over a long production run. We salute Robertson & Caine and The Moorings for collaborating to create one hell of a comfortable cat for living aboard. Other areas in which 'ti Profligate is better than the big cat are the easier-to-use anchoring system, the more comfortable helm position, and the better bimini. Of course, some of these are default victories, because Profligate doesn't have helm seats or a bimini — omissions we plan to remedy soon now that we know better.*

*The question of keels versus daggerboards is much harder to answer. There is no doubt that the daggerboards improve*

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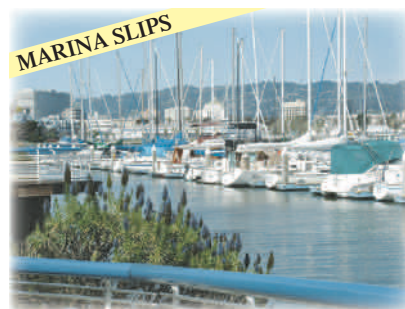


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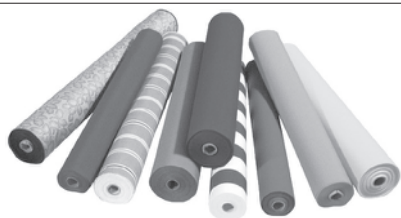
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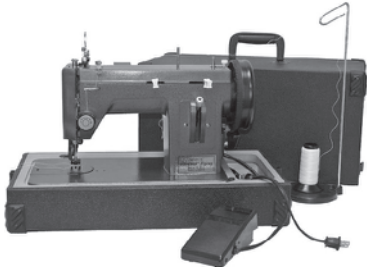
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## LETTERS

performance, but they take effort to use, are susceptible to damage, and don't allow Profligate to be beached. Furthermore, if, for some reason, Profligate only has one of her two engines operational, she's impossible to control in close quarters such as a marina. We were delighted to find that this wasn't at



ELECTRONIC / RICHARD

**The Moorings/Leopard 45 is a big cat . . .**

all true with 'ti Profligate, which has built-in keels, and was easy to maneuver with in tight quarters with just one engine. We were also told that if her keels get damaged they are easily replaceable! Unless minor improvements in performance mean a lot to you, we don't consider daggerboards to be essential to cruising.

The matter of bridgedeck clearance is another gray area. Profligate has about four feet of clearance and almost never gets 'bombs' under the bridgedeck, even in very large and confused seas. Ironically, her hulls will sometimes pound if the period of small waves is just wrong. For reasons we've never really understood, Moorings/Leopard 45s such as 'ti Profligate have very low bridgedeck clearance — although there are some cats that have even less. Depending on the seas, the low bridgedeck can result in bombs on the bottom of the bridgedeck. In the beginning, we were absolutely shocked by the frequency and violence of the bombs. They didn't worry us, however, because The Moorings/Leopard 45 is built like a veritable brick shithouse. Over time we got a little accustomed to the bombs, and even learned how to prevent many of them. Nonetheless, it's that quality of 'ti Profligate that we like the least.

How negative the bombs are can only be decided by individuals. Obviously, people learn to live with them, as all The Moorings/Leopard cats are sailed up from South Africa. And our friend Tim Schaaf, who owns the sistership Jetstream,



**. . . but the 63-ft 'Profligate' is much much larger.**

has sailed his back and forth between the Caribbean and the East Coast, and has made his peace with the bombs. We know another owner who sailed his Moorings/Leopard 45 up and down the Caribbean for three years, then across to the Med, and is now down in the Red Sea. Obviously, he's all right with them, too. For use in the Caribbean and in places such as Mexico and Central America, we don't think 'ti Profligate's low bridgedeck clearance would be a big problem. For a very active two-year cruise through the South Pacific, we think it would be a flaw, but not a fatal one.

The other huge difference between the two cats is perfor-





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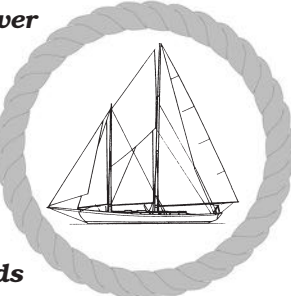
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## LETTERS

mance, which you would expect given the 18-ft difference in length. What surprised us is the different ways in which they go fast. We did briefly get 'ti Profligate up to 14 knots under full main and jib in about 22 knots of wind at 120 while on an eight-foot sea. However, she sort of felt like a monohull in that she seemed to be pushing a lot of water and didn't particularly want to go faster. In similar conditions, Profligate would have felt as though she were gliding over the top of the water, hitting the high teens, and feeling as though she were easily capable of going much faster.

If Doña and we were going to do a two-year cruise of the South Pacific, we would definitely prefer to take Profligate rather than 'ti Profligate. But we certainly wouldn't shy away from taking the small cat if that was our only choice. Would we take a Moorings/Leopard 43 over a Catana 43/47? That's a tough one. The Catana wouldn't bang anywhere near as much, is no doubt a little faster, and is more luxuriously appointed. However, they cost a lot more, and we think the Moorings/Leopard is more spacious and comfortable on the hook — which is, after all, where you spend most of your time when cruising. Would we take a Moorings/Leopard 45 over an Outremer 43/45? Probably. The Outremer is probably the fastest of the production cats, but she doesn't have half the room of the Moorings/Leopard 45.

These are just our personal opinions, of course, but we hope they may give you some guidance. We appreciate all input from others.

### ↑↓REMINISCENT OF ROSENFELD

A big tip of my hat to you, as the February cover of the J Class Endeavour was elegant. It's one of the best you've done.



The 1930s or 2007, it's hard to tell when this photo was taken.

It's also very reminiscent of the work of famed marine photographer Stanley Rosenfeld, whose photos of the J-Boats in the 1930s are still breathtaking classics. Wha-zoo!!!

Dave Case  
Northern California

Dave — Thanks for the kind words. The difference between us and Rosenfeld is that he was an artist and craftsman. Our skill consists primarily of getting into the right position to push the button on one of today's technologically superior 'point and shoot' cameras, and letting the camera and the software do the rest. Photoshop makes up for a lot of our shortcomings.

It's a shame that all of our readers couldn't have been there looking through the viewfinder with us, for the sight of Endeavour charging through the flat water in the lee of St. Barths was one of the most majestic we've ever seen in the world of sailing.

### ↑↓I SAW OUR RUDDER FLOATING AWAY

We left the tiny bay of Ipala, on the northern end of Mexico's Gold Coast, aboard our Hunter 37 on January 23, after one of the most unpleasant nights we've had at anchor since sailing down from Oregon in 1999. Along with a couple of other boats, we decided to head 52 miles down the coast to Chamela, even though the forecast was for northwest winds

LECTRONIC / RICHARD





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## LETTERS

of 20 to 25 knots.

We would be going with the wind and figured it wouldn't be too bad. And it wasn't. We actually experienced winds of 30 knots or better for several hours. The 8 to 10-ft seas were sloppy, so naturally our autopilot couldn't handle it, and we had to steer by hand. But we weren't particularly uncomfortable and our boat, which was double-reefed, was doing fine.

I was at the helm about five miles from Chamela when Merry and I both heard a heavy thump. She was down below, so I asked her if she'd dropped something. She said she hadn't, and wondered if the boom was banging around. I knew it wasn't, so I didn't think anything more about it . . . until suddenly the steering didn't work any more. She rounded up, and when I looked aft I saw our rudder floating away!

Merry immediately got on the radio and advised two nearby boats of what had happened. They advised us to lower our sail immediately. It wasn't easy with the boat rolling and pitching all over, but we got it done. Soon *Pavan*, a boat we'd been travelling with for several weeks, and *Murray Grey*, readied tow lines. *Murray Grey* was the first to get to us, but none too soon. When the episode started, we were about 1.5 miles from shore, but by the time we got the tow line, we were only 3/4 of a mile off some very nasty looking rocks.

Thanks to *Murray Grey's* tow, we got the bow pointed offshore — but very quickly the line parted. To make matters worse, the line got wrapped in our prop, putting our engine out of commission. *Murray* managed to contact the Corona del Mar-based *Sonrisa*, a large powerboat that had passed us a short time before on their way to Chamela. They were nice enough to turn back and help us. You have no idea how beautiful it was to see this big boat screaming toward us with spray flying everywhere. It took two tries to get a line to us, but *Sonrisa* finally had us under tow and headed away from the rocks. Had they not come to the rescue, I'm sure we would have lost our boat.

The tow in was a bit hairy because of the wind and sea conditions. In fact, our friend John on *Pavan* later told us that it bothered him so much to see our boat rolling so heavily that he had to stop watching. The tow-line had a yoke at the *Sonrisa* end and a single line at our end. Shortly after the tow began the port-side half of the yoke parted. If you've ever tried to tow a buddy's dinghy with the tow-line off center, you know how difficult it is to hold a course. The skipper of *Sonrisa* displayed superb seamanship in the way he kept control of the tow.

All the way into the anchorage the skipper and crew of *Sonrisa* kept reassuring us they would get us in safely, and they did. One of my biggest regrets about this whole episode is that we didn't have the presence of mind to get the names of our rescuers. A big thanks to all of you on *Sonrisa*!

We're now safely at anchor in Bahía Chamela, a well-protected and comfortable anchorage. Our insurance company has been very supportive. A new rudder had already been ordered and we're confident it can be installed here while our boat is in the water. The small town of Punta Perula is an easy walk from the dinghy landing, there are lots of beautiful birds around to keep Merry happy. Wish the Wonder Cat is quite happy to not be bouncing around!

Chuck and Merry Curtis  
*Quiet Priority*, Hunter 37  
Astoria, Oregon / Mexico

### THE OTHER WORLD

We read your February 12 *'Lectronic* essay about returning to the "other world" — as we referred to the old country when

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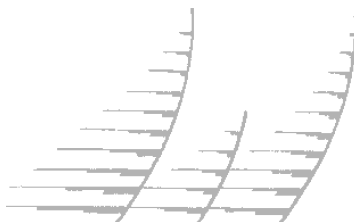
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## LETTERS

we were out cruising around the world for 11 years — after your six weeks on a boat in the Caribbean. We know how



LECTRONIC / RICHARD

**Rob and Mary Messenger in 2004, shortly before re-entering the 'artificial world.'**

you feel. I would correct people whenever they said they were going back to the "real world" because, as you pointed out, life in urban areas is becoming more artificial and unreal all the time. One of the biggest things that struck us when we ended our cruise in Florida in '04 was the

macho names that had been given to motor vehicles — Navigator, Intrepid and, of course, Humvee.

We're pleased that our current job — taking care of five boats for a wealthy gentleman — has kept us in the Bahamas for the past few months, especially in light of the recent hubbub over the death of Anna Nicole Smith. That incident took on a life of its own in Hollywood, Florida, where we just happen to have our *casita*.

The Bahamas are outside of the unreal world, but since there is Direct TV on the big motoryacht, we're still linked to that other world. And, unfortunately, we're headed back to Florida tomorrow for about six weeks.

Mary & Rob Messenger  
ex-Maude I. Jones from Ha-Ha I  
Bahamas / Hollywood, Florida

*Readers — Because we got so many comments on that essay, we've reprinted it in this month's Sightings.*

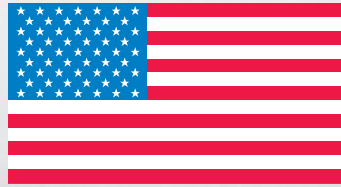
#### ↑↓ **MARIN MALAISE**

I applaud your comments in the February 12 *Lectronic* on media sensationalism. I was recently in Florida caring for a sick relative for 10 days, and was largely 'unplugged' from my usual dose of news. Although, since I was in Florida, the 'astronaut in diapers' was such a huge story that it was unavoidable. Nevertheless, focusing on 'real world' concerns, even those involving hospitals and doctors, was a respite from the crap that flows 24/7 from the mass media.

I've lived in Tiburon for 12 years now, after moving out from Illinois, and late last year, for the first time since arriving, I let my subscription to the *Marin Independent Journal* drop. It was too much news about too many people with too much time and too much money arguing about what someone else can build or remodel down the street. For me, the discomfort extends beyond the media to a broader 'Marin malaise' — and a gradual recognition that while this area has much in the way of beauty and resources, it's become somewhere I don't enjoy as much as I used to.

I think a significant portion of the sensationalism in much of the media is caused by fear of internet-driven change and resulting revenue loss. On multiple occasions the *San Francisco Chronicle* has written about how [craigslist.org](http://craigslist.org) "facilitates" crime, from prostitution to fencing stolen goods. And Sunday's *Washington Post* had a story about how open WiFi facilitates anonymous internet crime, particularly child porn. The direct attacks on the internet sound like the stable owners who tried to outlaw the automobile because it would kill people and frighten horses. The sensationalism is a secondary response, as well as a response to increased competition from myriad cable channels, some of whom do a better job reporting news





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## LETTERS

than the traditional networks.

Anyway, congratulations for embracing the internet and maintaining your position rather than attacking it. Some stable owners went bankrupt, while others became car park magnates and got rich. May you follow the latter rather than the former.

Eric Artman  
Tiburon

*Eric — To a large extent we are the information that filters through our brains, and what's filtering through the average urban person's brain is a toxic mix of rubbish from all kinds of media sources. And this includes the Internet which, although it's surely the world's greatest source of excellent information, is also surely the world's greatest source of trash.*

*And we're not speaking as a Puritan. If you want to immerse yourself in the violence, death, sex and degradation — real or fictional — offered by all the various media outlets, be our guest. But what we're saying is that a steady diet of it will leave you anxious, uptight and depressed. The message from our six weeks on a boat in the islands is that there's a 'real world' out there, as opposed to the artificial one created by all the different media, and it's a more relaxed, peaceful and happy place. In fact, we think one of the reasons that so many people have a fabulous time on the Ha-Ha is because for two weeks it divorces them from all the media bullshit and hype, reintroduces them to close personal relationships, and restores in them a childlike fascination with the natural world.*

*We understand that not everyone can hop on their boat and sail off to the 'real world'. There are families, jobs, schooling and other impediments. But as the artificial world gets less pleasant, we think it's important for people to know that there's a more real world out there, and it's often a better place.*

### ↑↓WE'VE SWITCHED TO NETFLIX

Regarding the Wanderer's comments on returning to the Bay Area after six weeks on a boat in the Caribbean, having grown-up in Santa Clara Valley beginning in 1958, and having watched the transformation to Silicon Valley, I couldn't agree more with his commentary. In 2002, we relocated to the Sierra foothills, which was like taking a rock off our backs. The amount of anguish endured by the urbanites can only be appreciated by getting away for a while.

Then, on November 7, 2006, while we watched the election results, our satellite dish began to freak out. So for the next seven days we waited for a technician. The technician did not show, so we waited another four days for the next scheduled appointment, which also was missed. By that time we had begun 'detoxification' from cable news, 150 channels, and a 50/50 mix of content and commercials — and decided that perhaps we could live without them.

With a little over three months under our belts, I can report that the process has been remarkably painless. We have switched to Netflix for a more well-rounded array of entertainment, including some Jimmy Buffet concert videos, History Channel specials, and great BBC television series like *Foyle's War* and *House of Elliot* — all without *any* commercials.

In my opinion, there are two activities that will restore the Bay Area urbanite. Sailing, in large doses, and terminating the cable television. Life will then be worth living again.

J. Scott Carpenter  
Rocklin

### ↑↓YOUR COMMENTS WERE STRANGELY SOOTHING

As I sat here trying to get my computer network — and

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## LETTERS

business — up and running again, and getting more and more uptight, I took a break to dip into *'Lectronic Latitude*. Your comments on the CNN/Fox-ification of our world were refreshing and, in a strange way, soothing. Thanks for giving us a little perspective.

Fred Walter  
The Walter Law Firm

### ↑↓IT'S TOO GRAND FOR US NOW, BUT WE MISS IT

Good on the Wanderer. Sometimes it does take a few days — or weeks, if you're lucky — away from all the b.s. we are inundated with to realize that there is a real world out there.

As for St. Barth's, my wife and I vacationed there for 10 straight years in the '80s when I had business in the Caribbean. It's too grand for us now, but I do miss it often. We both really enjoy your photos and stories. Keep it up.

Ron

*Ron — Sorry we lost your last name and address, but sometimes it happens.*

*St. Barth isn't as quiet or uncrowded as it was in the '80s, but she still has her main attractions — it's clean, safe, non-violent, and there are some really great and interesting people. And when you drop the hook at Columbie, Shell Beach, Gouverneur, Saline or Ile Fourche, dang if it still doesn't look like it did in the '80s. Grand isn't at all our style either, and we still have a great time at the island.*

### ↑↓WE FELT THE ACHE TO RETURN TO THE BASIC LIFE

We — my boyfriend Mark, myself, and our two dogs — are the ones who gave up our cruising dream and sold our boat after realizing our dogs weren't the type to be happy and healthy making long passages on a sailboat. Instead, we did a year-long trip overland through Mexico and Central America. We lived through a lot of adventures, chaotic border crossings, nasty roads, unbelievably hot and humid climates, good times and bad times, beautiful places and a painful break-up.

We're now stationed in Austin, Texas, once more trying to sell our mode of transportation. Our latest plan is to move to Belize, where we hope to sustain ourselves for a bit in bare-foot-perfect Placencia — and get some sailing in! Mark, the real sailor among the four of us, subscribed to the online version of *Latitude*. As such, some snippets also reach my ears, provoking my fingers to want to type out some reactions.

First, I'm excited about Puerto Escondido in Baja becoming a real marina. When we were there about a year ago, it looked deserted. Somebody seemed to have huge plans, but we thought it was just one of those pie-in-the-sky projects you see everywhere south of the border.

To the Petty family of Pleasanton: Your Moorings 4600 cat, which you have in The Moorings charter management program in Placencia, is awesome! While there last November, we got the privilege of being able to take a peek. We hope you don't mind. Our friends from South Africa had just delivered the new and monstrously large and beautiful cat from Cape Town. It would be a dream to charter that house on hulls. If we only had enough money . . . and no dogs. And yes, we left the dogs ashore when we took a quick peek.

As for all the reactions about Mark and me choosing our dogs over our sailing adventure, we love reading *Letters* and are especially excited about the editor's comments. We were a little disappointed with your negative reaction towards our dogs-over-sailing preference. Then we realized that your comments are usually ironic.

While reading *Letters* in the next issue of *Latitude*, we came

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## LETTERS

to the same conclusion as by talking to other sailors and travelers — people are either enlightened by our sacrifice and our love for the dogs and support our decision fully, or they are disgusted by the fact that we gave up a sailor's dream. As if there are no other ways to enjoy life and travel the world.

The letter from dog breeder Anthony R. Cheeks was very supportive of us. I'd like to point out, however, that we prefer animals from pounds and humane societies instead of breeders. For every dog bought at a breeder, a free one could have been picked up at a pound and given a loving life instead of possibly been euthanised.

After being on the road, away from Western civilization for a year, we went through the same shocking experience reentering the States as did the Wanderer. We got confronted with a television at a car dealer while waiting for our truck to be fixed. Commercials were flashing at us, the news sounded ridiculous and was presented as a game show, and even documentaries were dramatized and designed to instill fear. What was going on? What's wrong with the average person? How much did we *not* miss this!

From the minute we got back, we felt the ache to return to the basic life. And we will — but I betcha we'll miss those comfy hot showers, the clean, working toilets in which you can throw toilet paper, and a couple of other tiny conveniences. By the way, you do have the option of not watching television, or even better, not owning one.

Liesbet, Mark, Kali & Darwin  
Temporarily Off The Road And Off The Water

*Folks And Dogs — The problem isn't just TV and the greater media, but having to deal with a population that overwhelmingly has taken most of its behavioral cues from those sources.*



LEONORIC / RICHARD

*There are a lot of mooring buoys at Puerto Escondido, but there won't be berths.*

*asking over \$1,200/month — an absurd sum — to keep a boat on the hard.*

By the way, Puerto Escondido is not getting a marina as such, rather a boatyard and dry storage area, and, in the water, 170 mooring balls. We're not sure how well received the dry storage area will be, as they reportedly will be

### ↑↓ IT IS BETTER TO FORGET OR TO GET A MOMENTO

My wife and I went to Barbados last week. While there, we stayed on the remote and treacherous northeast side of the island. As we walked down the deserted Morgan Lewis Beach, we came across the remains of what looked to be about a 40-ft sloop. Although partially buried in the rugged coastline, the foredeck was still relatively intact. I asked some of the locals if they knew the history of the wreck, but none did.

As we walked the beach on other occasions, we found more remains of the boat. Indeed, we were amazed at how much of it was still scattered around a year after she'd come ashore. We even pulled one piece out of the sand that turned out to reveal almost the entire name — *First Light* — of the yacht.

When we got home that weekend, we decided to do an internet search of the name, and sure enough, up came a



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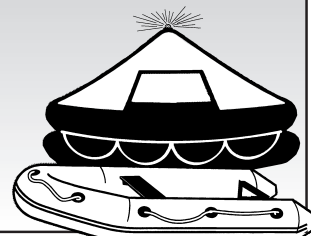
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## LETTERS

brief, year-old report from *Latitude*! It seems that you know of the owners, Andy and Jill Rothman of Tiburon, and that their crewmember, Bruce Ladd, has sailed with you before. The Rothmans were apparently on the last leg of a circumnavigation.

Some people, after experiencing a serious emotional blow such as losing their boat, may just want to forget and move on. In that case, the Rothmans probably wouldn't want to see the photos we took. On the other hand, some people are happy to have mementos of the past, even the unpleasant past. I don't know which camp they fall into, do you?

P.S. Thanks for the well-organized and fun Ha-Ha that you led a couple of months ago. I was aboard *Kialoa III* and had a great time!

Neil Steinbrenner  
nsteinbrenner@cox.net

Neil — It's been a few years since we've seen the Rothmans, but we know them as wonderful people and very competent sailors. We frequently see Bruce Ladd, an experienced and skilled sailor, who was their crew for the crossing. We're running your email address so that if any of them want the photos, they can contact you.

Nonetheless, we're glad you brought the subject up again, for shortly after the incident some sailing bloggers and forum freaks, knowing nothing about the individuals or their health issues, savaged the First Light trio for abandoning the *J/44*. Well, it turns out that this year two other boats making the same crossing were abandoned after also losing their rudders some 1,500 miles upwind of land. The first was a Bavaria 35 that broke her rudder in a collision with a whale. Her two crew tried everything from the emergency rudder to a drogue, but nothing worked. After 48 hours of being unable to direct the boat, they abandoned her. About the same time, there was another boat, name and type unknown, that lost her rudder. Despite the crew's best efforts, they couldn't direct her either. She was scuttled after a consultation with the owner. Maybe getting a rudderless monohull downwind is a hell of a lot harder than people sitting in armchairs realize.

### ↑↓ MORNING MEDITATION MATERIAL

We're delighted to be signed up for the *Latitude* ebooks service. In the two years we've been out cruising from England to New Zealand, we've only seen about half a dozen issues, most courtesy of the kindness of other West Coast sailors who bring them to share. Now we can get our own copies, and I think the \$18 yearly subscription price is quite reasonable. It was especially fun to open up the February issue in early February and see our letter and photos in *Changes*! Hopefully we'll have more good stuff to report next year.

A few more thoughts. We're presently on an erratic WiFi connection, so I had to try at least five times before I got a connection stable enough to download the February issue. I notice that I need to be connected when I open the ebook the first time, as well. I thought about heading to an internet cafe, but since I'm only allowed to download on three computers, I wanted to save those opportunities for the cruising season in the summer.

I wonder if you considered using Adobe Acrobat instead? Adobe files of similar size seem to come across quicker, and most of us already have the software. You could still have password-controlled access for subscribers.

I believe that many enjoy *Latitude*, as my husband David does, in the privacy of the — well, we call it "morning meditation." He can become so engrossed in the magazine that he



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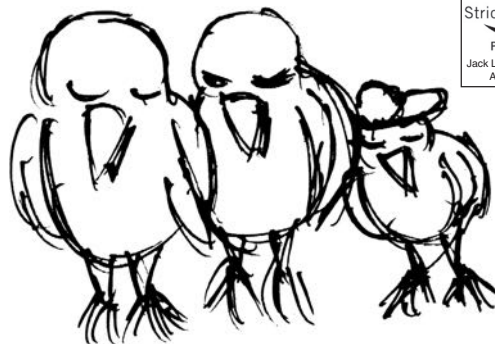
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## LETTERS

only emerges from the head when his feet start to get numb. He has been grouching a bit that he can't take the ebook with him, especially since the head is presently across the yard when we are hauled out. Me, I don't think this is a bad thing, but just so you know.

The ebook version naturally requires a bit of electricity, and our Fujitsu laptop's battery lasts less than an hour. But we've got four 120-watt solar panels, so that's rarely a problem.

I have to say that it used to be a joyous occasion when I could beg or borrow a *Latitude* from a fellow enthusiast, and it was almost as joyous to make someone else's day when we could pass it on again — especially somewhere like Bora Bora. Since the print version is free, I would like to be able to share the electronic version as we do the print version. I know you need revenue to make the ebook happen, and I'd personally continue to subscribe as I used to in Washington.

Anyway, thanks for doing this, and please keep doing it!

Oh yeah — on the baby wipes discussed in the January issue. I stock up on the individual pack Wet Ones when I find them. They come in a box and last a long time. I don't think I'd try washing my hair with one though. And our pick for boat music? "Shut Up And Sing" by The Bobs. It's pleasantly twisted, like us.

Susanne & David Ames

Cheshire, Spindrift 40 Cat

Washed up in Whangarei, New Zealand

*Susanne and David — We appreciate your comments on the ebook version of Latitude. Our goal is to try to make it ever more user-friendly.*

### ↑↓POLARIS WOULD BE THE WINDWARD MARK

It was great seeing a picture of *Polaris* in the February issue. For many years she'd been moored in Belvedere Cove. And in the early '60s, before junior programs of any substance had been invented, Roy Ashley of the San Francisco YC, and his



*'Polaris', the old windward mark for junior sailors.*

helper, the youthful Jerry Rumsey, would start us in our El Toros between one of the old grey rowboats and a Clorox bottle. The course would be to *Polaris* and back, the progenitor of the modern windward-leeward course!

There has been a lot of water under the dam since then. Little did we know I'd marry Jerry's niece, Carolyn, and he'd become my 'Uncle Jer'. But I still can see *Polaris* out there bobbing on her rode, so I'm glad that she's still 'looking good'.

Ben Ballard

Tiburon

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

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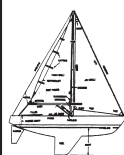
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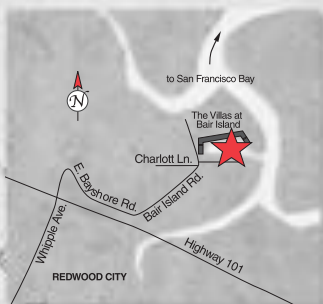
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## LOOSE LIPS

### Eight bells.

We were shocked and saddened to learn at presstime that Joakim Jonsson had died of complications from a thyroid condition on February 20. He was only 38.



**Joakim Jonsson.**

Born in Sweden, Joakim moved to the U.S. in his twenties to follow in the footsteps of his father, Alameda boatbuilder Arne Jonsson. Generous to a fault, Joakim was well known for sharing his encyclopedic knowledge of fluid dynamics, material behavior and structural failure with anyone who stopped by the shop.

Joakim was an excellent sailor, crewing on many different boats in many different events over the years. In the last few years he has been a fixture on the Moore 24 and Wylie Wabbit circuits. He also frequently sailed on Dan Newland's homebuilt *Pegasus XIV*, a boat he liked so much that he constantly schemed to 'borrow' it for a trip to Hawaii with pal Simon Winer.

During the 1999 Doublehanded Farallones race, Joakim and Vendée Globe sailor Bruce Schwab — sailing the *Azzura 310* that Joakim helped build — saved the life of Gary Helms when the latter's trimaran flipped and was washed into breaking surf at the remote island. US Sailing awarded Joakim and Bruce the Arthur B. Hanson rescue medal for their actions.

At the time of his death, Joakim was doing what he loved best — he was building a boat for the new ORC GP26 class along with his long-time friend, naval architect Brooks Dees. After a stint in Oregon, Joakim returned to Alameda, characteristically telling Brooks that he couldn't let him build a boat on his own. It was to be a first for both men — Brooks' first independent commission and Joakim's first complete boatbuilding project. Brooks will see the project to completion in honor of Joakim.

Memorial services should be finalized by the time you read this. See [www.wyliewabbit.org](http://www.wyliewabbit.org) for more information.

— marceline therrien

### Suits her to a 'T'.

Palm-fringed beaches, crystalline water, friendly people: the South Seas islands that hatched history's most famous mutiny still seduce sailors — not only to visit, but to stay.

Cynthia Russell is one. An English professor at UC Santa Barbara in another lifetime, Cindy sailed to Vava'u in December 2001 aboard the *Islander 44 Light N Up* — just in time to experience the fury of Cyclone *Waka*. The tropical storm's 200-mph winds changed a lot of lives, Cindy's among them. She fell in love with the place and its people, and eventually took up residence ashore, founding a local T-shirt company, Tropical Tease.

"Vava'u is one of the last unexploited places in the South Seas," says Cindy, who these days sails her own boat, *Velenga*, a Pearson Triton 28 sunk by the cyclone and later raised. "The people are genuinely friendly, and the place is unspoiled by the high-rise hotels or 'high rise' prices of stops like Tahiti or Fiji." That's also why it's one of the most popular stops on the milk run. An estimated 500 boats passed through last year alone.

Why T-shirts? "There weren't any good ones!" Cindy laughs. "So I figured I'd give it a try." Starting humbly — she paid a guy to teach her silkscreening — she grew the business slowly. Now she employs three local artists and prides herself on turning out a nice product for locals, tourists and her favorite clientele: cruisers. Most shirts depict some aspect of South Seas life, such as humpback whales (Vava'u is one of the few places in the world





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## LOOSE LIPS

where you can swim with humpbacks). But one of her best sellers plays off a favorite cruiser theme. "Everybody wants to find that great weather window," she says. So she created a shirt showing



Cindy Russell.

ing a porthole open to a whitecapped sea and blowing clouds: the perfect weather window.

Tropical Tease can work from just about any graphic image — even a simple photograph of a boat name — to create a unique shirt. Visiting boats should allow about a week from concept idea to finished shirts. Or, if you're on the Puddle Jump and planning a stop, you could 'e-design' a shirt via email ([tropical@kalianet.to](mailto:tropical@kalianet.to)) before or during your cruise, and have the shirts waiting for you when you arrive.

Either way, if you make it to Vava'u, be sure to check out Tropical Tease and say hello to its friendly owner. Unlike Fletcher Christian and his infamous peers, Cindy's 'mutiny' from the rat race has so far been a roaring success.

### Calling all Viveka Girls.

If you think only '80s girls 'wanna have fun', think again. Back in the '60s, lots of good-natured mischief went on aboard boats, such as that from a 1963 *Chronicle* article which described how a "bikini-clad crew" prevailed in "the Battle of Belvedere Cove." That crew happened to belong to Merle Peterson's lovely schooner *Viveka*. Merle's still around, and so is *Viveka*. So is Peggy Lake, one of the 'bikini clad' crew — who were all regulars aboard and known far and wide as The *Viveka* Girls. A recent visit with Peterson and the boat sparked the idea of a reunion. Since Peggy has lost contact with most of the girls, she asked if we could help. Absolutely — with the proviso that we at least get a *Sightings* article out of it! So if you are one of The *Viveka* Girls, or you know someone who is, please contact Peggy at [pndlake@aol.com](mailto:pndlake@aol.com), or call her at (559) 875-7895.

### Women's History Month at the Maritime Park.

You've probably heard the old rumor that women were bad luck on ships. The reality is that women have played a huge role in maritime history and tradition. The San Francisco Maritime National Historical Park celebrates that role in with a number of special programs this month. Check them out at [www.nps.gov/safr](http://www.nps.gov/safr) or call (415) 447-5000.

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# SIGHTINGS

## westpoint marina — joy in mudville

Mark Sanders looked more like a Texas wildcatter than marina developer as he wheeled up in a mud-spattered pickup to greet this reporter. We emerged from the car and immediately sunk a boat shoe into a patch of soft, sticky mud. It occurred to us that his suggestion to 'wear boots' was perhaps not a joke.

The scene was the future site of Westpoint Marina in Redwood City. This is the Bay's first new marina since . . . well, it's been so long we can't remember when. Several days of rains in mid-February had made the new shoreline a minefield of mud puddles, but Sanders was all smiles. How could it be otherwise when a project you had persistently jumped through every hoop for 19 years to get off the ground — was finally off the ground?

You read right. Sanders conceived of the idea to turn the former Leslie Salt bittern pond into a marina back in 1988. But for the first decade, not a shovelful of dirt was turned. It took that long to run

continued on outside column of next sightings page

## circumnavigator's

We want to take one last opportunity to remind any West Coast-based globe girdlers out there that we'll be hosting the Circumnavigator's Ball Redux at the Strictly Sail Pacific Boat Show at Jack London Square next month. The first was held in 2002, so we thought it was about time to bring it back. We've been talking about it for a few months now, and names have been trickling in, but we know there are more of you out there. We'd love to meet you and hear your stories but to get into the party, you must be on our West Coast Circumnavigators list.

If you have a circumnavigation under your belt but aren't sure if we know about



## ball redux

you, head on over to [www.latitude38.com](http://www.latitude38.com) and see if you're on our list. If you are, stay tuned to *'Lectronic Latitude* for more information on the Ball. If you are not on the list, we want you there!

Please forward your name, boat name and type, homeport, the years of your circumnavigation and contact information to [ladonna@latitude38.com](mailto:ladonna@latitude38.com) and we'll make sure you get added. (Or if you're one of those who did it with a sextant and — snort, laugh — paper charts, you can mail the information to *Latitude 38*, Circumnavigators, 15 Locust Ave., Mill Valley, CA 94941.)

— ld

## westpoint — cont'd

the paper gauntlet of government and environmental organizations. He met each of their requirements in turn, often in creative ways that have become a sort of hallmark of the project. For example, he needed to dewater 40 feet of mud under the pond surface so it would be stable enough to excavate. "Mother Nature would have done this herself, but it would have taken more than 30 years," smiles Sanders. "I didn't have *that* long to wait."

So he applied a process he had first seen in Holland: Piling the mud scooped from the basin of the old salt pond atop the future shoreline. The weight (called a 'surcharge') compressed the soil underneath, squishing the excess water out of the stratum like dishwater out of a sponge. Fifty thousand fabric 'wicks', each 40 feet long, were sunk into the Bay mud, and channeled the water up to a catchment system, where it was pumped away. *Voila*: 35 years becomes 24 months. The site has since settled 5.5 feet from the dewatering process.

continued on outside column of next sightings page

***Just add water — Mark Sanders on site at the Bay's newest marina. The entrance channel (off Redwood Slough) is visible in the background.***



LATITUDE / JR



# SIGHTINGS

## westpoint — cont'd

The heavy equipment to begin that process rolled onto the site in May of 2004 and, as we reported in a previous issue, the levee was finally breached last November 8 to allow the basin to fill with water, instantly creating 26 acres of 'new' Bay surface. Sanders had hoped to be the first one to enjoy the new site afloat, but some sea lions and several rowing shells beat him to it. Now, he says, boats sail in all the time for a look around.

Westpoint Marina even had its first official 'event' last month, when a group of Optimist sailors called to ask if they could end a race there. "Sure," said Sanders. Simple as that!

And now, finally, it's beginning to look like a marina. During our visit in mid-February, the place was abuzz with pile drivers working the east side and a work crew setting up the first docks — 900 feet of guest dock — adjacent to the western shore. It was immediately apparent during our guided tour that Sanders is as involved with the physical construction of the marina as he was with the long design and

continued on outside column of next sightings page

## 99 bottles

Thanks to the Energy Policy Act of 2005, Daylight Saving Time will begin on March 11 this year, three weeks earlier than usual. Traditionally, DST has heralded in the unofficial start of Northern California beer can racing, but will the date change affect the schedule?

A quick look at this month's Calendar shows no fewer than three clubs starting their seasons this month: Andreas Cove YC in the Delta, HP Sailing Club on Stevens Creek Reservoir in the South Bay and Santa Cruz YC. The majority of the remaining 25 series listed start in April.

If you've never joined in the fun of beer can racing, why not give it a shot this year? To get yourself ready for the low-

Afternoon delight — the many faces of beer can racing.



PHOTOS LATITUDE / ANDY



## of beer

intensity competition, be sure to carefully study the Ten Commandments of Beer Can Racing, which originally ran in the May, 1989, issue, and can now be found at [www.latitude38.com](http://www.latitude38.com) under 'Wisdom'.

And, in the spirit of tradition, we are reissuing the *Latitude 38* Beer Can Challenge. Anyone who can make it to five of these laid-back, fun races in a row will earn themselves a *Latitude* T-shirt, their picture and a write up in the magazine, and a moniker of their choosing ('King of All Beer Cans'? 'Lady of the Lager?'). Check in at [editorial@latitude38.com](mailto:editorial@latitude38.com) before starting your onslaught, and take plenty of pictures and notes.

— ld



## westpoint — cont'd

permitting processes, thus the bluecollar 'uniform' and workboots. He stopped several times to confer with workmen, and at the end of the day his hands were just as dirty as any guy on the crew.

When completed, the marina, located at the eastern end of Seaport Boulevard adjacent to Redwood Slough, will boast more than 400 slips. Reflecting the upward trend in boat ownership, that will include 70 60-ft slips — more than any other Bay Area marina. Rounding out the complement, there will be 120 50-ft slips, 140 40-ft slips, and plenty of room for smaller boats in either slips, side-ties, covered docks or guest docks. On-the-water facilities will also include a fuel dock, boat ramp, boatyard, pumpouts — basically all the modern amenities. Ashore, in addition to a harbormaster's office, there will be a restaurant, chandlery, boatyard, dry storage facility and retail shops.

A reservation list has been maintained for several years now (by Mark's brother, John) and, when the time is right, the calls will be made in order of application. Although a small percentage of live-aboards will eventually be allowed in the marina, Mark notes that, initially, they cannot be allowed in because the required infrastructure to support them will not yet be in place.

Sanders is reluctant to speculate on exactly when those calls might be made, or when the marina might have its official opening day. But he does allow that it's a great feeling after all this time to finally see the vision becoming reality. With that, he delivers us back to our car and bids us good day. Then he drives over to one of the big tractors on site, climbs aboard and gets back to work.

For more on Westpoint Marina, including the application form for slips, log onto [www.westpointmarina.com](http://www.westpointmarina.com).

— jr

## the mysterious disappearance of dr. jim gray

The fact that conditions were benign outside the Golden Gate on Sunday, January 28, makes the disappearance of solo sailor Jim Gray all the more mysterious.

As was widely reported in both local and national media during the first half of February, Gray, 63, was headed out to the Farallon Islands that day to scatter his mother's ashes. An experienced singlehander, he'd often made solo trips up and down the coast aboard his red-hulled C&C 40 *Tenacious*, apparently enjoying the solitude and the respite such cruises brought from his busy worklife as a top Microsoft researcher.

He'd chatted with his wife by cell phone on the way out Sunday morning and appeared to be in good spirits. But when he didn't return that evening she called the Coast Guard, which instituted a massive search. It lasted more than four days and covered 132,000 square miles of coastline and open ocean — up to 300 miles offshore, north to the Oregon border and south to the Channel Islands. As far as Gray's associates knew, his EPIRB and radios were in good working order. Nevertheless, he and *Tenacious* vanished without a single clue or shred of debris.

Although relatively unknown in the local sailing community, Dr. Gray — as he was known in the computer science industry — was a giant in his field, and worked as manager of Microsoft Research's eScience Group. He is said to be responsible for myriad innovations that benefit our everyday lives. It's understandable, therefore, that,



**Dr. Jim Gray disappeared on a trip to the Farallon Islands.**

continued on outside column of next sightings page

# SIGHTINGS

## jim gray — cont'd

as the Coast Guard search wound down, the tech industry put the full force of its brain trust into finding their missing comrade. In an unprecedented effort that involved dozens of high tech organizations, from Google to Oracle to Amazon, an untold number of volunteers all over the world scrutinized NASA satellite imagery tile by tile, pixel by pixel, searching for the boat, a liferaft, debris, smoke from a flare — anything that would help to solve the mystery.

By late February, even the image search was finally called off, though the family asks everyone to keep an eye out for debris. Theories, both rational and bizarre, abound as to Gray's fate, but the facts don't really add up to support any of them. Sadly, this is one case that may remain a mystery forever.

— aet

## over before it's begun

Last summer, we reported that the Department of Boating and Waterways had accepted a bid to replace the old moorings in Ayala Cove at Angel Island with a more environmentally friendly system. According to the contractor, the installation would be finished by last fall. As so often happens with government-run projects, there were delays and postponements galore that left boaters with just a smattering of iffy moorings . . . until last month.

On February 16, we announced on *Lectronic Latitude* that the new helix-style (think 'corkscrew') anchors were embedded into the sea bed, and the mooring field, complete with 27 balls, was open for business — just in time for the long Presidents' Day weekend. Angel Island Superintendent Dave Matthews asked us to caution boaters that, at low tide, the floats and lines which hold the chain above the sea floor rise to the surface, creating a serious fouling hazard.

Imagine our surprise when we received an email the next day from Don and Mary Lou Oliver of the Berkeley-based Ericson 38 *Cappuccino* letting us know that the mooring field was already closed. The Olivers were barely able to pick their way through the minefield of floats before securing themselves fore and aft. But Matt and Teri Epperson on *Endless Summer* weren't so lucky. "They got part of the buoy line between the keel and rudder, then it tangled in the prop," Mary Lou explained. "It was bound to happen, and *Endless Summer* didn't do anything wrong." In fact, at least one other boat had fouled its prop in the floating lines, prompting Matthews to issue the warning.

The Olivers recounted that, first thing the next morning, the moored boats were asked to move to the docks so the buoys could be roped off. The mooring field that took so long to finish was closed almost before it reopened, a major disappointment to boaters and park personnel. Matthews reported the DBW has a plan in place to fix the buoys and, while there's no specific timeline, the project is being fast-tracked. Of course, we're talking about government agencies here, so don't hold your breath.

— ld

## maud's

Maud Fontenoy is one spunky mademoiselle. The 29-year-old rowed across the Atlantic in 2003 and the Pacific in 2005, then set off alone from Reunion Island last October aboard her 85-ft sloop *L'Oréal Paris* for a non-stop 'wrong way' circumnavigation. Last month, just 10 days and 2,000 miles from her final destination, *L'Oréal*



JEAN-CHRISTOPHE L'ESPAGNOL

'Wrong Way Maud'.



**Dangerous prop-fouling float lines prompted the Department of Boating and Waterways to close Ayala Cove's brand new mooring field just two weeks after it was opened.**



## mod

*Paris* inexplicably lost her carbon fiber mast in relatively benign conditions. Maud's first thought was that she would have to abandon the voyage and her boat but, after consulting with her shore crew, Fontenoy decided to at least attempt to finish under jury rig.

Fontenoy had hoped to become the first woman to complete the trip singlehanded but her departure was delayed, allowing Englishwoman Dee Caffari claim that record last May. Undaunted, she pressed on with the preparations and left Reunion Island, a French territory in the Indian Ocean, on a solo circumnavigation against

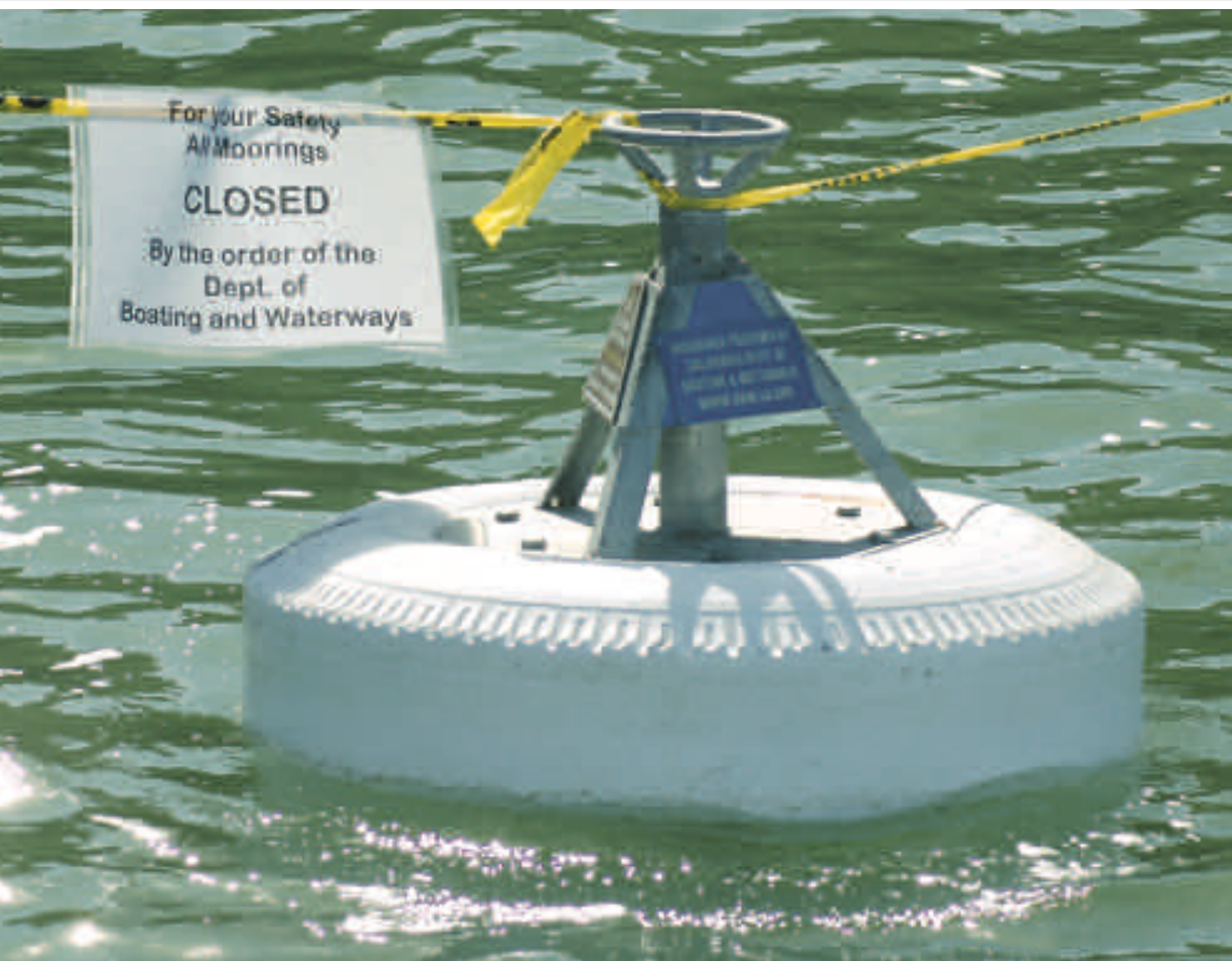
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**semester on seaward**

"Ready. . . mark!" Julia Farrigia called out to her uncle Ted, who wrote down the sextant reading. Julia wasn't lost, especially since the island of Espiritu Santo in the Sea of Cortez was right off to starboard (not to mention a fully operational GPS below). But 'school' was in session. While her peers sat in a San Francisco classroom, Julia was learning celestial navigation. It was just another day of study at sea in Mexico for Julia, and part of the 16-year-old student's curriculum aboard the adventure/educational schooner *Seaward*.

Most *Latitude 38* readers are now familiar with the 85-ft steel hulled *Seaward*, which is run by the nonprofit Call of the Sea. Since her arrival in the Bay in September 2005, the boat has been too busy sailing from Sausalito's Army Corps of Engineers dock for any weeds to grow on the bottom. As part of Call of the Sea's educational program, weekdays are usually booked with youth groups participating

continued on outside column of next sightings page



SPREAD: LATITUDE / JR INSET: MARY LOU OLIVER



# SIGHTINGS

## ***seaward— cont'd***

in one, three or five day training voyages, with weekends reserved for mixed adult, youth and family charters.

When November rolls around, it's time to head south. And though it might appear more like a 'vacation' for the skipper(s) and crew, the focus is still on training and education. But now the passengers are a mix of adults and often trainee crew members like Julia, taking a 'semester at sea' from their schools to learn the ropes — and getting credit for it.

A typical winter cruise on *Seaward* runs the gamut from passengers who have never sailed to experienced hands from local sailing and yacht clubs. Sailors who have some experience but have never done an ocean passage often sign up for the ocean legs (San Francisco to Cabo), or the return trip (Puerto Vallarta back to the Bay). Under

continued on outside column of next sightings page

## ***maud's mod***

the prevailing winds and currents, a trip that's been attempted by only a handful of brave — some say crazy — sailors.

Right out of the gate, the petite Fontenoy was smacked around hard enough to break a big toe and a thumb, not to mention turn her skin varying shades of purple. But her resolve never wavered. "I chose it," she said in one radio transmission. "I signed up against the current. If only I hadn't signed the contract before leaving!"

Fighting the wind, waves, currents and extreme loneliness was stressful

***Spread: Steve Dilbeck and Carolyn DeBoer about to make one of their many trips back from their cat in the Carib to Santa Cruz. Inset: The Petty and Miller families share good times in Belize aboard the Petty's Moorings 4600.***



PHOTOS: ELECTRONIC / RICHARD

## — cont'd

for the Frenchwoman but, after passing Cape Leeuwin, the last of the three Great Capes, she finally became calm. Becalmed, actually.

Not that she appeared to mind the lack of wind and seas. "I feel like I am living through my reconciliation with the dark night," she recounted lyrically in translated English. "I am soaking up this magic as if it were a soothing perfume that I never want to forget."

On February 10, just 10 days after rounding her final cape, Fontenoy had

continued in middle column of next sightings page



## seaward— cont'd

the watchful eyes of Captains Alan Olson and Ken Neal-Boyd (who is also Call of the Sea's Executive Director), the passengers assist the crew in every phase of operating the boat, from standing watches to hoisting sails, to steering, navigation, anchoring — even helping to cook and clean. It's all part of the adventure.

While in Mexico, *Seaward* sails the Sea of Cortez, then on down the mainland as far as Manzanillo. Among invited guests on these legs, you might find a marine biologist to explain the sea life, or a geologist to tell you how Mexico's often-striking landscape got that way. The schooner will start her long sail back to Sausalito at the end of this month.

Those interested in getting some offshore experience, honing their sailing skills or even exploring the coasts and islands of Mexico are welcome aboard *Seaward*. Future trips may even include some level of certification for those who want to get a 'diploma' for their efforts. And for those who like to look at the chart and figure out where they are — don't worry — Julia might even be back to teach you navigation.

— john skoriak

More information on Call of the Sea's programs may be found at [www.callofthesea.org](http://www.callofthesea.org).



JOHN SKORIAK

**'Ready... mark!' Julia Farrigia shoots a noon sun aboard 'Seaward.'**

## west coast cats in the carib

While standing in line to fly out of the British Virgin Islands in early February, we got into a conversation with the couple behind us — who turned out to be Steve Dilbeck and Carolyn DeBoer, owners of the Express 37 *Escape* in Santa Cruz. They were in the BVIs because they also have a boat there, the Voyage 440 *Skedaddle*. She's actually their second cat in the Caribbean. Their first was a Lagoon 42, which was destroyed in '04 by Ivan, the first hurricane to hit Grenada in about a million years. The first they heard of their cat being in trouble was while they were in the wilds of Canada. The Coast Guard called to ask if they knew why the EPIRB on their boat, which was on the hard, had gone off.

Anyway, Lloyds paid off in about three months, so they ordered the owner's version of a Voyage 440 cat, built in South Africa. They've been loving the boat ever since taking delivery about 18 months ago. They are also fortunate in being able to get enough time off to really enjoy her. "We go for about 3.5 weeks about five times a year," says Steve. "Three-and-a-half-weeks is about right, because it's long enough to make the long trip to the Caribbean and back seem worthwhile, and, after that much time, Sharon and my business partners like me to come back to Santa Cruz for a while."

Steve tells us that on their next Caribbean outing they'll be joined by a Monterey Bay couple who, like them, have a monohull in Cali-

continued on outside column of next sightings page





# SIGHTINGS

## carib cats — cont'd

fornia, but are thinking about buying a cat for the Caribbean.

If you've read the February issue of *Latitude*, you probably know that the publisher of *Latitude* has put a new-to-him Leopard 45 'ti Profligate' in the Tortola-based B.V.I. Yacht Charter management program. As we eased her back into the slip in Road Town last month, we couldn't help noticing that the Leopard 45 next to ours was *Dreamcatcher* from Los Gatos. And the third of four big cats in the B.V.I. Yacht Charters fleet is *Sognare*, owned by a couple from Sacramento. If anybody wants a great deal on an eight-person bareboat charter in the British Virgins, call B.V.I. Yacht Charters at (888) 615-4006, and they'll set you up with any of these Leopard 45s. Rates for eight people vary from about \$4,350 in the off-season to \$6,550 in the high season. The Leopard 45s are extremely commodious for eight, as they include four cabins with heads/showers ensuite, plus 6'4" headroom to the front of the salon.

A few hours after we backed our cat into her berth, we had dinner with Tim Schaaf, former dockmaster at Cabo Isle Marina, and his lady Marsha McCoskrie. A couple of years ago they bought a Leopard 45, christened her *Jetstream*, and have her totally tricked out for living aboard and crewed charters. Schaaf, who knows everything there is to know about the 45s, can be reached at [www.jetstreamsailing.com](http://www.jetstreamsailing.com) for charter reservations or cat consultations.

It turns out West Coast folks have cats in charter programs in the Western Caribbean, too. "We recently completed the maiden voyage of *Hope*, our new Moorings 4600 cat that is based out of Placencia, Belize," reports Leslie Petty of Pleasanton. "We've sailed the Bay for many years, racing everything from J/24s and Santa Cruz 27s back in the day, to our current cruising boat, the Alameda-based Catalina 36 *Perspective*. We've also done a number of charters in the BVIs and Windwards. This, however, was our first visit to Belize, and I'm pleased to report that it was awesome. The people in Placencia were unbelievably friendly, everyone speaks English, and the surrounding waters and islands are beautiful. And, unlike in the Eastern Caribbean, we had the place mostly to ourselves."

"We named our cat *Hope* after losing Linda Ramirez, a dear friend, to cancer last year," continues Petty. "Her zest for life inspired us to stop dreaming and take action. Hence, *Hope*, which, according to Linda, stands for Honor the Opportunity to Prepare for Eternity. We couldn't think of a better way to celebrate her life than by cruising in Belize on the boat of our dreams with our best friends, the Millers. There were four adults and five kids in all, and the boat was awesome, both for accommodating all of us and for fast reaching in the 18 to 20 knots of wind." If you want to charter *Hope*, which is one of the new generation of Morrelli & Melvin-designed cats for The Moorings, call the Moorings and ask for that boat specifically.

With the sailing in the Caribbean and in Northern California being about the best in the world, but for different reasons, and at different times of the year, is it any wonder people want boats in both places?

By the way, if you're on the West Coast and have a charter boat in the Caribbean (or anywhere, for that matter), contact Andy at [andy@latitude38.com](mailto:andy@latitude38.com). We'd love to learn about your experiences.

— rs

## time and tide

When 14-year-old Robert van Blaricom moved into a duplex along Raccoon Strait in 1945 with his father and stepmother, it was a completely different place than it is today. The Army guarded a bustling Angel Island, the Bay was dotted with oil slicks, and the Strait was busy with all kinds of vessel traffic, including submarines, destroyers and oil tankers. As for downtown Tiburon, it consisted of a few bars

continued on outside column of next sightings page

## maud's mod

set her course for Reunion Island, and was enjoying 20 knot winds and comparatively



L'ORÉAL PARIS AUSTRALIA

*Maud Fontenoy's stricken 'L'Oréal Paris'.*

mild seas when her mast — and her world — came tumbling down. Escaping injury



Clockwise from above: Bob and his book; the Tahiti waterfont in the early '50s; finishing the TransPac off Diamond Head; building a spinnaker pole on deck; the yacht they bought on the hard in England; hijinks up in the Delta.





## — cont'd

herself, Maud spent the next several hours cutting away the wreckage that was banging dangerously against *L'Oréal's* hull.

After conferring with her support team, she became convinced she could fashion a jury rig from the boom and continue her voyage. The spunky gal shooed away a German frieghter who had altered course to rescue her, gathered the tools she needed, and spent the next four days man-handling the 220-lb boom into place.

"Ten minutes ago, I hoisted the fore-sail," she reported joyfully on February 14, "and it's very exciting to see how the boat moves after these four days of hell, when I didn't know whether I was going

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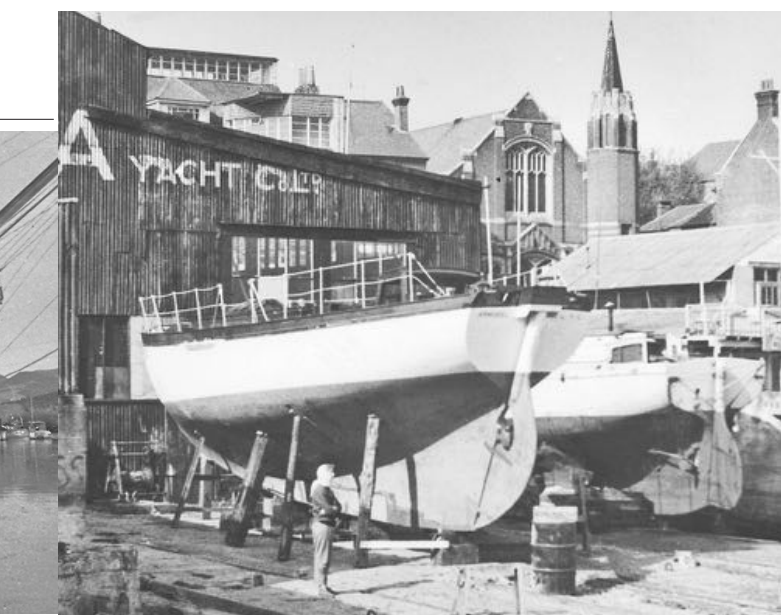
## time and tide — cont'd

and was primarily a rail head, with four lumber trains arriving each day from Mendocino and a daily passenger train bound for Eureka.

For van Blaricom, the waters and shore of this part of the Bay were a giant playground, with treasures free for picking out of the water or off the beach. It would have been all but impossible for him to not get into sailing, and indeed, he later bought his first boat for \$125. Now 76 and still a very active sailor, van Blaricom has written *Time and Tide, a Nautical Memoir*, to recount his sailing adventures from '45 until now. As you might expect, the waters of Raccoon Strait were to provide but a gateway to the seas and oceans of the world.

We enjoyed this book tremendously, particularly the first three-quarters, as it documented how different sailing was between the '40s and '70s and the way it is now. For example, on his first trip to Southern California, the boat had no depthsounder, bow or stern pulpits, running lights or a working windlass. Dodgers hadn't been invented, nor had decent foul weather gear. Boats were powered by

continued on outside column of next sightings page



LATITUDE / LADONNA

# SIGHTINGS

## time and tide — cont'd

gas engines, and from time to time crews died of carbon monoxide poisoning. If you needed a spinnaker pole or man overboard pole, you made your own. When van Blaricom, who became a renaissance man of sailing, needed to make sails in return for a berth on a boat to Hawaii, he was allowed to use the Santa Rosa High school gym as a sail loft for the summer. Try that today.

Van Blaricom's historical observations are wonderful. When he sailed to Hawaii for the first time in '52, it was just 10 cents for half a papaya and a big scoop of ice cream. When he arrived in Tahiti in '53, there were just a handful of other boats. The only other ways to

continued on outside column of next sightings page

## maud's mod

to be able to continue or not. I stopped a thousand times thinking I wasn't going to make it. It took me exactly 10 hours to raise the boom, centimeter by centimeter, until it was standing vertical."

Now underway again, and again slowed to a crawl by lack of wind, Fontenoy is facing another problem: dwindling supplies, mainly water. With more than 2,000 miles to go under a much-reduced sail plan, and covering only a handful of miles daily,



ELECTRONIC / RICHARD



## — cont'd

Maud is looking at several more weeks at sea, prompting her to go into major rationing mode. "I'm even going to have to ration the toothpaste," she joked.

We have little doubt that this gutsy woman, whose worst fear is that she'll never be able to wear high heels again because of her foot injury, will do everything in her power to bring her boat home. Go to [www.maudfontenoy.com](http://www.maudfontenoy.com) for updates.

— ld

## time and tide — cont'd

get there were by a slow ship from Los Angeles or by a flying boat that stopped to spend the night in the Cook Islands. In '59, Bob and his wife Jane went to England to buy a 40-ft cutter they would cruise to the Med, across the Atlantic, through the Caribbean, and up to San Francisco Bay. The transit fee for the Panama Canal was just \$10. And all this was in the early years.

We highly recommend this fast-paced memoir, particularly to those who moan about how difficult sailing is today. The book can be purchased at [www.lulu.com](http://www.lulu.com).

— rs

## two frenchmen in a carib bar

The accompanying photo of Frenchmen Lucky Poupon and Yvan Fauconnier, taken in the riff-raffish Le Select Bar in St. Barth, is more proof that the tiny island attracts more than her share of the great sailors and yachts of the world. Only the much larger Antigua has a greater pull in the Caribbean.

Those of you who have been sailing a long time will recall Yvan as one of the pioneering French sailors of the '70s and '80s, who broke all kinds of sailing barriers and brought unprecedented excitement to the sport. For example, his singlehanded entry in the '76 OSTAR was the 128-ft ITT *Oceanic*, better known by her previous name of *Vendredi 13*. Plagued by even more problems than singlehander Alain Colas aboard the 236-ft *Club Méditerranée*, Fauconnier had to be towed to Newfoundland.

In between doing many other transatlantic races with Michael Birch, Fauconnier entered the 53-ft *Unupro Jardin*, the first tri with really large amas, in the '82 Route du Rhum transatlantic race. While he finished eighth,

he did much better in the '84 OSTAR, the biggest race of the era. Sailing the same tri, Fauconnier took honors for the best elapsed-time. There was some controversy, however, as Philippe Poupon, Lucky's brother, had actually finished first. But Fauconnier was given 16 hours credit for standing by countryman Philippe Jeantot, who had flipped his cat *Credit Agricole*. Fauconnier naturally became a hero in sail-crazed France, but, since he's more comfortable in a storm on the ocean than in front of the press and schmoozing with sponsors, he didn't capitalize on his victory as others might have.

Fauconnier's last competitive event was the '98 Figaro, from France to St. Barth, which he did with his then-26-year-old daughter Karine. His daughter was no stranger to sailing or the sea, as she'd spent several years of her childhood aboard *Vendredi 13* doing charters in the Caribbean with her dad. In the process, Karine met and sailed with all the great French sailors of the time. She subsequently went on to race the 60-ft ORMA tri *Sergio Tacchini* singlehanded across the Atlantic several times, and with crew won the most recent Quebec to Malo race. Dad worried about her when she did those races "because those ORMA trimarans are really crazy." In fact, Yvan had to help organize a rescue of Karine and her boat when *Tacchini* was badly damaged, along with many other tris, in a solo transatlantic event. Now that Karine has a nine-month-old child, she's limiting her competitive sailing to an all-women's Decision 35 cat, which will race one design on the lakes of Switzerland. One of her crew will be the wife of Ernesto 'Alinghi' Bertarelli. It's a small world at the higher echelons of sailing.

continued on outside column of next sightings page



Spread: Lucky Poupon, left, and Yvan Fauconnier trade tales of their racing days years ago. Inset: 'Darwin Sound', the boat Fauconnier sails all over the world, had been based out of the Pacific Northwest for about 15 years.





# SIGHTINGS

## two frenchmen in a carib bar – cont'd

After retiring from competitive sailing, Yvan and a partner began looking for a strong, reliable and reasonably-fast cruising boat to take to the more remote places on the globe. Ultimately, they decided to buy an Ocean 71 ketch. In fact, he called us eight years ago, thinking that *Latitude* might still own the Ocean 71 *Big O*. We didn't, so Fauconnier and his partner ended up buying *Darwin Sound*, the Ocean 71 that Al and Irene Whitney had chartered out of Vancouver and around the Pacific for something like 15 years. Although the ketch is more than 35 years old, Fauconnier says she's been a solid, safe and surprisingly fast passage-maker. The 'safe' is important, because twice he has sailed the Southern Ocean from New Zealand to Cape Horn, and he prefers the remote areas of the world, such as the desert coast of Chile. In all, he's covered 70,000 miles in seven years with *Darwin Sound*. In fact, he's about to cross the Atlantic to France once again, then is hoping to explore the coast of Newfoundland. Fauconnier hasn't lost a bit of his passion for sailing or the ocean. If you'd like to sail with him, check out [www.croisieres-antilles-fauconnier.com](http://www.croisieres-antilles-fauconnier.com). The site also shows all the great places he's taken the boat.

In another West Coast angle, Fauconnier reports that the famous Italian singlehanded circumnavigators Giovanni Soldini and Vittorio Malingri, who also spend time flipping ORMA 60 trimarans, bought the Ocean 71 *Elmo's Fire*. You may remember that many years ago she'd been seized by Customs in Honolulu, was sold at auction in San Rafael, and was partially refitted over a period of years in Sausalito. Ultimately, she was taken to La Paz, where she was inactive for several more years. Soldini and Malingri used her to do charters in Panama's San Blas Islands, but have since taken her to the Med.

As for Lucky Poupon, we'll have more on him later, as next year he's going to be doing another France to St. Barth doublehanded race. He's been warming up for that by doing long distance doublehanded races in the Med with Florence Arthaud, the original 'bad girl' of French sailing. Arthaud used to singlehand the 60-ft tri *Pierre 1er* across oceans before Steve Fossett bought the tri and renamed her *Lakota*. Although now well into her middle years, Arthaud is said to still be a terrific sailor. And once the sailing is over? "Florence parties nonstop for three or four days, long after all we men have fallen by the wayside," laughs Poupon.

— rs

## snow job

Somewhere under the record snowfalls of the eastern U.S. lies Dylan Benjamin's Moore 24. It now appears the boat — like just about everything else back there — may be stuck right where she is until spring.

Dylan was hoping to have old #14 up and running for the start of the '07 Moore 24 Roadmaster Series, which kicked off on January 27 with the Three Bridge Fiasco. Now he figures he'll be lucky to get the boat in the water in time for the PCCs in late April.

With the resurgence of the local Moore 24 fleet, and the high entertainment value of this original Santa Cruz ULDB design, Dylan's had his eye out for a 24 for a while. He's raced a Cal 25 on the ocean for the last couple of years, and is partners in the Hawkfarm *Animal Farm*. But when he learned about this 'cheap, as-is' Moore on the class mailing list, it looked too good to pass up.

Flying back to Dale City, Virginia, he met with the owner on a beautiful sunny day, and learned that the guy had brought *Moore Fiend* back east when he moved there about 10 years ago. Turns out most places on the Chesapeake near where the owner lived were too shallow, and he never used the boat. So it just sat in his backyard until a couple of years ago — when a rusty trailer support snapped

continued on outside column of next sightings page

## something

Hundreds of boats swarmed the Bay on February 4 to mark the arrival of the *Queen Mary 2*, the largest ocean liner ever to grace our waters. And the day could not have been more lovely. Warm temps combined with a light breeze allowed boats to sail in company with the behemoth as she passed under the Golden Gate Bridge — with just 27 feet of clearance.

The *QM2* docked at Pier 27 after a 26-day, 14,145-mile passage from Fort Lauderdale and around Cape Horn. Nearly 2,000 of her 2,638 passengers



## about *mary*

disembarked, making room for another 2,000 guests to board before departing.

By the way, if you're thinking a luxury ocean liner might be the way you'd like to sail the world, you'd better be prepared to shell out the big bucks. The cheapest cabin for the 81-day round-the-world cruise — undoubtedly the closest-sized one next to the engine room — runs \$21,000, while the most lux-

urious accommodations will set you back \$185,000.

— *ld*



ED BROBERG

## snow job — cont'd

off and the boat fell over on its side. Aside from a 3-inch-square hole in the trailing edge of the keel and a few scrapes and gouges, the hardy little Moore didn't suffer too badly. The owner worked for a towing company, so he just got a wrecker out there and flipped the boat upside down. That's how she sat until Dylan arrived. He liked what he saw — the fixer-upper condition didn't bother him, and the boat even had several nearly new sails which had been stored inside. A 'good deal' was struck and now all he had to do was get the boat back home. That night, it started snowing.

Dylan got on *Craigslist* and found a J/22 trailer in eastern Maryland. It was a nice double-axle, galvanized rig that looked like it might work, so he bought it and arranged with the owner to have it delivered to Virginia. Once the boat was loaded, the plan was to hire a towing company to get it back to the Bay.

The trailer owner got caught in, ahem, snow traffic and arrived two days late. And, well, long story short, the boat wouldn't fit on the trailer without serious cutting and welding. *Moore Fiend's* owner, who had trucked the boat to a towing yard on a flatbed trailer, tried various

continued on outside column of next sightings page



All loaded up and nowhere to go — '*Moore Fiend*' languishes on a trailer while the worst weather in 50 years continues to pound the East Coast.

BENJAMIN BRADEN





# SIGHTINGS

## snow job — cont'd

wood blocks, but they were not acceptable to the shipper. Back to the drawing board. Or rather the internet.

Well, there was a J/24 trailer 100 miles away. And this one included the magic word — 'adjustable'. It was bought, delivered, adjusted and loaded.

Then it started snowing *really* hard. Airports were closing. Trucks and cars were being abandoned. Snowplow drivers were making a fortune. And old #14 wasn't going anywhere for a while.

A month later, as this was written, the boat, looking a lot like a giant ice sculpture, was still sitting in the towing yard. The bad news is, a new storm was due to move in shortly after these photos were taken. The good news: Dylan thinks he's finally found a buyer for the J/22 trailer.

— jr

## building of the

Well-known Sausalito sailor, businessman and preservationist Charlie Merrill passed away a year ago February. When the Richardson Bay Maritime Association commissioned the building of a Swampscott dory in his honor, it was hoped that it might be launched on that anniversary. But as even Charlie would well have understood, boatbuilding projects don't always work out to time schedules.

The good news is, the work is progressing beautifully at North Bay Boat Works in Sausalito. When we visited last month, project manager Anton Hottner was just getting ready to flip the 17-ft hull upright



LATITUDE / JR



## charlie merrill

and apply the final layer of planking. The design was chosen for its size, economy, versatility, traditional construction — and because it's hoped that it will be the first in a fleet of similar dories available for rent at RBMA's new waterfront headquarters.

North Bay Boat Works was chosen to build the boat based on a number of factors, not the least of which is they do beautiful work.

Founded three years ago by Hottnier and partners Jody Boyle and Jay Virok, NBBW occupies space in the Arques Ship-

*continued in middle column of next sightings page*

**Anton Hottnier works on the Swamp Scott dory 'Charlie Merrill' at North Bay Boat Works.**



## world sailing league

Just when you thought there was nothing new under the sun, two sailing legends have stepped up to the plate to prove you wrong.

Last month Paul Cayard and Russell Coutts announced their partnership with Portuguese sports promoter João Lagos to stage the World Sailing League. Long-rumored to be in the works, the unlikely trio formally introduced their plans at a press conference in Lisbon.

In case you don't know, Cayard, who lives in Kentfield, has a diverse racing background that spans five America's Cups, two round the world race campaigns and an Olympic Games. Meanwhile,

New Zealander Coutts is a former Olympic gold medalist in the Finn class, but is better known for skippering three AC teams to victory and winning 14 straight Cup races (the most by any AC skipper). For his part, Lagos is a former Davis Cup tennis player who has promoted tennis, golf, cycling, beach volleyball, surfing, equestrian, and motor sports events, primarily in Portugal but also around Europe, since the 1970s.

Most details about the WSL are soft at this early stage, but there is a working outline in place. Much as the name implies, the series will consist of 12 teams, representing nations, fleet racing 70-ft one design catamarans at 8 or 10 venues around the world each year. At the end of the series, the winner will take home \$2 million. In addition to helping organize the WSL, both Coutts and Cayard are the first two skippers to sign on. Lagos has put up more than \$65 million to get the WSL moving. That's peanuts compared to a modern America's Cup team budget, and it easily covers the cost of building 14 new boats (two will be spares).

The center-cockpit cats will come off the drawing boards of Marc van Peteghem and Vincent Lauriot Prevost, who have considerable experience with high-performance multihulls. A builder hasn't been named yet, but, given the WSL's tight timeline — a prototype boat will be launched in early 2008 and racing is scheduled to begin in 2009 — it's a fairly good bet that there won't be just one yard building all 14 boats.

It's also a good bet that there will be plenty of spectator appeal for the WSL. Coutts and Cayard chose to go with a multihull for its high speeds, versatile windspeed range and ability to go close to shore. Coutts told *The Daily Sail* website that the 70-ft boat length will "be large enough to make an impact wherever the circuit takes them." He expects that the boats will reach 15-17 knots of VMG, and easily sail up to 30 knots under the right circumstances. While the emphasis will be on short course racing, the organizers are leaving the door open for slalom courses and time trials.

Though they claim they're not making a statement about their former employers, it's obvious the WSL represents a radical departure from Coutts' and Cayard's experiences with the America's Cup. In addition to sailing boats with twice as many hulls and having teams represent nations (rather than yacht clubs — or sponsors — as AC teams now do), the WSL intends to place a limit on team budgets. The expected cost to field a team is \$6.5 to 8 million per year. This includes crew salaries, boat lease and transportation between venues. The number of crew for each boat hasn't been set, but is expected

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**Russell Coutts, João Lagos and Paul Cayard have finally come out with their plans for an international sailing series.**

# SIGHTINGS

## ws1 — cont'd

to be between 8 and 10, half the size of an AC team. Another part of keeping costs down will be limiting the teams' practice time.

No word about where racing will take place or which countries will be represented, but it's worth noting the information on the WSL website is available in Portuguese, English, French, Spanish, Italian, German and Chinese. Boats and equipment will be transported between venues on a customized support ship — what organizers consider a "transportable pit lane." The design brief currently states that the hulls won't require dismantling to fit on the mother ship, but it remains to be seen if that can be accomplished.

It's still early, but from where we sit, this has all the right ingredients — name recognition, money, experience, forward thinking and international support — to be a big winner for professional sailing. It's easy to imagine 12 catamarans like the one used in the remake of the *Thomas Crown Affair* blasting along the Cityfront.

That's not to say that we don't have some reservations. After all, what happened to other pro sailing events — the Ultimate 30s and the Pro Sail 40s, for example — back in the '90s? How will the teams' national representation be handled? (Given Coutts and Cayard's experience in the AC and their specific decision from the outset to have WSL teams represent countries, it will be interesting to see what criteria they use to determine team members' nationalities and how far down the line they enforce it.) Are there enough sponsors who will spend \$6 million a year for a relatively untested market like an international sailing tour? And can anyone really make sailing a spectator sport, particularly for non-sailors? As the old cliché goes, only time will tell.

We're hoping to catch up with Cayard when he's home again in mid-March to get more information. In the meantime, you can find a few additional details at [www.ws12009.com](http://www.ws12009.com)

— SS

## which is biggest? you decide

The biggest selling issues of powerboating magazines, we're told, are the ones that list the largest 100 motoryachts in the world by length. It's the nautical version of the Forbes 400 list of the richest people in the world, and appeals to our voyeuristic instincts in the same way. Being sailors, a couple of you might be interested in knowing who has the largest privately owned sailing yacht in the world. We wouldn't be too interested in this, but there's a strong local angle, as the owners of all three candidates are from the Bay Area. What's this 'candidates' stuff, you might be asking. The thing is that 'biggest' can be defined in different ways.

For example, the first really big boat of this century was Jim 'Netscape' Clark's clippership *Athena*, which is 295-ft overall, and which, at the time of her launch, had no rivals for the title of the largest privately owned sailing yacht. But last summer, when Belvedere's Tom 'scientist, businessman and venture capitalist' Perkins launched *Maltese Falcon*, his big Perini-Navi with the unique Dyna-Rig, things got a little confusing. For at 289-ft overall, *Maltese Falcon* is a few feet shorter than *Athena*, but in all other respects she is much larger. Because a bunch of *Athena*'s overall length comes from a bowsprit, she's actually 23 shorter on deck than *Falcon*, a whopping 56 feet shorter on the waterline, and displaces 130 tons less. As such, most experts would agree that, although a few feet shorter than *Athena* overall, *Falcon* is easily the bigger yacht.

Then late last year the fabled Lurssen yard in Germany splashed

continued on outside column of next sightings page

## charlie merrill

yard property that formerly housed the now defunct Sausalito Boatbuilder's Co-op. NBBW's goal is to preserve traditional boatbuilding methods and materials, and the eight new boats they've built — and repair jobs filling nearly every bay in the complex — show the need and appreciation of that commitment.

When completed, the gaff-rigged *Merrill* will incorporate five different types of local woods in her construction: oak frames, cedar planking, pepperwood keel, black locust breasthooks, and fir for the centerboard and oars. The boat will also





## — cont'd

feature a plaque listing the names of all contributors who donated \$500 or more to the project. The \$10,000 build cost was made possible completely through generous donations from Charlie's friends and the community.

Completion and launching of the *Charlie Merrill* is scheduled for later this spring. We'll be there to record the moment.

More details of the project, as well as photos showing the boat in various stages, can be found at [www.rbma.net/CharlieProject.html](http://www.rbma.net/CharlieProject.html).

— jr

## biggest — cont'd

the 305-ft (overall) three-masted schooner *Eos*. Although you won't read this anywhere else because Lurssen is tight-lipped about their clients, we've been told by a reliable source with inside information that she belongs to Barry Diller, who was born in San Francisco and started making his fortune in Hollywood after dropping out of UCLA for a job in a mail room of the William Morris Agency. After decades of enormous success in Hollywood, he's now really raking it in as the Chairman and CEO of IAC/InterActiveCorp, which owns the Home Shopping Network, Ticketmaster and Citysearch among other businesses. In '95 Diller was said to have been the highest paid executive in the United States, having earned \$295 million.

When it comes to the 'biggest sailing yacht' crown, *Eos* has the same problem as *Athena*. Although she's about 16 feet longer overall than *Falcon*, much of that is because of her bowsprit. For when it comes

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**Spread:** If not the world's largest privately owned motor yacht and sailing yacht, 'Rising Sun' and 'Eos', respectively, are sure close. **Inset:** Tom Perkins' 289-ft 'Maltese Falcon', arguably still the world's largest sailing yacht.



ELECTRONIC / RICHARD



# SIGHTINGS

## biggest — cont'd

to length on deck, she's actually 14 feet shorter than *Falcon*, and at the all important waterline, where long overhangs don't count, *Eos* is actually 23 feet shorter than *Falcon*.

So the way it looks to us, *Falcon* retains the title of largest privately owned sailing yacht. Apparently she won't be challenged for the title any time soon, as there are no new mega mega sailboats in build at this time. That isn't the case in the world of mega mega motoryachts, where Larry Ellison's 451-ft *Rising Sun*, to the right of *Eos* in the photo, was once the largest in the world. She's been surpassed, and more even larger motoryachts are being built.

The other word on the dock in St. Barth, where these photos were taken, is that *Falcon* is turning out to be a smash in her capacity as a part-time charter boat. For although it's going to cost you about \$500,000 before it's all done to charter her for a week, she's booked until sometime in '08. What's more, there has been so much interest in her unique Dyna-Rig that Perini-Navi has drawn up plans for 150-footers using two rather than three unstayed masts. As for Jim Clark,

continued on outside column of next sightings page

## 30 years

Yep, we can hardly believe it ourselves, but 2007 marks the 30th year that *Latitude 38* has been 'going where the wind blows.' We have several fun things planned to celebrate this landmark over the coming year, and hope that you can help out in one of the following ways:

- **What is your most memorable article or photo?** We're not talking about a section or column, but one specific photo or one piece of writing. It can be as short as a *Loose Lips* or as long as a feature article. It can even be one paragraph from a feature article. Whether you recall this item for being particularly funny, poignant, tragic, heartwarming — whatever — we want to know about it.

- **Do you have one burning question**



ALL PHOTOS LATITUDE / SUITER EXCEPT AS NOTED

## of latitude

**you've always wanted to ask the publisher?** Now's your chance. We're running an interview with him in April.

• **Has *Latitude 38* changed your life?** If so, how? We're talking significant changes — quitting a career to go cruising, meeting someone via *Latitude* and getting married — that sort of thing.

We want to compile responses from these polls into some sort of coherent whole for the April issue, which means we have to get responses by about mid-March. So please play, but don't delay. Email your questions or recollections to [editorial@latitude38.com](mailto:editorial@latitude38.com) with the subject words '30 years', or mail them to *Latitude 38*, 30 Years, 15 Locust Ave., Mill Valley, CA 94941. Please, no phone calls.



*Fine February fun — clockwise from here: 'Pixy Trails' enjoys an unusually spunky breeze; 'Anticipation' took advantage of the mild winter weather; the crew of 'After Math' flashed some skin; February ended up being a beautiful month.*

LATITUDE / JR

## biggest — cont'd

don't feel sorry about his no longer owning the 'biggest' crown. For in addition to reportedly really enjoying *Athena*, he's had Huisman start on a new version of the 135-ft J Class yacht *Endeavour*, and for all we know, still owns the exquisite 156-ft Frers-design *Hyperion*.

What's left unanswered is which of the two mega mega privately owned sailing yachts is the most beautiful. This is open to much debate, for while *Falcon* is spectacular in a sleek and ultra modern way, *Eos* is absolutely stunning in a classic way.

— RS

## in another world

If you read the February issue, you know that the Wanderer, the pen name used by the publisher of this magazine, celebrated 30 years of publishing *Latitude* by spending six weeks in the Caribbean, most of it aboard the Leopard 45 cat 'ti *Profligate*. We weren't doing anything particularly grand, just living aboard, working a bit, playing in the ocean a lot, and making friends with locals and other sailors. It was as sweet and natural as raw honey.

The overriding impression we got upon returning to the Bay Area, where we were born and have lived for all but two years of our life, and which is certainly one of the garden spots of the world, is that it's become a strange and unnatural place. (We're sure, of course, that the same can be said for most metro areas of the U.S., if not the world.) For until you've been away for a reasonable chunk of time, it's difficult to appreciate how much anxiety and fear-inducing sensationalist crap is pumped into your brain via all the various media outlets, and what mountains get made out of molehills. The deleterious effects on society at large are clear for any visitor to see.

Doña de Mallorca and we got our first whiff of this while at the Bath & Turtle Pub at Spanishtown in the British Virgin Islands a few days before flying home. We hadn't watched television in six weeks, but the pub had its set tuned into CNN News with Paula Zahn. Thank God the sound was off. We'd watched plenty of that stuff before we went to the islands, and it seemed normal. But not having seen it in a long time, it came across as completely bizarre. For one thing, the set, as well as the outfits worn by the host and guests, were of vibrant primary colors such as aren't found in nature. As for Ms. Zahn, Wolf Blitzer, and a panel of blabbering 'experts', they looked like freaks compared to all the people we'd seen in the previous 45 days. Their teeth were too white, they had enormous repertoires of phony expressions, and their unceasing over-the-top gestures had clearly been drummed into them by communication gurus. Plus, they made every stupid little thing seem so earth-shakingly important.

As for the 'news', what a joke. The astronaut in diapers, Mayor Newson's sex life, some preacher coming out of rehab for being gay, and God knows what else. Are there any news stories these days that don't, in some backhanded way, celebrate pride, avarice, lust, anger, gluttony, envy or sloth? We're not a prude, but we couldn't wait to get back to the boat to gaze at the stars and listen to the wavelets slap against the hull.

Our advice is to recognize that, when you live in the First World, your brain is being inundated with so much bogus information and low topics that it's almost impossible not to develop a completely unnatural impression of mankind and the world. The good news is that there is a more real world out there — particularly on the ocean — and the people who reside in it are much more pleasant than those normally found on television, in newspapers, and on the internet. Plus the events are usually far less catastrophic. Our hope is that you — and we — may inhabit this world more frequently in the future.

— RS



# CONTRARY TO ORDINARY

Larry and Maxine Bailey aren't what you'd call typical cruisers.

For starters, they don't particularly enjoy sunbaked tropical climates. So, while most modern-day voyagers vow to sail only between latitudes 20°N and 20°S, this adventurous pair have done much of their offshore sailing in the high latitudes — in both hemispheres. They don't particularly like canals either. So, while most circumnavigators opt to transit Panama's 'Ditch' and the Suez Canal these days, Larry and Maxine's travels aboard their Sceptre 43 cutter, *Shingebiss II*, have taken them around Cape Horn and the Cape of Good Hope, as well as along the south coast of Australia.

They claim to love high seas adventuring and experiencing foreign cultures in equal proportions, a fact which explains why their proposed 5-to-8-year circumnavigation turned into a 14-year odyssey that took them to 71 countries on every continent, and across every ocean.

They officially became circumnavigators when they recently crossed their tracks in the Aleutian Islands, of all places, logging 93,000 miles in the process — nearly four times the earth's circumference at the equator.

Both Maxine and Larry were born and raised in the Pacific Northwest and, before getting into sailing in the mid-'70s, their favorite outdoor recreation was mountaineering, a hobby which served them well as they explored the far corners of the world under sail.

Their offshore travels began in 1977 when they doublehanded their first boat — a Ranger 33 they'd bought in Hawaii the previous year — 2,500 miles from islands to Seattle. For several years they enjoyed cruising Northwest waters aboard her in all seasons. At some point Maxine popped the question that many a sailorman can only dream his spouse will someday ask: "How would you like to cruise the world on a sailboat after we retire?" It was music to Larry's ears.

Although the *Ranger* was fine for local cruising, including two trips around Vancouver Island and a jaunt out to the Queen Charlottes, they knew they'd need something more substantial for serious offshore work. So in 1984 they bought

sion, we had to have everything paid off and our two children raised before we felt comfortable heading out." He had been a pilot for a small airline and she'd worked as a dental hygienist.

Instead of making a beeline south, as most Northwesterners do, their "shakedown cruise" took them north to Alaska, where they explored the 50th state's dramatic contours all the way out to Siska Island in the Aleutian chain. How's that for an offbeat itinerary? "We were

phenomenally lucky weatherwise," they recall, "and vowed to eventually return via that path, hoping to do more hiking on the islands."

After returning to Seattle for a pit stop, they headed south — w-a-a-y south as it turned out. That first winter was spent in the Sea of Cortez, then it was on to Costa Rica, the Galapagos and

*"I don't know what it is about ice, snow and mountains. Combined with sailing, they have a tremendous appeal to us."*

*Shingebiss II*, a sturdy offshore cruiser, and began fitting her out for long-haul voyaging.

In the summer of 1992, having both recently retired at age 60, they tidied up their affairs and took off. "Some folks go cruising when they're young," observes Larry, "having their 'dessert first', as they say. But being children of the Depres-



ALL PHOTOS COURTESY SHINGEBISS II



# — THE LONG WAY 'ROUND

Easter Island. At some point along the way, Larry proposed that they go around Cape Horn. Maxine said she was in, upping the ante with the suggestion that they also check out Antarctica while they were in the neighborhood.

Apart from a blown transmission, which caused them to abort their Antarctic explorations within sight of the pack ice along the Antarctic Peninsula, the trip down through the Chilean fjords and around the Horn was magical, setting the tone for future high latitude adventures. "I don't know what it is about ice, snow and

mountains," Larry ponders. "Combined with sailing, they have a tremendous appeal to us."

From Antarctica, they sailed to the Falklands, with hopes of repairing their tranny, and ended up staying for a year.



**Above:** Back home in Seattle, Larry and Maxine have a boatload of memories. **Spread:** birding on South Georgia Island.

That proved to be serendipitous, as they made lasting friendships with many of the local Brits. Only two or three other private vessels passed through during that time. (The tranny? After three attempted repairs, a complete new one was eventually shipped down.)

Due to her mountaineering background, one of Maxine's favorite hobbies is birding. During the summer spent on South Georgia Island, roughly 700 miles east of the Falklands, she identified over 550 different species, not to mention elephant seals, southern fur seals and other marine mammals. As the accompanying photo shows, there was no shortage of penguins.

Another by-product of circumnavigating outside the tropical belt is being able to visit fabled

isles such as Tristan da Cunha and St. Helena, both British possessions in the middle of the South Atlantic, where few vessels of any kind ever stop. "Usually, the smaller the population, the friendlier the people," Larry explains, "but on Tristan a lot of the people were kind of shy. Afterwards, we heard that because of genetic inbreeding, many of the islanders are deaf. There are only 283 people on the whole island."

The Baileys were, nonetheless, quite a novelty on this lonely speck in the ocean, said to be the most remote inhabited island in the world. With no harbor, even salty world cruisers rarely stop, and only one ship a year brings supplies. Because *Shingebiss II* was anchored in an open roadstead, vulnerable to sudden shifts in the weather, the couple asked if they could complete outbound clearance papers at the same time they were clearing in. "Oh, we always do that here!" replied the officer. Sure enough, a blow came up that night, and *Shingebiss* was forced to seek the relative safety of the open ocean.

Before departing, though, Larry and Maxine had been given a special mission: to carry mail to St. Helena, a similarly isolated South Atlantic island which is most famous, of course, as the place of exile for Napoleon Bonaparte following his defeat at the Battle of Waterloo. Not long after their arrival, they were greeted by islanders with armloads of fruits and vegetables — and not just because they were carrying the Royal Mail.

*Not long after their arrival, they were greeted by islanders with armloads of fruits and vegetables.*

After all that far-flung rambling, Larry and Maxine were ready for some cultural input, so they spent several years exploring the Med, with plenty of inland trips to see the sights. "In terms of culture, we found the Med to be the most fascinating area we visited," Larry recalls. "Just try to think of something that didn't come from there: language, math, the arts. . . We found it all very exciting."





# CONTRARY TO ORDINARY

Maxine adds, "We have always made it a point to learn about the various places that we've visited. For example, when you realize you're standing in the place where Alexander the Great came over the mountain, well, it brings so much more meaning to the whole experience."

One of the delights of having an open-ended timetable was that they never had to be in a hurry. Among the many places they lingered was Turkey, where they spent a year. "There are still ruins of pre-Roman cultures all along the coast," explains Maxine. "It takes your breath away."

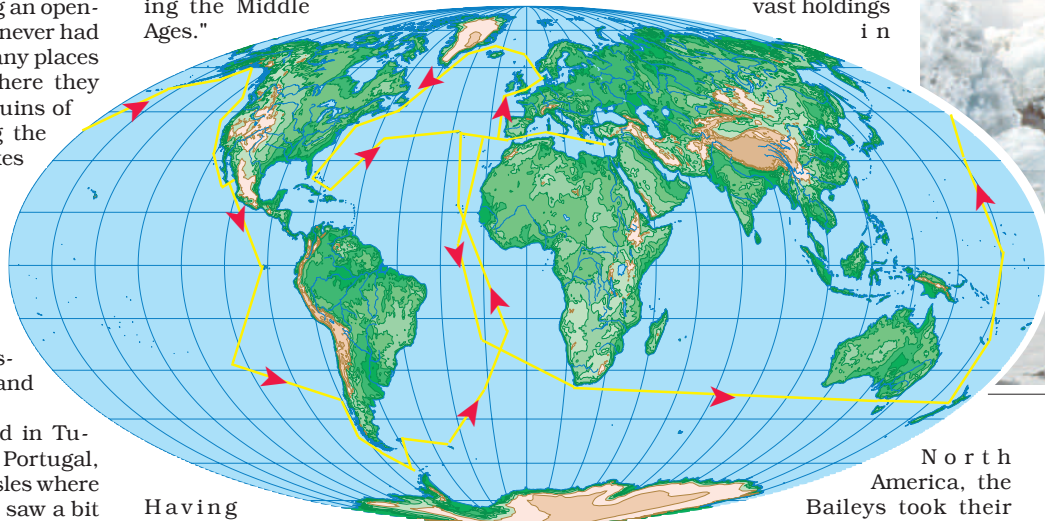
Although cruising in a group isn't typically the Baileys' style, while in Turkey they opted to join the Eastern Mediterranean Yacht Rally, which took them to North Cyprus, Syria, Lebanon and Israel, with side trips to Egypt and Jordan.

The next year they stopped in Tunisia en route to Spain and Portugal, then carried on to the British Isles where they circumnavigated Ireland, saw a bit of Scotland and checked out the Isle of Wight before wintering in London at St. Catherine's Haven on the Thames River, right next to the Tower Bridge. Needless to say, that was a delightful place to soak in English culture and history.

The next two years saw *Shingebiss* back in the far north latitudes. After stops in Belgium and The Netherlands, they hopped through the Frisian Islands (an archipelago that skirts the Dan-

ruins to explore," explains Maxine, "but the Baltic region has a very rich history. We enjoyed learning about things like the Hanseatic League, whose influence extended as far south as Venice during the Middle Ages."

Scotia. At nearby Ile Saint-Pierre, which, along with its sister island of Miguelon, represents the last remaining vestiges of France's once-vast holdings in



Having left *Shingebiss* in a Danish marina for the winter while they returned home for a month or two — an annual tradition — they pushed north in Spring to explore the Norwegian coast and the frosty waters of Iceland and Greenland. While other would-be circumnavigators were timing their movements to avoid tropical cyclones, Larry and Maxine were flirting with the Arctic Circle (latitude 66°N) as they rounded

North America, the Baileys took their sturdy 43-footer deep into the island's volcanic caldera. "We carry 300 feet of chain, but it wouldn't quite reach the bottom!" Luckily, they were allowed to use the solitary mooring there, but it was a nervous night, as they'd read an account by other cruisers of an 80-knot williwaw blasting through the caldera the year before.

The Baileys wintered in Nova Scotia, then spent much of the next two years

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The Baileys wintered in Nova Scotia, then spent much of the next two years



**In a lonely stretch of the South Atlantic, Larry stands his watch en route to South Georgia island.**

ish and German coastline), and transited the Kiel Canal to the Baltic Sea. This, too, is a culturally fascinating area. They visited Finland, Poland, Estonia, Russia and the Scandinavian countries, where, again, they were extremely lucky with weather. "They don't exactly have ancient

the top of Iceland. Surveying glaciers and hiking through primeval landscapes, the Baileys were again in their element: raw, unspoiled nature.

After the northern pack ice broke up, *Shingebiss* next crossed to the Canadian provinces of Newfoundland and Nova



**During their year in Turkey, the Baileys immersed themselves in history and had a look at a wealth of ancient ruins.**

gunkholing along the Eastern Seaboard, "poking in and out of historic places, which gave us a far greater understanding of our own culture."

After following the Inter-Coastal Wa-



# — THE LONG WAY 'ROUND



**"Cocktail anyone?" Maxine checks out the bergie bits in Alaska's Prince William Sound during 'Shingebiss' shakedown cruise.**

terway to southern Florida, they crossed the Gulf Stream to the Bahamas, then made a circumnavigation of Cuba and paid a visit to Haiti which was quickly aborted when they were hassled, then robbed by desperate islanders.

It's interesting to note that by the time they reached the Eastern Caribbean, they were only about 6,000 miles from crossing their tracks in the Aleutians — had they been willing to transit the Panama Canal and head north, that is. But, as we said, Larry and Maxine don't

3/4 of the way around the world, sailing first up to Bermuda, across the pond to the Azores, on to

touring. Looking back, they're extremely glad they chose the latter. "We bought a car and drove all over the place," Maxine recalls fondly. "We visited game parks, famous battlefields from the Boor, English and Zulu wars and even toured the

*"About that time, a cruise ship passed beside us and hailed us on the radio: 'Vut are you doing out here?!' asked a perplexed Scandinavian officer."*

Madeira and the Canaries, then south around Africa, across the Indian Ocean to Australia — with a circumnavigation of Tasmania thrown in for good measure — on to New Zea-

land, then north to Fiji, Tuvalu, Tarawa and the Marshalls, before arriving in the Aleutians in June of 2006. Between the Caribbean and Alaska on this 'long way around', they sailed at least 22,000 miles.

As with other destinations lying off the beaten track, Tasmania was a highlight for the Baileys. "We loved Australia," recalls Larry, "but we *really* loved Tasmania. I guess one reason is because the people seem to have an irreverent way of looking at everything, as well as a generally relaxed attitude. The favorite expression there seems to be, 'No worries mate, we'll work it out.'"

Kimberly Diamond Mines. It was all very fascinating."

We've touched on a few of the highlights here. If there were low points, the Baileys certainly don't like to dwell on them, but they did share some insights about a couple of their most challenging moments:

Chile's Patagonian coast is mostly sheltered by a chain of islands, but there's one stretch where you have to dip back out into the open ocean, skirting a broad cape before passing through the Golfo de Peñas and back into sheltered waters. A system of heavy weather was on its way, but the Baileys decided to chance it. Unfortunately, about halfway around, the weather started to build, causing them to reef down, down, down, until they were finally screaming along at hull speed under bare poles with about



**A pod of Orcas give 'Shingebiss' a sendoff.**

particularly like canals. And besides, adventure was still their goal, rather than simply completing a lap around the planet. So instead, during the next four years they made an ambitious circuit



**One of the last remaining relics from the Japanese occupation of Kiska Island is the rusty mini-sub.**

Another favorite layover was in Cape Town, although they caution that South Africa is a potentially dangerous place. Arriving at the end of the cruising season, they had to decide whether to push on almost immediately into the Indian Ocean or to linger and do some inland



**Always game for a challenge, Maxine and Larry strike a pose atop the 440-foot Sydney Harbour Bridge.**

80 miles left to go. "About that time," says Larry, "a cruise ship passed us and hailed us on the radio: 'Vut are you doing out here?!' asked a perplexed Scandinavian officer."

The tough part lay ahead, as they were out-running their estimated timetable



# CONTRARY TO ORDINARY

so that they would arrive at the precarious entrance in the middle of the night, instead of at dawn. "It was stupid not to have put out a drogue to slow down," says Larry, still a bit embarrassed at that blunder. Part of the challenge they faced was that the only charts available to them had been drawn by Captain FitzRoy of the *HMS Beagle* — yeah, that *HMS Beagle* — back in the 1820s! The charts varied from 'GPS reality' by as much as two miles, but with Maxine below, her eyes glued to the radar, they eventually made it past a mid-channel island to safety. "That time," admits Larry, "we were just plain lucky!"

Another memorable adrenaline-filled moment came a decade later: "After we left Cape Town and headed into the Indian Ocean, we were hit by several 50-knot storms," explains Larry. "At one point we'd had a 30° wind shift which, of course, set up waves from a new angle. It's somewhat unsettling to be at the top of a 30-ft wave and have a huge graybeard as tall as the spreaders come at you from a side



*Few American cruisers make it to the Baltic, but the Baileys found it fascinating. Pictured here is the storybook city of Talin, Estonia.*

angle! The cockpit flooded up to the combings, but eventually it drained and we got moving again."

Maxine adds, "After 11 years at sea we'd seen a lot of gales. But I don't think I'll ever forget that one. We were both in the cockpit and the sun was actually out. I was just hanging on and watching the whitecaps all around us. You just hope it doesn't get any worse!"

They also faced bad gales in the Aleutians and elsewhere, but after 14 years of cruising in all latitudes, they both echo the same sage wisdom: "You've just got to be ready to take whatever comes at you."

As with other voyagers who've been featured in these pages, the success of the Baileys' trips — especially in the high latitudes — is partly the result of thorough planning and preparation, carefully timing passages with the seasons and, of course, a little luck too.

To those who would follow in their wake, Larry advises, "I think you need



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## — THE LONG WAY 'ROUND

to be as prepared 'between your ears' as your boat is. It takes some toughness between the ears — mentally and emotionally — to do this sort of cruising. We were able to pull off everything we set out to do, partly because of luck, but also due to a realistic knowledge of what we were getting into. If you're obsessed with 'What ifs?' perhaps you'd better stay home."

Maxine would seem to be the ideal cruising companion for this old salt: confident in her sailing skills and equally invested in the voyaging goals. "I think a lot of women don't like cruising much because they really don't know how to sail very well and feel vulnerable. My advice is that they go out with just women — either racing or cruising. They'll learn how to do every little task without someone hollering at them and will probably have a lot of fun." Having learned that way herself, Maxine is a perfect example of that method's effectiveness.

The boat the Bailey's chose obviously served them well, and its pilothouse design kept them dry in rough conditions.

But Larry has to laugh today when he thinks back: "When I bought that boat 22 years ago I thought I knew everything there was to know. Of course, I'd do everything differently now!" The bottom

*"It takes some toughness between the ears — mentally and emotionally — to do this sort of cruising."*

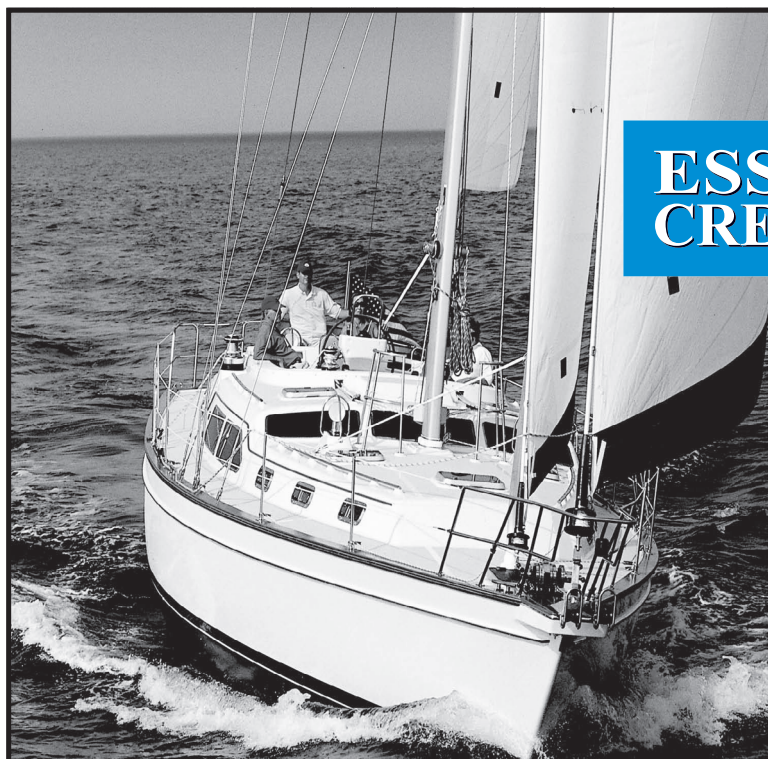
line, though, is this: "You can go around the world on anything if you know what you're doing."

Naturally, *Shingebiss* was equipped with all the requisite modern gear such as radar, weatherfax and GPS, plus a Monitor Windvane and an old Alpha autopilot that came with the boat and — amazingly — is still functioning. In recent years they added a chartplotter, which they love and fear at the same time. "I think that watching a picture of what your boat is doing instead of actually standing watch is terribly seduc-

tive," cautions Larry, "and potentially an invitation for disaster."

On the subject of safety, it's interesting to note that Larry and Maxine generally do not wear safety harnesses except in extreme conditions. "I figure if I go overboard, I'm dead anyway, and it takes three times longer to do anything with a tether on. But due to our mountaineering background, we always move only one arm and one foot at a time. Having said that, I'm not suggesting that others follow our example."

There are a couple of things, though, that this seasoned voyager would like readers to think about: First, he and Maxine contend that "Adventure, either mental or physical, is an essential part of a worthwhile life." Second, they feel that some bluewater cruisers these days seem to be crossing oceans and making distant landfalls for the wrong reasons: "We think we've observed a trend recently whereby bluewater cruising is becoming a competitive sport. Have we become so worldly and sophisticated that a child-like enthusiasm for a new adventure is



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# CONTRARY TO ORDINARY



beneath us? It seems to us that our society has created so much discretionary wealth that a large percent of the population can do whatever they want. Cruising stories in magazines, or conversations around the cocktail table turn to thinly disguised attempts at 'one-upsmanship': 'I went around the Horn.' 'Well, I went around in the winter.' 'Oh, I went around

**After 14 years 'out there', 'Shingebiss II' returned to Puget Sound last summer. She's still going strong after 93,000 miles of voyaging.**

when I was 80 years old.'

"We seldom hear cruisers wax romantic over the glory of a sunrise, the beauty of a special anchorage, the excitement of a new country, the joy of meeting new people, or the thrill of expanding

horizons. Where is the excitement, the fun, the love or passion for cruising? Or chasing a dream? For us, cruising is still special."

The day after *Shingebiss II* had crossed her tracks at Kiska Island last summer, fulfilling the last of many ambitious goals, Larry and Maxine popped open a bottle of champagne and raised their glasses to toast their good fortune. But Maxine caught Larry off-guard: "Happy anniversary, dear!" Stunned, he realized he'd forgotten that important date — June 25 — for the first time in 51 years of marriage!

Having now returned to their floating home on Seattle's Lake Union, with *Shingebiss* tied alongside, they lament that their serious cruising days are over. "Oh, but we are planning to sail up to Alaska again next summer," notes Larry.

Apparently the way one defines adventure is a matter of personal perspective.

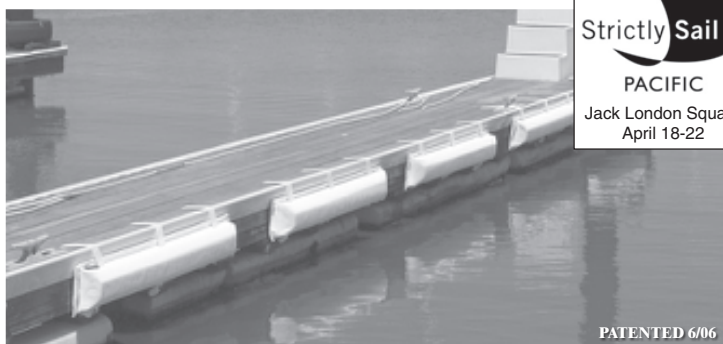
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# THREE BRIDGE FIASCO

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*"In preparing for battle I have always found that plans are useless, but planning is indispensable."*

— Dwight D. Eisenhower

As the general says, plans may be overrated, but doing your homework is not. So discovered the 279 single- and doublehanded boats that raced in the Singlehanded Sailing Society's Three Bridge Fiasco on January 27.

The wacky 21-mile pursuit race always manages to stir up passionate dockside debate about whether to round the three marks of the course — Blackaller Buoy, Treasure Island and Red Rock — clockwise or counterclockwise. (The sailing instructions do not specify.) This year, after carefully consulting tide books, charts and weather patterns, those in the know (namely Bay Area tide guru Kame Richards) predicted at the skipper's meeting that counterclockwise would be the winning route.

But then those in the know, and nearly everyone else, got to the starting area at the Golden Gate YC on Saturday morning. The wind velocity and direction were inconsistent at best, and a moderate ebb was pulling boats toward Blackaller faster than they could cross the starting line. Plans were reevaluated, and in some cases, tossed right over the rail.

A surprising number of boats this year decided there was a better chance of finishing in such dismal conditions if they colored outside the lines, so to speak. Some saw a wind line near Angel Island and cut across the Bay to Red Rock first. Others, including the tide guru himself, opted to let the ebb carry them to Blackaller and then retrace their steps back past the GGYC to T.I., rounding Red Rock last.

In the end, the early prediction was correct and counterclockwise proved to be the winning route. Bill and Melinda Erkelens' Moore 24 *Tortuga* was the first boat to finish, at 3:24 p.m.

"I know it doesn't work for everyone, but I don't believe in having a plan ahead of time," explained Bill about his pre-race strategy. "My general philosophy is to go whichever way keeps you moving."

From the start, the Erkelens (who won the Fiasco overall in 2005 on a Hobie 33, and won the sportboat class last year on their Wylie Wabbit) headed south and

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## — PLAN FOR ANYTHING



stayed out in the ebb, where there was at least a little wind. By the time they reached T.I., current was more important than wind.

"Things got flukey east of T.I.," said Sarah Deeds, who sailed her brothers' Express 27 *Magic Bus* with Pete Trachy to third place overall. "We took it wide, expecting a wind shadow from the island that never appeared. The boats that hugged the shore just rolled past us."

Several boats in the lead pack nearly ran aground looking for current relief. "I've never been so close to T.I. except when I've been on it," laughed Melinda. "At one point we were pointed at the island with our kite full, but moving sideways with the current instead of forward. It was the weirdest feeling."

The frontrunners were able to take advantage of the Swiss cheese condi-

tions — holes all over the Bay — to keep moving while other boats parked.

"We kept thinking that Melinda and Bill were hosed, and then they'd reappear out of a hole way ahead," Sarah said. Once around Red Rock, the wind filled in and it was a parade across the Bay to Blackaller and the finish off the GGYC.

Tom Jenkins and Eric Kownacki on the Express 27 *Witchy Woman* finished six minutes after the Erkelens and two minutes ahead of Deeds and Trachy. "We were very pleasantly surprised that we had such a good average speed," confessed Tom. "We knew it was going to be a slow and possibly rainy race, and we could have been out there much longer."

Crossing the line at 4:15 p.m., Terry Cobb's Express 27 *Mirage* was the first

singlehanded boat to finish. Cobb was 15 minutes ahead of the next solo sailor, Scott Owens' Holder 20 *Ida*, which was the smallest boat to finish.

For the record, the entry list was only three boats shy of the triple-century mark, making this the largest Fiasco ever and perhaps the largest Bay race in 2007. All but 18 boats made it to the start and 140 boats finished before the 7 p.m. time limit.

— latitude/ss

### SINGLEHANDED:

CLASS 1 (multihull) — No finishers. (2 boats)

CLASS 2 (< 99) — 1) **Larrikin**, J/105, Stuart Taylor; 2) **Moonduster**, S&S 47, Wayne Meretsky; 3) **Arowana**, Diva 39, Larry Riley; 4) **Na Na**, Saga 39, Dwight Odom; 5) **Tiger Beetle**, N/M 45, Rob Macfarlane. (11 boats; all others DNF)

CLASS 3 (100-160) — 1) **Animal Crackers**,

**Gordy Nash and Ruth Suzuki on Nash's modified Santana 27 'Arcadia' bring up the back of a pack of kites headed for T.I. Photo latitude/andy**

# THREE BRIDGE FIASCO

PETER LYONS/LYONSIMAGING.COM



LAURA WATT



LATITUDE / SUTTER



AJ PORSCHE



*Fiasco fun (clockwise from above) — There comes a time in a sailor's life when he wonders if it wouldn't just be easier with only one sail; boats that went clockwise faced a drifter through Racoon Strait; (right) Bill Bridge and Kame Richards try to will 'Golden Moon' forward in the light breeze and adverse current. Minutes later the 'Moonies' had to set their spinnaker to get off the beach when they ran aground near GGYC; 'Timber Wolf' finds breeze near Blackaller; Leif Wadleigh is all smiles on 'Mouette'; 'Chai D.M.' ghosts counterclockwise past Fort Mason; keeping the kite full down the Bay toward Treasure Island required extreme concentration; it was a beat up the home stretch to the finish for boats that went counterclockwise; 'Mouette' shows off her 46-year-old spinnaker; boats going every which way — slowly — at the start; Sylvia Seaberg and Synthia Petroka on 'Eyrie' finishing just ahead of Scott Owens' Holder 20 'Ida'.*

LAURA WATT



PETER LYONS/LYONSIMAGING.COM





# — PLAN FOR ANYTHING



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LAURA WATT



LATITUDE / ANDY



AJ PORSCHE



# THREE BRIDGE FIASCO

Olson 25, John Lymberg; 2) **Alchemy**, Olson 25, Joseph Kitterman; 3) **Firefly**, Dehler 34, Chris Case. (8 boats; all others DNF)

CLASS 4 (>161) — 1) **Emerald**, Yankee 30, Peter Jones. (9 boats; all others DNF)

CLASS 5 (non-spinnaker) — 1) **Slip Away**, O'Day 27, David Opheim. (16 boats; all others DNF)

SPORTBOAT — 1) **Mirage**, Express 27, Terry Cobb; 2) **Ida**, Holder 20, Scott Owens; 3) **Mirage**, Black Soo, Ben Mewes; 4) **Hurricane**, Moore 24, Al Germaine. (9 boats; all others DNF)

WYLIECAT 30 — 1) **Uno**, Steve Wanner. (1 boat)

## DOUBLEHANDED:

CLASS 1 (multihull) — 1) **Emma**, Corsair C-31, Bill Roberts; 2) **Sea Bird**, F-27, Rich Holden; 3) **Wingit**, F-27, Amy Wells; 4) **Lil Bear**, Corsair 31R-1D, David Austin; 5) **Three Sigma**, F-27, Christopher Harvey; 6) **Origami**, F-24, Bill Pace; 7) **Raptor**, F-27, Todd Olsen. (14 boats)

CLASS 2 (< 99) — 1) **Timber Wolf**, Farr 38, David Hodges; 2) **Outsider**, Azzura 310, Greg Nelsen; 3) **White Fang**, Beneteau 40.7, Mark Howe; 4) **Yucca**, 8-Meter, Hank Easom; 5) **Mintaka**



PETER LYONS/ILYONSIMAGING.COM

**A starting line with no specified course-side for a race with no specified direction is always fun.**

4, Farr 38, Gerry Brown; 6) **Fantasia**, Pearson 46, Kim Desenberg; 7) **Twist**, J/120, Timo Bruck. (14 boats)

CLASS 3 (100-160) — 1) **Bad Puddy Cat**, C&C 37, Matt Siddens; 2) **Black Sheep**, Beneteau 25, Sean Cavanaugh; 3) **Baleineau**, Olson 34, Charles Brochard; 4) **Arcadia**, Santana 27, Gordon Nash; 5) **Ad Lib**, Aphrodite 101, Neil Dodds; 6) **Harp**, Catalina 38, Mike Mannix; 7) **Sweet Ness**, Olson

25, Nesrin Basoz; 8) **Shaman**, Cal 40, Steve Waterloo; 9) **Lilith**, WylieCat 39, Tim Knowles; 10) **War Whoop**, Contessa 33, Chuck Hooper; 11) **Vitesse**, SC 27, Bart Goodell; 12) **Samba**, Olson 25, Bob Gardiner; 13) **Azure**, Cal 40, Rodney Pimental; 14) **Valhalla**, Beneteau First 38, Joshua Rothe; 15) **Shenanigans**, C&C 36, David Fiorito; 16) **Carmelita**, Catalina 42, Christian Lewis; 17) **Voyager**, Beneteau 345, Steve Hocking; 18) **Spirit**



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## — PLAN FOR ANYTHING

of **Elvis**, Santana 35, Lewis Lanier; 19) **Paradigm**, J/32, Luther Izmirian; 20) **Leilani**, Cal 40, Jay Capell. (39 boats)

CLASS 4 (>161) — 1) **El Gavilan**, Hawkfarm, Nick Nash; 2) **Ypso**, Cal 2-27, Tim Stapleton; 3) **Eyrie**, Hawkfarm, Synthia Petroka; 4) **Speed Racer**, Merit 25, Teresa Scarpulla; 5) **Wuvulu**, Islander Bahama 30, John New; 6) **Chesapeake**, Merit 25, James Fair; 7) **Synergizer**, Ericson 28, Larry Weinhoff. (28 boats; all others DNF)

CLASS 5 (non-spinnaker) — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Sheeba**, C&C 99, Michael Quinn; 3) **Joyride**, J/109, Jim Vickers; 4) **Dancer**, Tiffany Jayne 34, Richard Packer. (30 boats; all others DNF)

EXPRESS 27 — 1) **Witchy Woman**, Thomas Jenkins; 2) **Magic Bus**, Sarah Deeds; 3) **Simba**, Skip McCormack; 4) **Dianne**, Steve Katzman; 5) **Swamp Donkey**, Bill Goldfoos; 6) **Moxie**, Huw Roberts; 7) **Motorcycle Irene**, Will Paxton; 8) **Taz!!**, George Lythcott; 9) **Ergo**, Chris Gage; 10) **Strega**, Sebastien Payen. (19 boats)

EXPRESS 37 — 1) **Escapade**, Greg Mitchell; 2) **Golden Moon**, Kame Richards; 3) **Expeditious**, Bartz Schneider. (5 boats)

J/105 — 1) **Orion**, Gary Kneeland; 2) **Lightwave**,



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*Fiasco's finest — Melinda and Bill Erkelens were the first to finish on their new-to-them Moore 24 'Tortuga.'*

Craig Richard; 3) **Jam Session**, Adam Spiegel; 4) **Akula**, Doug Bailey. (11 boats; all others DNF)

MOORE 24 — 1) **Tortuga**, Melinda Erkelens; 2) **Morphine**, Brad Butler; 3) **Gruntled**, Bart Hackworth; 4) **Eclipse**, Scott Easom; 5) **Paramour**, Rowan Fennell; 6) **Wet Spot**, Michael O'Callaghan; 7) **Flying Tiger**, Vaughn Seifers; 8) **La Bomba**, Scott Jackson; 9) **Wally World**, Scott Sorensen; 10) **Topper II**, Conrad Holbrook; 11) **Numa Boa**, Gilles Combrisson; 12) **Moorigami**, John Siegel; 13) **E-9**, Lesa Gutenkunst; 14) **Mercedes**, Joel Verutti; 15) **Sunshine**, Stanley Martin; 16) **Banana Republic**, Kurt Rasmussen; 17) **No Moore**, Bernard Saggese; 18) **Tranya**, Colleen Maxwell. (36 boats)

OLSON 30 — 1) **Dragonsong**, Sam McFadden; 2) **Enigma**, Randall Lesley; 3) **Family Hour**, Jim Bilafer. (6 boats)

SF 30 — 1) **Borderline**, Olson 911SE, Bill Charron; 2) **Shameless**, Schumacher 30, George Ellison; 3) **Peggy Sue**, Laser 28, John Davis; 4) **Fire Drill**, Tartan 10R, Serge Bisson. (13 boats; all others DNF)

SPORTBOAT — 1) **The White Boat**, Wylie Wabbit, Andrew Hamilton; 2) **Nina**, Olson 29, Robert MacDonald; 3) **Smokin'**, Melges 24, Kevin Clark; 4) **Sand Dollar**, Mumm 30, Erich Bauer; 5) **Sapphire**, Synergy 1000, Dave Rasmussen; 6) **No Name**, Ultimate 24, Peter Cook; 7) **Max**, Antrim 27, Ryan Richard; 8) **Cento Miglia**, Flying Tiger 10M, Fabio Maino; 9) **AFM**, Hobie 33, Sean McBurney; 10) **Delicate Balance**, Andrews 56, Doug Storkovich; 11) **Always Friday**, Antrim 27, John Liebenberg; 12) **Kwazy**, Wylie Wabbit, Colin Moore. (23 boats)

WYLIECAT 30 — 1) **Silkye**, John Skinner; 2) **Lynx**, Steve Overton. (3 boats; all other DNF)

OVERALL — 1) **Tortuga**; 2) **Witchy Woman**; 3) **Magic Bus**; 4) **Morphine**; 5) **Dragonsong**; 6) **Gruntled**; 7) **The White Boat**; 8) **Simba**; 9) **Eclipse**; 10) **Paramour**. (297 boats)

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# OLDER WOODEN BOATS

**I**t's not often that you come across people who, although they haven't been involved in sailing for more than two decades, are willing to take the plunge

have in common is that they were both enthusiastic sailors when young, but dropped out completely for many years to concentrate on their family and careers.

Both are also within a few years of 60 and share a 'now or never' perspective. Only one of them, however, was motivated by the work of Osama bin Laden.



*Having taken the plunge by buying and delivering 'Lone Fox' to the Caribbean, DAVA and Ira happily settled into the island lifestyle.*

and buy a larger wooden boat. After all, even relatively small wooden yachts require lots of money, maintenance, love — and did we mention money and maintenance? While in the Caribbean this winter, we became friends with two daring individuals, one man and one woman, who took the big wooden boat challenge within the last eight months. The risk/reward of owning such a boat is high, so is it any wonder that both of these people made/make their money trading commodities? Another thing they

*It was cold and grey back in California when Ira, DAVA, Guillaume and others raced 'Lone Fox' around St. Barth on New Years Eve.*

Epstein figures you've got more to lose from the second than the first. Although he's only owned *Lone Fox*, the Robert Clark-designed 65-footer that was built by Scotland in '57 for Colonel Whitbread, for a couple of months, he feels confident enough to say, "I can't have be happier with what I've done."

But he didn't do it alone, as he got tremendous encouragement from DAVA, who is a jazz guitarist and writer — although she is better known to thousands of Marin residents for her Tickle the Clown persona. Despite the fact she would have preferred that the couple buy a flat in Paris, she was nonetheless totally supportive of the wooden boat dream. In fact, after they had a very rough leg — sustained 40-knot winds, 12-ft seas,

and six straight days of rain — from Newport to Bermuda on their way to the Caribbean, DAVA insisted on sticking it out for the long second leg. "There's only one right way to get to St. Barth," she says, "and that's to sail. So I told myself, 'I will make this ocean passage'." And, to her credit, she did.

**E**pstein didn't come to the world of wooden boats out of the blue.



Having grown up sailing Sunfish and other one-designs on Lake Michigan, he moved to San Diego in the early '70s. But deciding that even San Diego didn't provide all the sailing opportunities he wanted, he flew down to St. Martin in the Eastern Caribbean, swam out to the trimaran *Tane Manu*, and asked if they needed crew. "The skipper was the legendary John Smith," Epstein remembers. "He said, 'I get a 1,000 letters from people like you asking for crew jobs, but you're the first one who actually showed up!'" Epstein was hired. For the next four months he crewed aboard the trimaran on charter trips in the St. Martin area, then graduated to doing deliveries to





## NEW OWNERS



***'Lone Fox' looking splendid as seen during a St. Martin Heineken Regatta several years ago when owned by Chris van Trampe.***

places like St. Thomas, Virgin Gorda and Antigua. Among the boats he worked on was the 112-ft schooner *Grace*, then owned by Berkeley's Bill Bodle, who now owns the Sugar Dock in Richmond.

"The one boat I was in awe of at that time," Epstein remembers, "was the 72-ft Alden gaff schooner *Lord Jim*. We were stern-tied at Antigua's historic English Harbor in April of '75 when her new owner and his delivery crew arrived. It turned out to be Holger Kreuzhage of Sausalito, who would later do three circumnavigations with her. Forty-five days

later, Smith and I ended up in Aruba with the trimaran's sails so tattered that the press described us as survivors of a shipwreck. Right after ordering a sumptuous dinner in a restaurant, in walked

*"It's a bigger danger to not follow your dream than it is to follow it and find that you don't like it."*

Kreuzhage and the crew of *Lord Jim*. The next day I joined the schooner for the trip back to San Francisco. We sailed under

the Golden Gate flying full sail at high noon on September 26, 1975."

For the next 3.5 years, Epstein "lived and breathed *Lord Jim*," helping Holger get her ready for her first circumnavigation. Epstein wasn't that experienced or knowledgeable, and credits Holger with having a lot of faith in his abilities. *Lord Jim* did the '78 Master Mariners, then Kreuzhage left on his first circumnavigation. By that time, Epstein was married and had a daughter. "My family was the priority, so I didn't make the trip — although I did join the schooner for the leg from South Africa up to Antigua."

Epstein became a full member of



# OLDER WOODEN BOATS

mainstream society in '83 when he took a job at the Pacific Coast Stock Exchange. "I was an options trader, so five days a week I commuted from Bolinas to San Francisco via windy Highway 1 to work

*"After five months at sea, I came back not wanting to become comfortable again or be drawn back into 101 Corridor life."*

the 5 a.m. to 1:30 p.m. market hours in New York. Sailing didn't play any part of my life for the next 20 years."

Epstein and DAVA, both divorced and with grown children and homes in Northern California, got together a little

over a year ago. It was just before Epstein was about to join *Lord Jim* for another stint, this time from the Marquesas to Argentina via the Straits of Magellan.

"I needed to rejuvenate my soul," explains Epstein. "The five-month trip was long and there was lots of excitement, but it felt really great to be at sea again aboard an old wooden schooner. The trip was also a test to see if I wanted to get my own boat and live the sailing life full time. The five months and excitement didn't dissuade me. I came back home not wanting to be 'comfortable' again — which would have been so easy to do — or be drawn back into the 101 Corridor life. For if I became comfortable, I knew that the years might slip away and I might never realize my dream. In fact, if DAVA had not kept the fire alive, it might not have happened anyway.

We've written about *Lone Fox* be-





## NEW OWNERS



**Top; Ira and DAVA stand in the main companionway of the 50-year-old wood yacht. Left; 'Lone Fox' storms along in a strong breeze.**

fore, because she was previously owned by Chris van Trampe, then of Ventura. With the help of the Ventura Boatyard and, ultimately, a crew of his own, Van Trampe meticulously restored the beautiful ketch that Colonel Whitbread had owned for 23 years. Van Trampe brought *Lone Fox* north to compete in the Master Mariner's Regatta twice, finishing first in her division both times. He ultimately sailed her around to St. Barth, where he also took up residence, and successfully raced the boat in events such as the Antigua Classic Regatta.

Epstein had started casually looking at boats as early as '04. In fact, he'd flown to St. Martin back then to have a look at *Lone Fox*. While walking down the dock a quarter of the world away from Marin County, he bumped into Guillaume Touhadian, who he knew from the Sausalito waterfront. Touhadian had been visiting friends who owned a resort on nearby Saba, and just happened to swing by the boatyard *Lone Fox* was in. Like a lot of things in the *Lone Fox* project, it just

seemed meant to be.

Born in Cannes, in '06 Touhadian followed a young American woman back to her home in San Francisco, where her father worked in the embassy. Living near Ocean Beach, he began a career working on charter boats. "I've done over 1,200 charters on San Francisco Bay aboard boats such as *Glory Days*, *Kaialani* and many others. I loved it. In fact, I stayed for 10 years, long after the woman had returned to France. Although Ira has pulled me from the cold waters to join *Lone Fox*, I will return to San Francisco some day."

According to Epstein, Touhadian is a critical member of the *Lone Fox* project. "He's family, not an employee."

By mid-'06, Epstein still hadn't taken the plunge with *Lone Fox*. During the sum-

mer he and DAVA flew back to Vineyard Haven, where they noticed *Lone Fox* on *Nirvana's* mooring. They got permission to look around. When DAVA reclined on the deck, she brushed her hands against the teak. "I love this boat," she said. Right then Epstein knew he was in trouble.

"I'd almost bought the boat two times before, and didn't want to pass on the third for fear I'd be left standing on the shore," says Epstein. "So I made an offer and cast my fate to the wind." It wasn't the first time Epstein had gone into contract on a boat. Months before, in San Diego, he'd made a bid on *Alert*, the well-known 60-ft Rhodes ketch that had been built at the renowned Stone Boatworks in Alameda many years ago. "I ultimately decided that *Alert* needed too much work, and that I didn't want a fixer-upper. Besides, I'm not crazy about center cockpit boats because when you're driving you only get to see half your investment." Ira is a funny guy who often says stuff like that. Ironically, *Alert* would also later turn up in St. Barth.

But the deal on *Lone Fox* did go through, thanks in a large extent to previous owner van Trampe, who became a good friend and big help to Epstein. While it had taken Epstein a while to pull the trigger, there was never any doubt about what kind of boat he would buy. "I could never own a fiberglass boat because I needed a boat with a soul, and only wood boats have a soul."

Epstein knows that *Lone Fox* isn't going to build wealth, but he's hoping she can offset her expenses. And some money started coming in just two days after they arrived in St. Barth. "Having just

**Guillaume, far right, who has done more than 1,000 charters on San Francisco Bay, is considered part of the 'Lone Fox' family.**



# OLDER WOODEN BOATS

arrived on a long passage from Bermuda, we had to really hustle to get the boat shipshape for a fashion shoot. We had no idea who the model was going to be or what was going to be shot. It turned out to be Brazilian model Gisele Bundchen, who many know as one of the most famous models in the world. She was doing the summer casual line for Victoria's Secret. Bundchen was as nice a person as could be," agree Epstein and DAVA. One evening about a month later, we noticed Epstein and Touhadian sanding the side *Lone Fox's* house under the glare of floodlights. They were preparing to varnish the next day, as the following day they had a photo shoot for *Harper's Bazaar*.

"I know that you can't make money with a classic yacht," Epstein admits, "but I like the lifestyle. We're hoping to do a lot of day charters with a few



*It's not easy to own an older wooden yacht, but is there anything better?*

term charters mixed in. My idea is to do something I love and share it with others. For example, we had a great 10-day charter over the New Year's holiday with two highly-successful career guys whose friends own typical megayachts. They were having so much fun that they wouldn't let go of the helm, even on a moonlit sail from Saba to St. Martin. By

the end of the charter they told us that they would be looking to buy wooden yachts of their own."

*Lone Fox* charters for 1,500 euros a day or 9,000 a week, food, crew and just about everything else included. Complete information can be found at [www.lonefoxcharters.com](http://www.lonefoxcharters.com). Long term

summer plans call for the boat to either be in the Northeast or the Med, but probably not this summer. "I initially thought about taking the boat to Valencia for the America's Cup festivities, but now I think I'll stay in the Caribbean and keep up on the boat's maintenance. After all, *Lone Fox* is a 50-year-old wooden boat, and I'm the new caretaker."

Next month? Liza Baldwin, Osama bin Laden, and the very unusual *Van Ki Pass* story.

— latitude 38



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# ZIHUA SAILFEST '07



**A**s sailing events go, the annual Zihua SailFest is a bit tough to classify. Part regatta, part fiesta, part work party, part fund-raiser and part street fair, it combines low-key frivolity with heartfelt philanthropy, drawing dozens of cruisers who take as much pleasure from helping to build new schoolhouses as from

scorching their tongues on firehouse chili and coaxing their heavily laden cruising boats into racing mode.

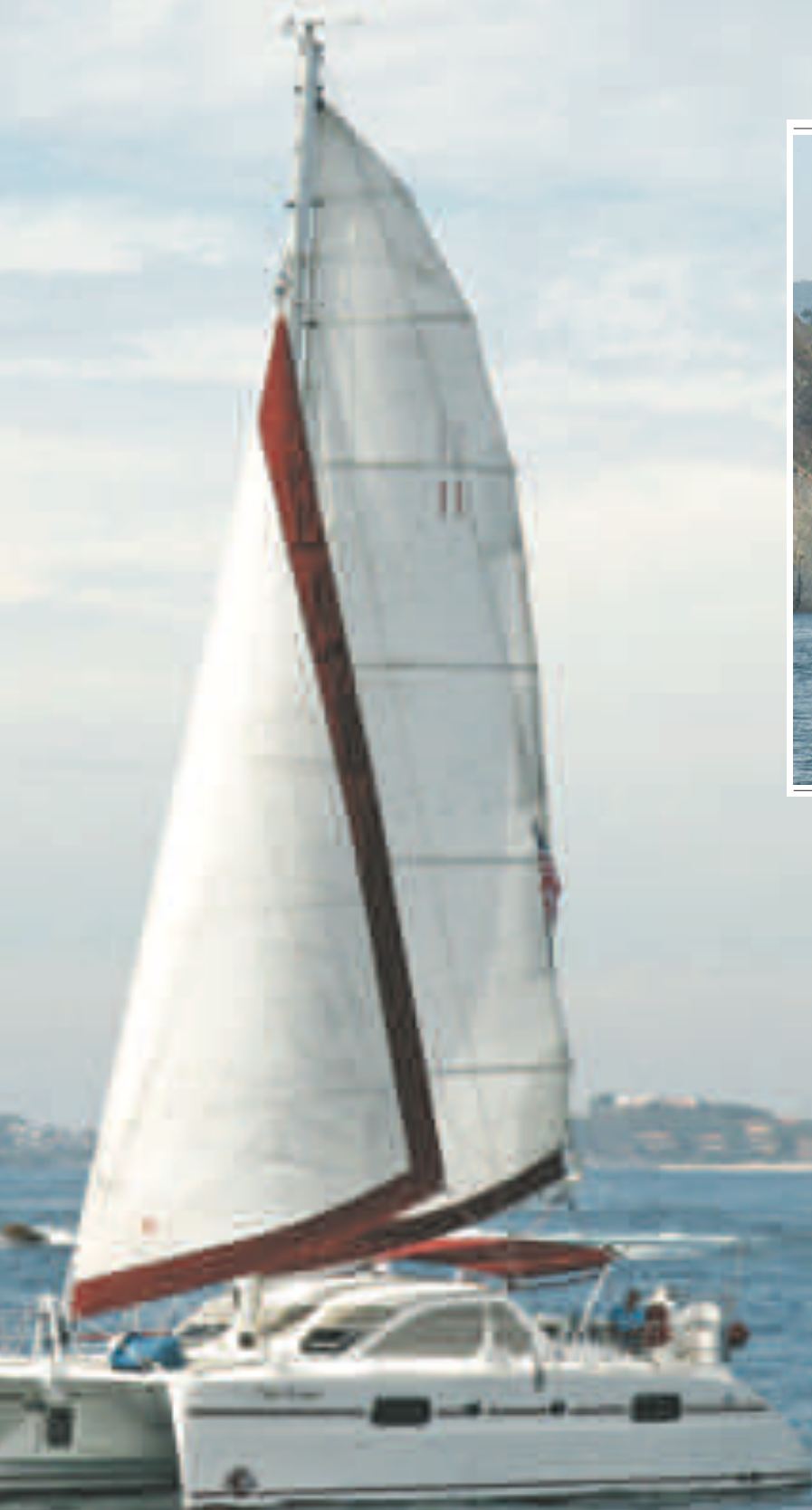
Lying roughly 375 miles south of

***Spread: Paul Biery's 'New Focus' sails unchallenged during the pursuit race off Z-Town. Insets: Racing was fun, but helping to build a new school was ultimately more fulfilling.***



---

## — PHILANTHROPIC PHUN





# ZIHUA SAILFEST '07

Puerto Vallarta, Zihuatanejo has long been a favorite stopover for North American cruisers, as it's still relatively sleepy compared to many other coastal towns. Now in its sixth year, SailFest, which was originally conceived by *Latitude's* 'Wanderer', is by far the town's largest cruiser event.

**H**eld January 31 to February 4 this year, SailFest did include a yacht race, but we'd bet that in a couple of months few who participated will remember who won — and even fewer will care. What *will* be long remembered by all, no doubt, is that close to \$90,000 was raised to

help fund the construction and support of local schools. While the event's list of activities included all sorts of contests, the focus was definitely on camaraderie and cultural exchange, rather than on white-knuckle competition.

In addition to enjoying beach games,





# — PHILANTHROPIC PHUN

ALL PHOTOS BY Z-FEST VOLUNTEERS

judging the traditional chili cookoff and attending a wildly successful benefit

concert put on by Zihua's finest musicians, roughly 150 sailors took a tour of

*Top row, left to right: "This chili ain't chilly," multicultural volleyball, students strain to win the tug, bodysurfing in the shore break, "Chili power!", 'Picante's foredeck crew salutes during the boat parade. Middle row, L to R: Innocence of youth, everyone tried to help, learning the basics, students 'consulting', hamming it up. Bottom row, L to R: Cross-cultural teamwork: hanging a door, cutting planking, attaching roof panels, hand grading the site, schlepping stones.*

a tar-paper shack on a crumbling hillside that presently serves as a schoolhouse at Nueva Creación, as well as the building site for a new school to be constructed with SailFest funds. They also had a look at the Netza School which was built, in part, with funds from earlier SailFest fund-raisers. Meanwhile, others swung





# ZIHUA SAILFEST '07



hammers to begin construction of Octavio Paz elementary school with the spirit of an old-fashioned barn-raising.

Lorenzo Marbut, who administers the not-for-profit Mexican foundation called Por Los Niños de Zihuatanejo, which was set up specifically to allocate SailFest donations, explained that Mexico funds

***A young scholar joins in the effort to construct Octavio Paz elementary school — talk about being proactive with your education!***

education only through grade 6. Most families in the state of Guerrero — one of the poorest regions in Mexico — can't

afford the \$250/year cost of sending their children on to middle and high school. However, according to Marlene Verdery of *Jelly Bean*, this year's event chairperson, many SailFest participants showed strong interest in sponsoring a child through high school.

Net proceeds from this year's event tallied 470,391 Mexican pesos, a figure which was matched, jointly, by The Belack Foundation and sailor Pete Boyce of the Sabre 402 *Edeleweiss III*, bringing the grand total to just a hair under 90 grand — half again as much a last year's tally, \$57,000.

In this era of self-absorption and lust for material wealth, it's truly refreshing to learn about such generosity. Three cheers for all who helped brighten the future of Z-town's kids.

— **latitude** / aet

To learn more about Por Los Niños de Zihuatanejo and how you can make tax-deductible contributions, visit [www.porlosninos.info](http://www.porlosninos.info) or [www.losninos.us](http://www.losninos.us).

The SailFest site is [www.zihuasailfest.com](http://www.zihuasailfest.com).

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# AMERICA'S CUP

Well, it's that time again. Believe it or not, the America's Cup is just around the corner. Yes, it's been four years since the home-turf massacre of *Team New Zealand* by the Swiss *Alinghi Challenge*. Now the time draws nigh for all the pomp, circumstance, mudslinging, subterfuge and lawsuits to begin anew. We can't wait.

Here's what it looks like in the next few months: **April 3-7** — The 13th and final 'Act' of the 'prequel' race program. **April 16** — Start of the two-month-long Louis Vuitton Challenger Elimination Series. **June 23** — The winner of the LVC faces *Alinghi* in the best-of-nine America's Cup races.

So sit back, put the armchair on autopilot, and ride along as we catch you up on who's who, what's what, and who's going to do what to whom when. Or something like that.

The spray had barely settled in the Hauraki Gulf before American software mogul Larry Ellison, runner-up in the 2003 Challenger trials, filed for his Golden Gate YC-based *BMW Oracle Racing* syndicate to become the Challenger of Record for the 32nd America's Cup. This was about the last traditional thing that happened.

From then until now, it has been a very different scenario than in past years. Instead of the America's Cup disappearing from the radar completely, as it has done before in 'tween years, Ellison and *Alinghi*'s Ernesto Bertarelli put their heads together and came up with two innovations to keep the Cup — or at least the Cup boats — in the public consciousness. The first was the Moët Cup, a series of match races in both the U.S. and abroad to showcase the splendid 80-ft IACC (International America's Cup Class) yachts. The San Francisco version rolled into town in September 2003, complete with bleachers, play by play announcing and even daily appearances by the Auld Mug itself, which had more bodyguards around it than Shakira.

That was just a warmup for the second and more salient 'act' — which consisted of a series of races inexplicably called Acts. There were to be 13 Acts spread out over four years in what is technically called the Louis Vuitton America's Cup Class Season Championships — but which everybody calls ACC for obvious reasons. These consisted of both fleet and match racing formats.

As mentioned, the main purpose of both the Moët and ACC series were to keep the America's Cup in the public consciousness. A secondary purpose of the Acts was — praise the heavens — to

trim almost a whole month from the interminably long Louis Vuitton Challenger Elimination Series.

If you've ever watched *Who Wants to Be a Millionaire*, imagine eliminating the silly first questions and starting at the \$1,000 plateau. This is the essence of the idea behind of the ACC program. Starting with Act 4, boats earned points that they will carry over to the 'official' Challenger Elimination series. The actual scoring system is complicated, but basically, high-point boats may either bypass early pairings or be advantaged in tiebreaking scenarios. Surprisingly, at the same time it does not disadvantage well-sailed boats which didn't do so well in the Acts.

These early collaborations between *Oracle*'s Ellison and *Alinghi*'s Bertarelli had some pundits wondering if anyone else would even bother to challenge — besides the plucky Kiwis, of course. Considering you could run a couple of small countries on the budget of any of these top teams, what would be the point of coming to the table with anything less? Thankfully, these worries were unfounded. In Valencia (chosen because Switzerland doesn't have any ocean coast), 'they built it' and, one by one, the syndicates came. Many were veteran campaigns, but there were also a number of newcomers — from new countries. Some had pockets deep enough to build the two new boats allowed by the rules. Some built only one, but converted an older boat to the new 'Version 5' configuration. And where some wondered if there would be any, now there are many — 12 teams from 10 countries and 5 continents makes this the most diverse America's Cup ever.

By the time you read this, they will all be in Valencia getting ready for sailing's biggest Big Show. Two months later, seven teams will be packing to go home. Darwinism was never more merciless than at the America's Cup.

Who will be left? The big three for sure — *BMW Oracle*, *Emirates Team New Zealand* and *Luna Rossa Challenge*. At this early date, we're going to guess the fourth syndicate will be hometown boys



PAOLO BASSANILUNA ROSSA



© THIERRY MARTINEZ/ALINGHI

It's okay to love the underdogs, but one of these four syndicates is going to win the next America's Cup (clockwise from here) — 'Alinghi Challenge', 'Luna Rossa Challenge', 'Emirates Team New Zealand' (showing the new 'gaff' mainsail configuration), 'BMW Oracle Racing'. The action starts next month.

*Desafío España 2007*. As much as we'd like to see a 'dark horse' syndicate spring from the field, it just doesn't happen at this level of sailing. The syndicates who do best are always the ones with the biggest warchests.

Who will win the Challenger Trials and face *Alinghi*? And will *Alinghi* prove, once again, that the Swiss penchant for excellence goes beyond accurate watches and punctual trains? Or will a new winner hoist sailing's oldest trophy high in triumph? Only time will tell.

The following is a quick look at the players in order, more or less, of our as-



# PREVIEW



assessment of their staying power (which happens to be about the order they are ranked in the current ACC standings.)

## THE DEFENDER

**Alinghi Challenge** (Switzerland)

New Boats — SUI 91, SUI 100

Might as well start at the top. Bertarelli's victory in New Zealand in 2003 was not as big an upset as one might think of an effort from a country which, after all, has no coastline. Bertarelli, young and smart, did it by headhunting top talent — including hiring both 2000 Cup winning skipper Russell Coutts and tactician

GILLES MARTIN-RAGET/BMW

Brad Butterworth away from *Team New Zealand*. Coutts has since gone on to other projects, but Butterworth is back as skipper of the sailing team. *Alinghi* recently wound up a series of 'defender trials' off Dubai, which were intended to resolve the pleasant dilemma of which world-class skipper — Peter Holmberg or Ed Baird — would steer the boat at the America's Cup. The decision? Too close to call, more testing needed.

Although, as defender, they gained no points in the ACC Series, *Alinghi's* record certainly struck fear in the hearts



EMIRATES TEAM NEW ZEALAND

of every challenger. In a performance reminiscent of the '03 Challenger series, *Alinghi* won five of the six Acts in 2004-2005, losing just two races in 33 starts. In 2006, the team finished in second place, but — significantly — was the only one among the top four teams to be sailing their old boat. In other words, the top challengers, sailing brand new boats, were hard pressed to compete against the Swiss team sailing its old (albeit modified) boat from the last Cup. Call it blasphemy, but to us they look unbeatable already.



## THE CHALLENGERS

**BMW Oracle Racing** (USA)

New Boats — USA 87, USA 98

Back once again as the only American challenger, Larry Ellison's *BMW Oracle* is looking stronger than ever. As significant to this effort as Ellison is team CEO Chris Dickson, who has sailed with Ellison through many big-boat campaigns (and helmed his own *Tag Heuer Kiwi Cup*

# AMERICA'S CUP

syndicate in 1995). There are few in the game with Dicko's unique combination of experience, skill and, well, let's call them 'no-nonsense' leadership qualities.

In the three years of ACC racing, *BMW Oracle* earned a second (2004), third (after losing a tiebreaker in 2005) and third (2006). Overall, they are currently ranked third in the ACC standings, trailing *Team New Zealand* by two points.

## **Emirates Team New Zealand**

New Boats: NZL 84, NZL 92

If ever there were a comeback comparable to Dennis Conner's memorable victory in Fremantle in 1987, it could well be *Emirates Team New Zealand*. Having first won the Cup under Kiwi sailing legend Peter Blake in 1995, and successfully defending it in 2000 in the famous 'red socks' campaign, again with Blake, the team imploded in 2003 with the ineffective 'hula', the flooding cockpit and the dismasting heard round the world during the Cup races.

Within months of the debacle, the team had installed another Kiwi sailing legend, Grant Dalton, and found a large infusion of cash from the Dubai-based Emirates Airlines. The result was wins in the 2004 and 2006 ACC seasons (and a second in 2005), and an overall lead in the cumulative Challenger standings.

## **Luna Rossa Challenge (Italy)**

New Boat: ITA 86 (others updated)

Back for their third try at the Auld Mug, the always stylish Prada-backed team is the strongest of three Italian syndicates coming to Valencia. Everywhere you look, there are plusses on this team. The skipper, Francesco de Angelis, was timid and indecisive in his first races in 2000. Now in his third A-Cup and 10th year with the team, he is one of the best drivers out there. With many other returning veterans, this team has the depth, talent and money to once again win the right to challenge (as they did in 2000), and possibly to win. Currently ranked fourth in the Acts series, *Luna Rossa* was the first team to set up shop in Valencia — and could well be the last to leave.

## **Desafío Español 2007 (Spain)**

New Boats: ESP 88, ESP 97

This is Spain's fourth consecutive foray into the Cup wars and once again, they seem to bring an intangible extra something to the proceedings. With the possible exception of the French, *Desafío Español* has often pulled the most surprising victories from the jaws of defeat. And having homecourt advantage in

The Bay Area's Paul Cayard flew to Valencia in February for two months of consulting work with Spain's *Desafío Español 2007* syndicate. As you may already know, Paul's vast sailing experience includes skippering two Volvo Ocean Race programs (*EF Language*, which won in 1998, and *Pirates of the Caribbean*, which ended up second in the most recent edition), as well as participation in half a dozen America's Cups, including his own St. Francis YC-backed syndicate *AmericaOne* in the 2000 series.

"Walking into a program like *Desafío* that is up and running on all cylinders is quite impressive," Cayard wrote on his website, [www.cayardsailing.com](http://www.cayardsailing.com), last month. Here are some of his further observations about how this Cup is shaping up, and how it differs — or doesn't — from his previous involvements.

## **The Teams**

Most teams are multinational — each team strives to acquire the best talent regardless of nationality. But it is a factor that has to be managed. Integration of different cultures and languages is something that requires cultivation, just like boat speed. I think this has been one of the biggest challenges for *Desafío* and is something that gets better every day. Ultimately, what every team needs is good communication in order to operate effectively.

Another important factor is solidarity. With the competition as tough as it is this time, no team will be immune from bad days. One of the factors of this Cup will be which teams can come back from a bad day and put their 'A' Game on the next day without any lingering hangover.

## **The Boats**

My first impression of the boats is how slow they are. It isn't really a fair appraisal, I suppose, as I just finished sailing 35,000 miles on a boat that goes

Valencia with basically the whole country rooting for them can only help.

On paper, this team also looks very strong — soon after the last Cup, they acquired *One World*'s two boats and design information, as well as Dawn Riley's famously yellow USA 51 *America True* from 1995. Their new boats were designed by the San Diego firm of Reichel/Pugh and, last month, they hired Paul Cayard to

35 knots on a regular basis. It is a different game sailing these boats. It is quite a chess match to position your big heavy beast between the destination and the other boat. Once you occupy a certain space on the race course, it's very hard for the other boat to get around you. The (Version 5) boats are very narrow, longer than in 2000, and it seems they have the displacement pushed out more to the ends. This makes for a boat that wants to go straight. Turning sharply creates so much turbulence that it can park the 24-ton boat very quickly. The boats have very short chord rudders which are very balanced and give little 'feel'.

## **Sails**

Sails have continued to evolve. The mainsails have a 'gaff' batten at the top, which gives the sail a big, flat top and nearly parallel leech and luff. The genoas have battens that increase their horsepower tremendously. These facts, coupled with one ton less displacement, give the boats greater acceleration than the 2000 boats.

## **The Realities**

The Louis Vuitton Series will be fast and furious. There are 11 Challengers who will race two round robins in one month. After that, seven teams are eliminated. That is harsh reality. Hopefully my experience (with *Desafío*) can be of use in helping decide what is worth spending these valuable last man days on and what is not.

## **Bottom Line**

In the end, I think most races will be decided by the team that sails best that day. The start, controlling the correct side of the course and executing maneuvers perfectly under pressure are what make the difference between a 'W' and 'L' in the win-loss columns. And that's the way it should be.

— Paul Cayard

oversee boat and team training.

They also seem to be better funded than any previous Spanish team.

Perhaps most telling, after three years of ACC Acts, they lie in fourth place overall — a massive 12 points ahead of the fifth place boat. If ever there were the potential for a dark horse syndicate to come to the forefront of the America's Cup, *Desafío Español 2007* is it.



## **Victory Challenge** (Sweden)

New boat: SWE 96

The '07 America's Cup is the second for this team and, without putting too fine a point on it, it seems they should be showing better than they are. Making it to the quarterfinal round of the Challenger series in 2002), the *Victory Challenge* has stayed mostly intact — even keeping the same boats for design and testing. Their newest steed carries the fine pedigree of German Frers. Magnus Holmberg runs the show, and local talent Morgan Larson is part of the crew. All that, and *Victory* was still stumbling through the ACC proceedings of the last few years like a runner with a leg cramp. With the exception of a few early wins and occasional brilliance, they were consistently middle of the fleet. Which is exactly where they sit in the overall standings: sixth.

## **Mascalzone Latino Capitalia**

New Boats: ITA 90, ITA 99

When *Mascalzone* appeared for the first time at the 2002 Challenger Series, the 'Latin rascals' were better known

for their great compound parties ashore than for their performance on the water. Team head Vincenzo Onorato, a newcomer to the A-Cup scene, said from the beginning that he was there in '02-03 just to get his feet wet and that he would return in 2007 with a serious effort. True to his word — *MLC* is back and this time, it's no more Mr. Nice Guy. Embarking on an ambitious development program using Dennis Conner's old USA 66 and USA 77, *MLC* has built a solid team which, unlike most multinational teams, prides itself on having an "almost all-Italian" crew.

The rascals didn't fare very well in '04-05 ACC proceedings, but with two new boats, really came alive in '06, finishing fifth on the year and fifth overall in the Challenger rankings.

## **Areva Challenge** (France)

New Boat: FRA 93 (other updated)

You may recall the first rumblings of this syndicate during the '03 Cup matches as the *K-Challenge*. Signing on title sponsor Areva, this young team had reportedly benefited greatly from their

purchase of the boats and 'intellectual property' of the winning 2000 *Team New Zealand* program — including Cup winner NZL 57 (now FRA 57). They also enjoy the expertise of the Bay-based Dawn Riley, who has sailed in two America's Cups, one of them as head of her own syndicate, *America True*.

Their new Bernard Nivelt boat, though a bit inconsistent, has shown surprising bursts of speed, including 'explosive' wins over both *Alinghi* and *ETNZ* during the Acts program. They are currently ranked seventh on the Louis Vuitton rankings.

## **United Internet Team Germany**

New Boat: GER 89

2007 marks Germany's first entry into the America's Cup in its 156-year history. The team, led by two-time Olympic Soling gold medalist Jesper Bank, converted *Mascalzone's* 2003 boat into a Version 5 IACC, and that's the boat they raced in the 2004-2005 Act series. Like *Mascalzone* before them, this new team (half of the crew had never sailed an America's Cup boat before) mainly

## ONE CHALLENGER



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## ONE DEFENDER



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# AMERICA'S CUP PREVIEW

came to Valencia to test the waters for the future, and to get around the course in one piece and with some semblance of dignity. Although they actually won a few races, the team struggled in heavier conditions. Combined with some crew injuries, after the 2004 and 2005 seasons, they ended up 10th. They chose not to race in 2006, instead focusing on building and sailing their new boat.

## **+39 Challenge** (Italy)

New Boat: ITA 85

+39 (originally the *Clan Des Team*) was the first challenger after *BMW Oracle* to sign up for '07. While the team has some deep talent, including Olympic medalists, in the afterguard, they are new and inexperienced at this level of competition and, in our opinion, have already made some grievous decisions that don't bode well for advancement.

To begin with, the trial horse they chose was the former SUI 59. You may remember this as the infamous *Be Happy* from the 2000 Cup, a two-rudered freak of a boat that didn't win a single race in the Challenger Series and

could barely get out of its own way. Yes, they bought it from *Alinghi*, who actually made it into a real boat. But, well, if you want to breed champions, you don't start with a mutt.

The second questionable decision was not to race in the ACC Series in 2004 or 2005. In 2006 — with ITA 59 — they managed an eighth, which is where they stand going into Act 13.

## **Team Shosholoza** (South Africa)

New Boat: RSA 83

*Team Shosholoza* is another first-time participant from another first-time country. And in a *real* first, most of the crew actually *are* native South Africans, including helmsman Mark Sadler, who at age 30 may be the youngest skipper in attendance at the Challenger Trials. The team has the distinction of building the first new Version 5 IACC yacht, but RSA 83 didn't fare too well in the 2004-2006 Acts, ending up seventh overall in 2006 and ninth overall in the Challenger ranking table. Realistically, *Team Shosholoza* will be going home early, but they will be doing so proudly, having learned a lot

and paved the way for a strong return next time.

## **China Team** (China)

New Boat: CHN 95

Another fledgling team from yet another first-time country, *China Team* was the last syndicate to enter the '07 Cup, but they came pretty heavily armed. Venture capitalist Chaoyang Wang formed a partnership with *Le Defi*, a French challenger in the last two America's cups, and when '03 was over he got their boats, assets, knowledge base and many team members.

So far, unfortunately, it has pretty much come to naught. *China Team* finished last in '04, '05 and '06. The best face you can put on it is that the team has nowhere to go but up — or home. We have no doubt they will also be back for the next Cup, looking stronger than ever in their beautiful dragon-sided boats.

**F**or more on all aspects of America's Cup XXXII, log onto [www.americascup.com/en/](http://www.americascup.com/en/).

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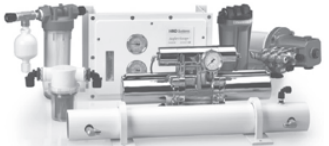
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# ODYSSEY OF

“Is that a Saint Pierre dory?” asked the woman, breathless from rushing over from a dockside restaurant to where



**Bob Germann.**

*Ragmeg* was tied up in Salem, Massachusetts.

"Yes it is," I responded. I was used to the attention my boat drew, but this out-of-breath woman seemed to know as much about the design as I did — perhaps more.

All became clear when she introduced herself. "I'm Dr. Sharon Brown, Curator of the Boat House at Mystic Seaport, Connecticut. I'm here to gather material for a biography I'm writing about John

months before in Nova Scotia. I'd flown there from my home in Oceanside to begin a long singlehanded journey home to Oceanside, California. I'd already had some great times and some near misses — two heart attacks early on, and nearly running onto rocks and destroying the boat the first day. But now I was feeling fit as my little boat and, at age 80, I was having the time of my life.

This story really begins in 2002, when I went to Nova Scotia to see the revered Canadian tallship *Bluenose II*, a recreation of the famed 160-ft Grand Banks fishing schooner which never lost a race in the schooner races of the 1920s, and whose image graces the Canadian dime. Being one of those people who like wooden boats, I also wanted to visit the remnants of the once thriving wooden boat industry back east, and be able to talk to some of the workers before they were gone.

A year prior to this trip, I had accidentally stumbled upon an internet site showing a lovely 12-year-old Saint Pierre dory that had been built by a man named Peter Willis to a design from Gardner's *Dory Book*. Upon arrival, I found this same dory, well cared for, on the banks of the LaHave River near Lunenburg. By then I had done my research, so I could really appreciate what I was looking at.

The roots of the dory — characterized by a flat bottom, tallish sides and ease of building — go back to the first Europeans who landed on the Eastern shores of the New World. Before harbors were around, the simple dory designs were easy to land and launch from the beach. They were of course working boats in those days,

*"You got in the water? These waters are filled with alligators, copperheads, water moccasins . . ."*

Gardner. When I saw you sail in I didn't want you to get away!"

John Gardner! The name is spoken with reverence by any dory lover worth his salt. Gardner, who passed away in 1995 at age 90, was considered the foremost authority on dories. His *The Dory Book*, published in 1987 and reissued several times, is considered the 'bible' on the subject.

The pleasant first encounter with Sharon Brown was just the latest chapter in an adventure that had begun some

and two men could reportedly fill a small dory with a ton or more of fish in a day. As time passed, the dories eventually got stacked on the decks of larger craft to ply the fishing trade farther offshore. Schooners like *Bluenose* could carry as many as one or two dozen of them, stacked on the deck like spoons in a utensil drawer.

Nova Scotian boatbuilders continued building dories into the late 1950s. By then, many were going to more pleasurable pursuits, such as Boy or Girl Scout

camps, but still proving their versatility, with the Coast Guard even ordering a version. Dories had something of a resurgence in the 1970s (due in large part to John Gardner's books and articles) and today, you can buy plans or order new dories from a half-dozen different builders or design firms.

The Saint Pierre dory itself — named







for the fishing town in Newfoundland which thrived when cod was king — is one of the larger versions on the theme. *Ragmeg* is 27 feet long, and is rigged as a cat schooner.

Call it fate — I made an offer. The next thing I knew, I was 10,000 sea miles from home with a pretty little schooner. What was I to do? There seemed only one

***'Ragmeg' daysails off Oceanside after her long trek home. The boat was built in 1990 to a design from John Gardner's 'The Dory Book'.***

choice: sail her home to California.

**I** bought the boat in June. She spent the next winter indoors at the Snyder Shipyard. I returned in April, 2003, to

begin modifications to make *Ragmeg* more seaworthy for the long voyage to her new home.

Snyder's Shipyard is about 10 miles upriver from the Atlantic. When I arrived, *Bluenose II* was on the ways at Lunenburg. In the first of many happy coincidences that befell my little craft and I, it turned out that all the ship-

# ODYSSEY OF

ALL PHOTOS COURTESY BOB GERMANN

wrights engaged in working on *Bluenose* were from Snyder's Shipyard. As a result of the work done to *Ragmeg* by several of these men, I was freely welcomed aboard *Bluenose* to watch the shipwrights ply their craft. I even met and became friends with Orval Banfield, former captain of *Bluenose II*, and spent a memorable stormy afternoon with him at the River Pub beside a glowing potbellied stove, drawing on his knowledge to make decisions about my boat. The most significant of these were finalizing the design of my centerboard, and the decision *not* to install a bowsprit or headsails on my boat.

On weekends, when the yard was closed, I drove south, taking secondary roads that hugged the coastline. I visited many coves and ports as far south as Yarmouth in the event I had to duck in somewhere during the first leg of my passage to Maine. If I had to find that 'port in a storm', I would have at least seen the place once before and it would not be entirely strange to me.

Perhaps the strangest part of this whole voyage was that I arrived in Nova Scotia with no history of heart disease, but within two months I had two heart attacks. Fortunately, my first attack occurred in Bridgewater (where I had a hotel room during *Ragmeg's* fitting out) and the hospital was only four minutes away. The second attack happened at my first stop, Shelbourne, and the hospital was only five minutes away. Instead of suffering my attack at sea with no care available, I had excellent care within minutes. It seemed like someone was watching out for me.

Following the second attack, I flew home to Oceanside to undergo angioplasty. Ten days later, and on the appropriate medication, I was back aboard *Ragmeg* bidding farewell to my friends at the Shelbourne Yacht Club, especially commodore Alan Burke, who had taken such good care of me when I staggered up the dock that day, and had watched over *Ragmeg* until I returned.

It was an inauspicious beginning. I learned quickly that the Continental Shelf can brew up a steep chop that we Southern California sailors are not used to. Once I rounded the lighthouse at Mosher Island and turned southwest towards my destination, the mouth of the Shelbourne River, we were motoring straight into the wind and icy spray soon covered the boat and me. I soldiered on for a while, unable to engage the autopilot because it kept popping off the tiller

fitting whenever we crashed into a big wave. Finally, after several hours, I was wet, frozen and tired. I knew I had to get into dry clothes and foulies. My GPS showed we had plenty of sea room, so I turned off the motor and went below to change.

Inside the cabin it was a different world. No wind, no icy spray, no noise, no heaving horizon. I wriggled out of my wet clothes and spent the next half hour laboriously putting on dry clothes and struggling into my foulies. It was so nice and warm in the cabin. Maybe I'll lean against this sailbag for just a minute. .

BUMP! What was that? BUMP! BUMP! That was something solid! I glanced at my watch — it had been over an hour since I leaned against that sailbag. I had fallen asleep!

I burst out of the cabin into the cockpit to see a solid wall of granite rising 40 feet out of sea *right next to the boat*. I swung around to see another black wall to starboard, not 15 feet away. Looking past the bow, I saw the two walls of stone converging about 70 feet ahead, accompanied by large boulders rising up out of the shallows. I looked behind and saw about a two-foot wave coming toward us that would surely carry us onto the boulders ahead. . . .

I grabbed for the ignition key and turned it. The Lister two-cylinder diesel came to life immediately and the propeller bit into reverse. When the wave caught *Ragmeg*, the dory jumped through it backwards and started out of the 'vault'. I kept it in reverse until we cleared the rocky crevasse, then shoved the engine into forward and spun the boat around to head for open water. Looking back, I saw we had been swept into one of many huge openings along the sheer rock cliff of an island.

Once back in open water and with no apparent damage, I found the downwind ride so exhilarating that I decided to just go with it all the way back to the protected waters of the LaHave River where I found a quiet anchorage, dropped the hook in 10 feet of water and went to sleep. What a first day!

There were a few more starts and stops those first few days, but eventually



*Ragmeg* and I started making progress down the Nova Scotian coast, and then beyond.

On July 1, at 9 a.m., *Ragmeg* and I cleared West Pubnico, Nova Scotia, and set out across the Bay of Fundy toward Maine. It was quite a thrill to see Nova Scotia sink below the horizon as we headed toward our own New World. I was quite taken with the realization that we were making a bluewater crossing. I was enjoying the mild weather and gentle swell so much that, about seven hours into the passage, I decided it would be a good time to let my Simrad autohelm take over steering duties while I went below for a nap. That's when I looked to starboard and noticed an island only 100 yards away — an island that didn't show up on my GPS — at least on the zoomed-out scale. Only when I zoomed in on my position did Gannett Rock show up, big as life. In real life it was about the size of two boxcars and had a reef stretching out toward our course. I guess this is a good argument for carrying paper-chart backups to your GPS.





**Photos from the 'Ragmeg' scrapbook (clockwise from above) — getting a tow from the Nova Scotian Coast Guard ship 'Partridge Island' after wrapping a lobster trap in the prop; a true 'bluenose', Orville Banfield is a former skipper of the 'Bluenose II'; 'Ragmeg' in the shed at Snyder's Boatyard before her departure; blue crabs harvested on Tangier Island in the Chesapeake; exiting the lock at Dismal Swamp, North Carolina, part of the Intra-Coastal Waterway; Dr. Sharon Brown of the Boat House at Mystic Seaport.**

At the halfway point, I ceremoniously changed my Canadian flag to my American yacht ensign. I arrived at Bar Harbor at 4 a.m., having made the 120-mile passage in 19 hours. Not bad for a start.

And on 'down east' we went — Owl's Head, Camden, Bath, South Freeport. Wherever we tied up, *Ragmeg* attracted an instant group of admirers and nice things usually followed. A lobster boat towed us to Port Clyde after a failed impeller caused my engine to start overheating. I had dinner at a local bed and breakfast and the proprietor offered the hot shower in one of his unused rooms. And a large fisherman named 'Hossa' Lawrence (after the character on the old *Bonanza* show) put in the new impeller I had stowed aboard. All these kindnesses were performed 'no charge.'

The friendliness continued through the voyage and so did the learning curve. I already knew firsthand that the Atlantic is shallower offshore than the Pacific, but

it wasn't until I left Woods Hole, bound for Nantucket, that the lesson really hit home. We had passed Martha's Vineyard to starboard and were in the Atlantic surrounded by unbroken horizon when I recall thinking that the Atlantic isn't as pretty as our deep blue Pacific — it seems to be a dull green. Then I noticed my depth sounder: we were in 12 feet of water! I looked over the side and could see the bottom moving under the boat!

I was also reminded that there is quite a lot of commercial traffic plying the East Coast waters. On the way to Newport, Rhode Island, when the autopilot was steering and I had gone below to use the head (a time-consuming process if

you're wearing foulies), I was startled by a blood curdling horn sounding nearby. I leaped up into the cockpit to see a huge tugboat pulling away from me — then had the most horrific feeling. I could see

a cable trailing in the water astern of the tug. I spun around and saw a gigantic barge bearing down on me. I was passing between a tug and its tow!

The next few seconds were some of the worst of my life. It was too late to turn or do anything. I hung on, waiting for the tow cable to come ripping up through my boat. One excruciating minute led to the next, and then I realized that we were past the cable — and then past the barge and out of danger. *Ragmeg* had sailed between a tug and barge, over its cable. Something I'd never heard of, nor ever care to experience again. Only later would I learn how close I had been to certain disaster, and how the quick thinking of an experienced captain had saved me.

Following the encounter, I kind of slumped in the cockpit. I didn't feel too good. Then out of the corner of my eye, I spotted a 40-ft sloop paralleling my course about 100 feet abeam. The skipper called and asked if I was okay. He then said the Coast Guard was trying to reach me on channel 22. I immediately called them. They wanted to know if I was okay because the skipper of a tugboat had reported that I passed between his tug and tow, and that I was not visible in the cockpit at the time.

The tug captain also reported that he had slowed down to allow his cable to sink — so I could pass over it safely!

Fortunately, most of our 'misadventures' were more benign — like all the times *Ragmeg* ran aground in the

# ODYSSEY OF *RAGMEG*

shallows of the Intracoastal Waterway. One time I was towed off by a jetski, of all things. But most times I simply got

kedged off plenty of times, and knew the drill pretty well. So I climbed over the side with my Bruce anchor — at least

*"I hung on, waiting for the tow cable to come ripping up through my boat."*

in the water and walked a kedge anchor out, then winched the boat free using my anchor windlass.

And then there was the grounding in South Carolina.

We were traversing a smaller, heavily forested branch of the ICW, and I was so busy with the camcorder and a running commentary that I completely missed a turn in the river and . . . WHAM! BAM! BUMP-BUMP. . . BANG! *Ragmeg* came to a grinding halt with trees all around her. When I looked over the side of the boat — we were out of the water! I could see huge, ancient logs under that boat.

It was high tide, so I knew there was no time to waste in getting free. Heaven knows, by that time in the journey I had

the water was a warm 80 degrees — and carried it out about 40 feet, dropping it in the thick, oozy mud. But it soon became obvious that, with the angle of the line and the rapidly receding water, that I wasn't going anywhere for a while. So for the first time in the trip, I called Sea Tow.

Captain Ladd Rack showed up a few minutes later (Bucksport Marina was only seven miles back the way I'd come) and explained there was no way he could get *Ragmeg* off without damaging her until the next high tide. I responded that I understood the problem, which is why I'd tried to kedge off earlier. Captain Rack was silent for a minute and then said, "You got in the water to do that?"

"Yes," I said.

The Captain and his assistant looked at each other and became very serious. Then he said slowly, "You really don't want to do that. These waters are filled with 8 to 10-ft alligators, copperheads and water moccasins. Please just stay in your boat and we'll be back in five hours at the next high tide." And so they were.

The first leg of *Ragmeg's* journey came to an end in Charleston, South Carolina on August 28, 2 1/2 months and 2,030 miles from Nova Scotia. The next day, I took her up the Waldo River to Cannon Boatyard where she was hauled and put on a cradle. That's where she remained in dry storage until I resumed our odyssey the following summer.

— bob germann

*Next month: Adrift at sea, a night in Cuba, being mistaken for a drug smuggler, collision in San Blas, mugged in Panama — and home.*



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# 2007 RACING

It's always amused us that nonsailors think there is something 'mystical' or 'magic' about the sport. We're not talking about the zen thing, which is certainly a part of sailing for many



people. We mean a general landsman perception that sailors are born with some special sixth sense which makes them privy to how wind and wave interact to make a boat move. We actually feel the same way about concert pianists — how can a guy like Van Cliburn do what he does without being born with it? Well, the answer in both the cases of sailors and Van Cliburn is they just started doing it, and they do it a lot. To say it another way, there is no great mystery to sailing. We've seen this revelation numerous times with nonsailing friends we've taken out. The first time, they're totally confused. Second time, catching on to certain aspects. And so on. Usually by the fifth or sixth time, they form some overall perception of what's happening. From then on, it's just refining that knowledge by doing it a lot.

But just as anybody can learn to play *Chopsticks* on the piano, it takes a bit of time and effort to go from basic sailing to getting really good at it. Again, you can read books and take courses and be coached — all those things certainly have value. But, in our book, the best and quickest way to become a better sailor is simple: go racing.

Yes, racing can be confusing and stressful when you first start doing it. But take it from us, at season's end you will be so much better at sail trim, tweaking for speed, spinnaker handling, reefing and everything else that you will amaze even yourself.

This is not to mention the new friends and fun social aspects of racing. Hosting clubs invariably hold after-race parties or awards presentations where you can unwind from the day with a bunch of like-minded people, or even rub shoulders with the winners, who may occasionally



LATITUDE/ANDY



be world famous sailing rock stars. There are categories for everything from local Bay and ocean fleets, to boats participating in this summer's TransPac. There are big boats, small boats, and boats with more than one hull. There are hardball fleets, with dozens of boats on the line, and smallish fleets.

If you've 'been here, done that' with *Latitude* crew lists

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be world famous sailing rock stars.

Of course, we're preaching to the choir for many of you reading this. So, without further ado, welcome to the 2007 Racing Crew list — where you can arrange to join a racing program for this upcoming season or, if you're a boat owner, round out

before, you are now excused. You know what to do.

For the rest of you, here's how the Crew List works: Last month, we ran Crew List Forms. These are sort of like applications where interested boat owners or potential crew chose the type of boat (or crew) they were looking for, then put in a



# CREW LIST



as simple as that. Actually, if you sent your own 'Boat Owner Looking For Crew' form in, it's



even simpler — potential crew will be calling *you*.

A word of wisdom for that latter group: there are a lot more people looking for boats than the other way around. And the good spots tend to go fast. By making phone calls as soon as you can after this issue comes out, you'll have the best chance of landing that perfect arrangement. Be sure to 'match' your skill level (or lack thereof) to what boat owners are looking for before you start calling.

Both boat owners and potential crew should write out a list of questions they intend to ask and specific 'wants' they have. These would have to do with specific duties aboard, how much non-racing upkeep and repair time is required, (including between-race maintenance), responsibility for lunches, practice races, specialty races, how much of his/her own

***Big boats, little boats, crowded fleets, small fleets, one hull or three — it doesn't matter where you do it, just get out there and try sailboat racing. You'll be glad you did.***

bit about themselves, their experience, the type of racing they prefer and so on — along with contact info. This month, we run those names and contact numbers. To complete the circle, interested parties now pick and choose prospects from the appropriate list, make contact and take it from there.

For example, say you're a skipper with several seasons of semi-serious racing under your belt. Your boat needs three crew, but only two show up on a regular basis. The rest of the time, you use pick-up crew from the club. You'd like to find one more regular — someone with a lot of experience who can run the traveler, offer tactical advice, and/or fine tune you and your regular crew into a more competitive team. With the Crew List, all you have to do is look down the 'Men to Crew' or 'Women to Crew' lists of names on the next few pages. Using the codes in the blue boxes, make checks with a red pen next to the best-sounding candidates, and then start making calls. It really is

gear a crew should bring, and so on. If you don't do well getting yelled at, include that subject in the questionnaire.

We've been told the best way to cover these issues with multiple phone contacts is to leave blank spaces between each question you write out. Then run off a dozen or so copies of the question sheet(s). When you make or receive a call, pull a fresh sheet from the stack and write the person's name and phone number on the top first thing. By scribbling down each person's answers on one sheet, it's much easier to remember who said what. Take it from us, if you just start interviewing people and don't write down at least key thoughts from each, by about the sixth or seventh call, they'll all start running together.

As mentioned, if you're serious about Crew Listing, you'll have taken the time to send in a form, and your name will appear on these pages — effectively doubling your chances of success. However, you don't *need* to be listed here to use the Crew List. Anyone can make calls from the lists as long as they read and acknowledge the disclaimer in the blue box on the opening page of this article. Oh, and it would help the cause if

ALL PHOTOS LATITUDE/JR EXCEPT AS NOTED

# 2007 RACING

you confined Crew List calls to sailing. A few years ago, some guy called most of the women on the Crew List, admitted he had no interest in sailing but — “since you’re obviously the adventurous type” — asked each of them if they’d like to accompany him on a month-long backpacking trek up the Appalachian trail! We don’t think there were any takers.

Another advantage to having your name listed here is that you get in free to the Crew List party. Traditionally, the spring Crew Party has been a relatively low-key affair which racing Crew Listers share with cruisers, daysailors, co-charterers and boat-swappers, whose Crew List will appear in the April issue.

For the last few years, however, the Crew List Party has been a pretty big deal, and this year’s shindig on Wednesday, April 4, at the Golden Gate YC, is continuing the trend. Plan on a safety demonstration or two, *Latitude 38* T-shirt giveaways and the usual no-host bar. Also — new this year — Laura Paul, Executive Director of YRA, will be on hand to answer questions and take entries for YRA events.

The party runs from 6 to 9 p.m., and if your name appears here (or on next month’s list), you get into the party for free. If it doesn’t, you’re still welcome, but it’ll cost you \$7 a head to get in. We’re not 7-Eleven, so please try to have exact change.

For Crew Listers, the party performs a couple of important functions in the overall scheme of things. First, it offers a friendly neutral ground — if you need it — for the first meeting between a skipper and new crew. Secondly, it offers one more chance for skippers or potential crew to hook up with one another. Everyone who comes to the party gets issued a color-coded name tag. That way everyone can instantly tell if the wearer is a boat owner looking for crew or crew looking for a boat.

**N**ow for a medley of our greatest tips:

- Make your calls during waking hours — no earlier than 9 a.m. and no later than 9 p.m.

- If you’re looking to crew, be realistic about the commitment involved in a season of racing. It means you have to show up on time and in working order for upwards of 20 weekend days this summer. And you may be asked to work on the boat occasionally when it’s not sailing.

- Be honest. Don’t try to BS your way onto or around a boat. If you don’t know what you’re talking about, someone who does can recognize it instantly. As we’ve said for years, a lack of experience is not necessarily an impediment to your goal. Many skippers actually want a few crewmembers with little or no experience because they’re easier to teach the skipper’s way of doing things.

- Don’t be an age bigot when it comes to choosing a boat or crew. There’s as much to be said for the steady hand of experience as the strength and exuberance of youth. Give everybody a chance.

- If you’re a man, for Pete’s sake don’t be a jerk to any of the women on the Crew List. On the other side of the coin, we’ve seen some of you women come to the Crew Parties dressed to kill a lot more than time. So please, everybody, leave the hormone thing for another time and place.

**F**inally, when you get a minute, sometime over the course of the season, let us know how the Crew List experience turned out for you. Good luck!

— *latitude* /jr

## CREW LOOKING FOR RACING BOATS

### MEN TO CREW ON A RACING BOAT

Allan, 32, (415) 408-3510 .....wants 1/prefers 1,2/exp 2b/will 1,2.  
Baron O’Callaghan, 22, (805) 636-2368, P.O. Box 303, El Verano, CA 95422 .....wants 1,2,3,4,5,6/prefers 1,2,5/exp 1/will 1,6.  
Boz Johnson, 21, (650) 359-6933, ryanboz8@hotmail.com .....wants 1/prefers 1,2/exp 2/will 1,2,3,6.  
Brad Miller, 54, (650) 329-0566, c: (650) 867-7821 ...wants 1/prefers 2/exp 4/will 6.  
Bruce Bartolf, 42, (415) 596-7912...wants 1/prefers 1,2/exp 3 (Beer can races)/will 2,7.  
Chris Loeffler, 24, (415) 630-0731, loefflerc@gmail.com .....wants 1,3,5,6/exp 3/will 1,2,3,5,6,7 (willing to learn, 6’5”, 190 lbs.)  
Danny Saldana, 55, (916) 324-3527, dsaldana@cdpr.ca.gov.....wants 1,2,3,6/prefers 1,2/exp 2c, 4c (Sac. State Basic Sailing, keel boat class 6-06)/will 7.  
Dave Crume, 46, (925) 783-2496 or (925) 634-8786 .....wants 1/prefers 1,2/exp 3 (inquire on exp.)/will 1,2,3,5,6,7.  
David Berke, 42, (408) 458-6044, dave.berke@sbcglobal.net.....wants 1,2,4,6, prefers 2/exp 2c (56’ Nelson-Marek).

### “TO CREW” CODE

#### I/WE WANT TO RACE

- |                        |                     |
|------------------------|---------------------|
| 1) San Francisco Bay   | 4) 2007 TransPac    |
| 2) Monterey/Santa Cruz | 5) Coastal Race(s)  |
| 3) Ocean Series        | 6) To Mexico (Nov.) |

#### 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

- 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 am 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 racing

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

#### I/WE WILL

- 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

Eric Decker, 51, (831) 234-4110, cire@soe.ucsc.edu .....wants 1,2,3,4,5,6/prefers 1,2,5 (any)/exp 3a/will 1,2,3 (4&5-inquire).  
Heiko Panther, 30, (408) 218-0750...wants 3,4,5/exp 3a (longtime dinghy sailor)/will 1,3,5.  
Hugo Schmitt, 53, C: (510) 205-3303 .....wants 1,2,3/prefers 1,2,4,5/exp 4 (SF Bay & TransPac)/will 1,3,5,6.  
Jeff Frahm, 47, (510) 521-1971, damiel2@hotmail.com .....wants 1,2,3,5/prefers 1,2/exp 3/will 1.  
Jeremy Haydock, 36, (707) 975-9914.....wants 1/prefers 2 (any class)/exp 2a (little or no racing but lots of cruising and/or daysailing)/wil 3,5,6.  
Jeremy Morones, 29, (650) 212-7966 or (650) 200-7052.....wants 1,2/prefers 2/exp 2/will 1,3,5,6.



# CREW LIST

## MEN TO CREW — cont'd

**Jim Silver**, 49, (510) 749-6709, jwsilver@sbcglobal.net ..... wants 1,3/prefers 1,2,5/exp 4c/will 2,4,6.  
**Joe Law**, 28, (917) 605-5155, joelaw@gmail.com ..... wants 1/prefers 1,2/exp 2c/will 1,6.  
**John Cooley**, 19, (707) 570-5339 ..... wants 1/prefers 1,2,4,5/exp 1/will 1.  
**John Thomas**, 59, (415) 456-6081, jthomas48@aol.com ..... wants 1,3,5,6/prefers 1,2,5/exp 4/will 1,6.  
**Kevin Kelley**, 53, (916) 346-6869, quetzalcoatl@yahoo.com ..... wants 1,2,3,4,5/prefers 1,2/exp 4/will 6.  
**Larry Foust**, 53, (415) 216-6775, lawrencefoust@houston.rr.com ..... wants 1/prefers 2/exp 3 (lic. master 50-ton inland w/sail endorsement)/will 4,5.  
**Larry Myers**, 53, (707) 527-9412, larry@baytrainer.com ..... wants 1,3,6/prefers 1,2/exp 3 (lots of dinghy racng years ago)/will 1,3,4,5,6.  
**Lewis Lehnus**, 55, (510) 489-6199, lewislehnus@hotmail.com ..... wants 1/exp 4 (all in SF Bay).  
**Luis Martinez**, 28, (415) 272-5830, Alison (415) 203-6305 ..... wants 1,2/prefers 1,2,3,4,5/exp 4 (inquire on other exp.)/will 1,3,4,5,6.  
**Mark Lazar**, 46, (650) 346-9792, mark@lazarfamily.com ..... wants 1/prefers 1,2/exp 4a,b (5-yr boat owner)/will 4,5,6.  
**Mark Wommack**, 49, (510) 290-7136, wommack@surewest.net ..... wants 1/exp 4c/will 4,5.  
**Paul Sheffield**, 22, (510) 658-5668, paulsheffield88@hotmail.com ..... wants 1,5,6/prefers 5/exp 4a/will 1,2,3,5,6.  
**Peter Muny**, 52, (415) 927-1750, petermuny@sbcglobal.net ..... wants 1,3,4,5/prefers 1,2,3(Melges 24),4,5/exp 4/will 3,5,6.  
**Richard Niello**, 23, (916) 204-9768, dniello@gmail.com ..... wants 1,2,3,4,5,6/prefers 1,2/exp 2c/will 1,2,6,7.  
**Rick Felton**, 59, (925) 595-4970, (925) 575-4970 ..... wants 1,2/prefers 2/exp 2c/will 1,7.

**Roy T.**, 50, (925) 570-0071 ..... wants 3,5/prefers 2/exp 3b/will 1,2,6,7.  
**Scott Davis**, 50, (530) 265-5089 ..... wants 1/prefers 2/exp 2c/will 1,6.  
**Sean Owens**, 41, H: (916) 372-2839, W: (530) 752-1710, sdowens@ucdavis.edu ..... wants 1,5/prefers 1,2/exp 2b (Taking Basic Keelboat & Basic Cruising @ OCSC)/will 1,2,3 (whatever's needed).  
**Taylor Cuevas**, 24, (518) 791-4707, tcuevas@secor.com ..... wants 1,2/prefers 1,2/exp 1/will 6.  
**Tim Page**, 51, (916) 622-6323 ..... wants 3/prefers 1,2/exp 4a/will 3,6,7.  
**Todd Hurlbut**, 30, (415) 341-7734 ..... wants 1/prefers 1,2/exp 2/will 2.  
**Tom Porcella**, 34, (510) 410-7221 ..... wants 1,3,5/prefers 1/exp 3a (bareboat charters)/will 1,7.

## WOMEN TO CREW ON A RACING BOAT

**Andrea Nelson**, 29, andrea@andreanelson.com ..... wants 1,2,3,4,5/prefers 1,2,3 (Melges)/exp 4a/will 1,2,7.  
**Carrie**, 33, carrie@tim.net ..... wants 1,4,6/prefers 2/exp 3 (Inquire)/will 1,5,6.  
**Dolores**, (510) 235-6679, dshotton235@hotmail.com ..... wants 1/prefers 1,2,3 (boats to 34')/exp 4a,c (sailing)/will 2,4,7.  
**Gail**, 46, projectqueen@optonline.net ..... wants 6/prefers 2/exp 3b/will 2,7.  
**Marlaina L.P.**, over 45, aspenseer@yahoo.com ..... wants 1,2,3,5,6 (or Lake Tahoe)/ prefers 1,2,3 (Moore 24, Etchells, SC 50, J/Boats),5/exp 4c (other exp.: OYRA, TransTahoe, Spinnaker Cup, Surfer Girl)/will 2,6,7.  
**Susan**, 53, (415) 509-2371, s.micheletti@sbcglobal.net ..... prefers 1,2/exp 2b (4yrs exp. sailing Moore 24)/will 2,7.  
**Toni Sarch**, 38, (408) 540-8635, tsarch@comcast.net ..... wants 1,2,5/prefers 1,2/exp 2a (attitude-not a whiner)/will 1.

# Ahhh...



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# 2007 RACING CREW LIST

## "WANT CREW" CODE

### I/WE PLAN TO RACE

- |                           |                            |
|---------------------------|----------------------------|
| 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        |
| 5) Coastal Race(s)        | and/or occasional YRA      |
| 6) Mexico Race(s)         | e) Beer Cans               |
| 7) Baja Ha-Ha Cruisers'   | f) Anything and Everything |
| Rally (starts October 30) |                            |
| 8) Other                  |                            |

### I/WE WANT CREW

- Who will consistently put out 100% for the chance to get experience, and won't complain when cold, wet or scared silly.
- With at least one full season of racing experience
- With more than three years experience
- Willing to do occasional maintenance/repairs
- Willing to do occasional lunches/galley duty

### I/WE RACE

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

## RACING BOATS LOOKING FOR CREW

### MEN LOOKING FOR RACING CREW

**Charlie Pick**, 43, (415) 847-0952, Olson 911s (30') ..... plans 1,8 (Lightbucket-crewed),c/wants 2,3/races 2.  
**David Russell**, 44, (650) 996-1571, anawhata@gmail.com, Olson 25 ..... plans 1a,b,e/wants 1/races 1.  
**Jim Wallis**, 48, (916) 712-0556, info@hygieialabs.com, Cust. Camper Nicholson 50' ..... plans 1a,d,e,3,8 (to the party!)/wants 1,5 (beginners are welcome!)/ races to get noticed by *Latitude 38!*  
**Larry Olsen**, 61, (510) 658-8806, Greene 35' Acapella Trimaran ..... plans 1d,5, (SSS doublehanded, East Bay series)/wants 2,races 2.  
**Larry Westland**, 64, (510) 459-5566, lwestland@tricommercial.com, Choate 27 ..... plans 1a,d,e/wants 1/races 2.  
**Mike C.**, lat385@yahoo.com, Cal 34 ..... plans 1a,d,2,5/wants 2,3/races 2 (fun).  
**Patrick Kohlman**, 55, (650) 712-8991, dragonfly.studio@gmail.com, custom Davidson 27 ..... plans 1a,d,2,5/wants 2,3/races 2 (fun).  
**Phil Mummah**, (415) 308-6066, Gibsea 43 ..... plans 1,3,4,5/wants 1/races 1.  
**Stephen Faustina**, 64, (831) 420-7118, Santa Cruz 27 ..... plans 1a,c,d,3,5,8-SSS/wants 1,2/races 2.

### COUPLES LOOKING FOR RACING CREW


**Aaron Kennedy & Maggie Heredia**, 37/36, (510) 882-1296 or see web site at www.aycalientesailing.com, Beneteau First 36.7 (OD Fleet, S.F.) ..... plan 1b,c,e,f (Fun Pack)/want 1,4,5/race 2.  
**Chris & Molly Longaker**, 65, (415) 383-1006, longakc@saccourt.com, Express 24 ..... plan 1a,c,d,5,8 (Delta Ditch)/want 2,3/race 2.  
**Louis Kruk & Laura**, 61/56, (510) 918-0632, louisruk@comcast.net, Beneteau First 42s7 ..... plan 1a,d,2,3,5,7/want 2,3/race 2.  
**Mike Messer & Tammy D.**, 43/36, M: (805) 674-1830, T: (805) 610-8235 ..... want 1,2,6/prefer 2,5/exp 2 (T), 3 (M)/will 1,2,3

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*Cutaways show inner assembly*

# MAX EBB

**“E**xercise or else” were the doctor’s last words of advice. He didn’t say exactly what “else” might be, and I didn’t ask, but the next morning I took advantage of my alumni association membership to use the campus exercise room.

“Torture machines,” I thought as I examined each one of the evil contraptions. I never did like indoor exercise and, if it hadn’t been raining hard that morning, I would have been out for nice brisk walk, or even a bike ride. But there were rowing machines lined up along the back wall of the room — at least I could pretend that it had something to do with boats.

I climbed onto the middle of the three machines, set the dial to the lowest setting, adjusted the foot straps, pushed the start button and grabbed the handles. It wasn’t too bad. I had done some recreational rowing in college, and the motion didn’t feel too unnatural even though muscles that hadn’t been called upon in decades made their expected complaints. The big digital display on the wall happily recorded my stroke rate, imaginary boat speed and cumulative energy output in some oddball metric units.

**W**hen you row inside there is nothing to look at except that number on the wall, but I had come prepared with a headset radio. With any luck there would be something interesting enough to keep my mind off this monotonous self-abuse for the prescribed half-hour, four times a week.

It was almost working, but then something far more distracting than “Morning Edition” came along and sat down on the machine to my right. She must have been at least six and half feet tall and built like a basketball star. She slid the seat back, the foot rests forward, set the dial to ten and started to make that flywheel scream. After a few strokes the numbers on her digital displays all seemed to have one more decimal place than mine.

“O k a y,” I thought, “she’s probably on the university crew team, and today’s practice must have been called due to the storm. No need to let this affect my own session.”

**I** turned up the volume of my radio and all was well until I heard her shout in my direction. “How much do you

weigh?”

Why would this athlete be asking me? Eventually I realized she was talking to the rower on my left. And there was Lee Helm, cranking away on the third machine.

By the time I took off my headphones I had missed Lee’s answer, but the rower on my right was calculating between strokes:

“I weigh almost exactly . . . 30% more than you . . . so I have to go 5% faster . . . to really go the same speed . . . got you beat by 10%.”

“Lee,” I said, letting my machine stop. “Since when do you train indoors?”

“Keeping in shape for windsurfing,” she explained between gasps for air as she tried to get the numbers on her display closer to the numbers for the rower on my right.

“There hasn’t been much wind this winter . . . and I have to go to class in, like, an hour . . . what are you doing on campus?”

I explained I was there on doctor’s orders, and would much rather be sailing. I started to row again, and the two women on either side of me really put their backs into it.

**“I** still have you by 8%, even after adjusting 5% for weight,” boasted the woman on my right.

“Seems like Lee should get a lot more credit . . .” I gasped “. . . than just 5%.”

“It’s the one-sixth rule,” Lee explained. “For every 6% increase in weight . . . the boat goes one percent slower . . . so if she weights 30% more . . . then she only needs 5% more power.”

“It’s just an approximate rule of thumb,” said the team rower, almost apologetically. She was barely even breathing hard. “You’re doing great for your size.”

“Actually,” countered Lee, slowing her stroke rate a little in order to catch her breath. “The one-sixth rule is exact . . . for pure V-squared frictional resistance . . . and a slender semi-circular cross-section hull.”

“Really?” answered her adversary. “I thought our coach made it up.”

“Resistance is proportional . . .” Lee asserted “. . . to speed squared times

***"A 2% weight gain causes a 1% drag increase."***

***If a 5-lb sextant can add 38 seconds to your time, how much will a full (and burly) crew add?***



wetted area . . . and, like, power is speed times resistance.”

“I’ll buy that,” I said.

“So if resistance is area times V-squared . . . then power is proportional to A-V-cubed . . . and if power is held constant . . . then area times V-cubed is constant . . . or cube root of area times V is constant . . . and V is proportional . . . to one over the cube root of area . . . if you don’t count wave-making resistance . . . which is, like, an okay assumption . . . for a rowing shell.”

“I’ll need to see that one on the blackboard,” said the rower.

“Sure, no problem.” Lee let her machine coast to a stop, took a few seconds





LATITUDE / LADONNA

to catch her breath, and then dug an erasable white-board marker out of her backpack. She wrote out the derivation on the wall in front of us.

"That doesn't give us a one-sixth rule," I pointed out.

"I'm, like, not done yet. We also need the relationship between weight and wetted surface. For a shell, that's easy. You can assume the sections are all semicircular, and that any small change in displacement will cause half that amount of change in wetted area."

"Really?" questioned the team rower. "You aren't being dimensionally consistent, comparing a volume to an area." By now she had stopped rowing also.

"Good point, but, like, we're comparing one non-dimensional ratio to another, so it's okay."

Lee drew a semicircular section of a rowing shell on the wall, with the waterline going right through the diameter, and a new waterline slightly above it.

"To keep it simple we can assume that the boat is a constant section — which is almost true for the middle part of an eight-oared shell. Then displacement is the section area times the boat length  $L$ , or displacement =  $L \pi r^2 / 2$  where  $r$  is the radius of the circular section. Surface area is just length times circumference of the section or  $A = L \pi r$ ."

"I still think you're going to get in trouble mixing units," said the rower.

"No, it's cool," insisted Lee. "Look, for

a small change in draft, call it  $dz$ , displacement  $W$  changes by  $L 2 r dz$ . So . . .  $dW / W = L 2 r dz / (L \pi r^2 / 2) = 4 dz / (\pi r)$ ."

I must have looked confused, so Lee gave me a little time for my rusty algebra to catch up.

"Now look at how much the wetted surface changes for the same  $dz$  in draft:  $dA = L 2 dz$ , and  $dA/A = L 2 dz / (L \pi r) = 2 dz / (\pi r)$ ."

"Like, the percentage change in weight,  $dW/W$ , is  $4 dz / (\pi r)$ , while the percentage change in wetted area,  $dA/A$ , is  $2 dz / (\pi r)$ . Compare the changes to each other, and we get  $dA/A = 1/2 dW/W$ , or the relative change in area is exactly one-half the relative change in displacement."

# MAX EBB

"Okay," said the rower on my right as she started to pull her oars again.

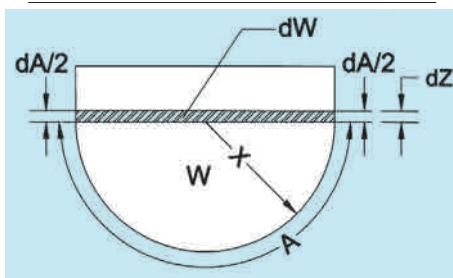
"A 2% weight gain . . . causes a 1% drag increase . . . if there's no change in speed. That's not the one-sixth rule."

"Not done yet! said Lee. "We started with speed equals one over the cube root of area, or  $V = A^{-1/3}$ . Really proportional to, but the constants drop out. Now let's differentiate." She scrawled  $dV = -(1/3) A^{-4/3} dA$  on another part of the wall in blue marker.

"Dividing both sides by  $V$ ," she explained, " $dV/V = -(1/3) A^{-4/3} dA / (A^{-1/3})$  — a lot of stuff cancels —  $dV/V = -1/3 dA/A$ . But like, what we really want to compare is  $dV/V$  to  $dW/W$ , so make the substitution knowing that  $dA/A = 1/2 dW/W$ , and we have  $dV/V = -1/6 dW/W$ ."

"Which is exactly the one-sixth rule: a small change in weight will cause a small change in speed that's only one-sixth as big as the change in weight."

"Interesting derivation," conceded the team rower, pausing again to double-check the math. Except some coaches like to use two-ninths instead of one-



*For a long slender boat with semicircular sections, a small change in draft will cause the relative change in wetted area ( $A$ ) to be half the relative change in displacement ( $W$ ), or  $dA/A = 1/2 dW/W$ . For boats that have flare and overhangs, it is more valid to assume wetted area is proportional to displacement to the 2/3 power, resulting in  $dA/A = 2/3 dW/W$ . It can be shown that for the first case, speed change is 1/6 of the weight change. For the second case, speed change is 2/9 of the weight change (considering frictional resistance only).*

sixth, claiming it's more accurate for singles. They just use a factor of 0.222 to adjust time trial speeds for differences in rower weight. 0.222 sounds like it has

to be an arbitrary number pulled out of the air."

"Like, there's a two-ninths rule too, and it's even more theoretically rigorous than the one-sixth rule. You can even use it for sailboats, if you don't mind approximating based on frictional drag and leaving out wavemaking resistance for estimating purposes. Any situation where the proportions stay the same, only the hull gets bigger, as weight increases. A boat with overhangs and flare should use two-ninths instead of one-sixth. It's especially accurate for comparing different size rowing shells or outriggers, where the proportions are similar but the size changes, and most of the resistance is frictional."

Lee started to scribble out another derivation on the next blank patch of wall.

"Really, Lee, I can take your word for it . . ."

But it was too late, she was writing more equations in what I hoped was wipe-away ink.

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## — WEIGHTY ISSUES

"With geometrically similar objects," she began, "displacement is proportional to length cubed, and area is proportional to length squared. So we have  $W = L^3$  and  $A = L^2$  or  $L = W^{1/3}$  and  $L = A^{1/2}$ . Sub in  $A = L^2$  and we have  $A = W^{2/3}$ .

"But what we really want is the relative change in area compared to a relative change in weight, so we differentiate, and get  $dA = 2/3 W^{-1/3} dW$ . Divide by  $A$ , and we end up with  $dA/A = 2/3 W^{-1/3} dW / (W^{2/3})$  or  $dA/A = 2/3 dW/W$ .

"Now we go back to when we had  $dV/V = 1/3 dA/A$ , but this time we sub in  $dA/A = 2/3 dW/W$ , and we get  $dV/V = (1/3)(2/3) dW/W$  or  $dV/V = 2/9 dW/W$ ."

"Very nice," said the rower. "And two-ninths rounds off to 0.222 . . . so there is theoretical justification . . . for using that number."

"Does this tell me anything useful about sailing?" I asked, still not completely sure what we just proved,

although, with all the extra steps Lee threw in, I was almost able to follow her math, for a change.

"For sure. Say you're going on the TransPac and you, like, can't decide if you should bring a metal sextant that weighs five pounds or a plastic one that weighs one pound."

"Why would you bring one at all?" asked the rower.

"TransPac still makes everyone do some celestial sights," I said. "So you still have to take a sextant — although I think Lee would rather use her digital camera and her computer to do celestial."

"Okay, you can save four pounds with the plastic sextant," Lee said. "The boat's total displacement, including crew and provisions, is 20,000 lb. That's 0.02% weight saving, so the boat will go 0.02 percent times 0.222 faster. Or 0.00444% faster. If you do the race in 10 days, or 240 hours, then 0.00444% is . . . let's see . . . 38 seconds at the finish line, which

is 640 feet at 10 knots. Transpac finishes have been closer than that."

"And the effect of an additional crewmember on a boat like mine, for example, would be . . ."

"I can weigh in at less than 200 with my boots, foulies, harness and a loaded seabag," said the rower next to me with an eager smile.

Lee did the arithmetic: "Adding in 15 extra gallons of water, some extra food . . . about an hour and forty-five," she concluded. "Probably worth it if you can, like, race the boat that much harder with the extra hands."

I picked up my rowing machine handles again, ready to contemplate a Hawaii race to keep my mind off the complaining muscles. But before I took the first stroke I was interrupted by the beeping of my alarm watch. The half hour was up.

"See you on Thursday, if it's still raining," I said as I made a hasty retreat from the gym.

— max ebb

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# THE RACING

*With reports this month from the memorable **Corinthian Midwinters**; the weather-neutral **Berkeley Midwinters**; the half-baked **Small Boat Midwinters**; a plethora of **other midwinters** around Northern California; the stormy **Rolex Miami Olympic Classes Regatta**; and, of course, the usual miscellaneous trivia we call **race notes** to wrap it all up.*

## Corinthian YC Midwinters

Ever thrown a party and no one came? That happened at the Corinthian YC Midwinters February 17 and 18, except that plenty of people — an all-time high of 165 boats' worth — came to the party (or at least the race; most stayed for the music, dinner and libations). Someone just forgot to bring the wind.

Forecasters called for light wind and plenty of sun on Saturday, and a 15-25 knot NNW wind on Sunday, with gusts to 30 knots and a sprinkle or two. They were one for two — one for three if you count that the sun shone brightly both days. Racers were lucky if they saw more than 10 knots of breeze on Sunday.

The race committee rose to the challenge and did everything within their power to accommodate the crowd. (They even went so far as to clarify that the course marks were not "rounding marks," after the Express 37 fleet questioned the proper way to round the course that took them in January's Saturday race to the day mark near Sausalito, Harding, Fort Mason and back to the finish with all marks to be left to port. (Refer to a chart and RRS 28.1, the string rule, for a full explanation and consider when you last read sailing instructions that used the term "rounding marks.")

For the Saturday edition this time around, the race committee tried to get off on time, hoping the northerly would fill and let racers escape Raccoon Strait

the start). The RC postponed racing for 20 minutes until they saw a window of opportunity to send racers on a North Bay course.

But it was a porthole of an opening, and the results tell the rest of the story. Just 12 boats crossed the finish line in time, and racing for four classes was abandoned before it even began. Several frustrated boats worked diligently for 30 minutes or more to cross the line after their start, but retired after their efforts proved fruitless. A couple of boats opted to anchor on the start line and wait for the wind to fill rather than be flushed out the Strait by the ebb. Many who did get across the starting line let the ebb strategically push them out into a light westerly in the Central Bay which, in turn, carried them around the south side of Angel Island and into the northerly until the wind shut off once again.

By the time the first finisher, Steve Seal and John Skinner's WylieCat 30 *Silkye*, got in at around 4 p.m., all those folks who retired early had been in the bar for two hours. *Silkye's* bullet was accompanied by a loud, inebriated round of cheers, as was the finish of every other boat, including Mike Garl's Beneteau 40.7 *White Dove*. Mike got the gun in the PHRF 2 class with six seconds to spare before the 5 p.m. cutoff, and the race deck went crazy.

Come Sunday, you could have been excused for thinking you had a bad case of déjà vu. Despite the radically different forecast, it was nearly identical to Saturday, except that more classes started and even finished. The northerly had given way to a westerly overnight and fleets were sent out in

the vicinity of Yellow Bluff and Harding Rock. Most boats were in by 3 p.m. and rooted the last boats across the line.

For the second day in a row, the final boat to finish — this time Mike Warren's Beneteau First 310 *Jitterbug* — did so just seconds before 5 p.m., and for the second day in a row, the crowd went wild. Who says you need wind to have a good



time?

"It was hard, hard work," sighed Kame Richards, whose *Golden Moon* would have won the Express 37 division on Saturday were they just six minutes earlier. His self-proclaimed finish time of 4:66 p.m. drew laughs, but no bullet from the race committee. The *Moonies* pulled off a win on Sunday — this time on the record. Kame knows Bay tides and currents better than anyone, but on a weekend where wind out-factored current, he gave major credit to new recruit Emerson Smith, a Long Island Sound sailor (and, thus, light-air expert) who is in town interning for Jim Antrim.

"I think we should have given out awards for those who had the good sense to withdraw first," laughed a very patient race chairman Michael Moradza-deh. "You wouldn't believe the creative speeches I heard from boats that retired early."

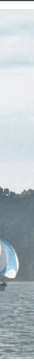
"This may have been the craziest no-



**The 'Yucca' crew had plenty to celebrate after the CYC Midwinters — a big series win and owner Hank Easom's impending nuptials.**

before the 5-knot ebb peaked. Alas, the wind did not fill and the first starters had a general recall to bring them back to the starting area (which didn't bother anyone, as by then most boats were farther behind the line than they were before





*Corinthian YC's light-air affair (clockwise from top left) — Racers to spectators on Elephant Rock: 'Do you have any Grey Poupon?'; working the jib boom on 'Q'; 'Serena' and 'Yeofy' glide past Angel Island on Sunday, as do a trio of Santa Cruz-built boats returning to Raccoon Strait; a study in light-air spinnaker trim; center top, 'Why are we still out here?'; 'Jeannette' wasn't budging from her new perch just past Pt. Tiburon until the flood tide returned Saturday evening; patient sailors were rewarded with just touch of breeze late Saturday afternoon. All photos latitude/jr except as noted.*

wind, current-filled sailing I've done," claimed Seattle 1D-35 sailor David Marod. He and his Puget Sound-based crew used a local boat for the series, and, proving that local knowledge only goes so far, finished second in their division. In an odd kind of way, this could go down as one of the most memorable CYC midwinter series ever.

Trophies for best performance in the four-race series went to Ron Kell's Express 27 *Abigail Morgan* (CYC member) and Hank Easom's legendary 8-Meter *Yucca* (non-CYC member). The 'Quccsters' — *Yucca*, Glenn Isaacson's Schumacher 40 *Q* and Ron Young's IOD *Youngster* — won the *Aotea Team Trophy* on behalf of San Francisco YC for the

second consecutive year.

Final standings follow; complete results for individual races and the series are at [www.cyc.org](http://www.cyc.org).

PHRF 1 — 1) *Howl*, Sydney 38, Peter Krueger, 5 points; 2) *Absolute 02*, Sydney 38, Mark Langer, 10; 3) *Astra*, Farr 40, Mary Coleman, 11; 4) *Secret Squirrel*, Schock 40, Tom Watts/John Claudianos, 13; 5) *Serena*, T1150, Dave Kuettell, 16. (9 boats)

1D-35 — 1) *Yeofy*, Eliel Redstone, 6 points; 2) *Great Sensation*, David Marod, 10; 3) *Sweet Sensation*, Mario Yovkov, 12; 4) *Tabasco*, Gary Fanger, 15. (8 boats)

PHRF 2 — 1) *Quiver*, N/M 36, Jeff McCord, 9 points; 2) *Jeannette*, Frers 40, Henry King, 10; 3) *White Dove*, Beneteau 40.7, Mike Garl, 13;

4) *Valkyrie*, J/120, Mark Varnes, 13; 5) *Phantom Mist*, Beneteau 40.7, Gary Massari, 20; 6) *X-Dream*, X-119, Steen Moller, 21. (12 boats)

IOR WARHORSE — 1) *Samiko*, Serendipity 43, Dexter Bailey, 6 points; 2) *True North*, Baltic 42 DP, Jeff Dunnivant, 6; 3) *Aleta*, Peterson 46, Keith Brown, 10. (5 boats)

EXPRESS 37 — 1) *Golden Moon*, Kame Richards, 6 points; 2) *Expeditious*, Bartz Schneider, 9; 3) *Spindrift V*, Larry Wright, 10. (6 boats)

PHRF 3 — 1) *Mistral*, Beneteau 36.7, Ed Durbin, 6 points; 2) *Knots²*, J/109, John Notman/Bob Doscher, 7; 3) *Serendipity 2*, Beneteau 36.7, Thomas Bruce, 12; 4) *Cirque*, Beneteau First 42s7, Louis Kruk, 13. (7 boats)

J/105 — 1) *Aquavit*, Tim Russell/Ted Wilson, 5 points; 2) *Orion*, Gary Kneeland, 8; 3) *Lulu*, Don Wieneke, 13; 4) *Natural Blonde*, Rob Cooper/Dennis Deisinger, 14; 5) *Yikes!*, Sue Melanson, 16. (11 boats)

NON-SPIN 1 — 1) *Q*, Schumacher 40, Glenn Isaacson, 4 points; 2) *Basic Instinct*, Elliot 1050,

Jan Borjeson, 8; 3) *Nest Egg*, Hanse 370, Julie Le Vicki, 11; 4) *Perseverance*, Beneteau 47.7, Daniel Chador, 14; 5) *Sea Ghost*, Beneteau 42, Ron Roberts, 14; 6) *Veronese*, Beneteau 47.7, Chris Dawson, 15. (11 boats)

PHRF 4 — 1) *Yucca*, 8-Meter, Hank Easom, 5 points; 2) *Razzberries*, Olson 34, Bruce Nesbit, 11; 3) *Baleineau*, Olson 34, Charlie Brochard, 16; 4) *Petard*, Farr 36, Keith Buck/Andy Newell, 16; 5) *Mickey Finn*, Thompson T650, Ben Landon, 17. (9 boats)

PHRF 5 — 1) *Silkye*, WylieCat 30, Steve Seal/John Skinner, 4 points; 2) *Grey Ghost*, Hanse 342, Doug Grant, 10; 3) *Carlene*, WylieCat 30, Fred Soltero, 10; 4) *Green Buffalo*, Cal 40, Jim Quanci, 13; 5) *Stratocaster*, J/32, Jesse Hollander, 15; 6) *Ganesha*, Sabre 36, Tom Bauch, 18; 7) *Excalibur*, Santana 35, Jon Rolien, 22; 8) *Dry Land*, Etchells, David Johnson, 30. (15 boats)

SF 30 — 1) *Shameless*, Schumacher 30, George Ellison, 5 points; 2) *Gammon*, Tartan 10, Jeff Hunter, 8; 3) *Jane Doe*, Olson 911S, Bob Izmirian, 10; 4) *Takeoff*, Laser 28, Joan Byrne, 12. (7 boats)

# THE RACING

EXPRESS 27 — 1) **Abigail Morgan**, Ron Kell, 6 points; 2) **Desperado**, Mike Bruzzzone, 9; 3) **Moonlight**, Jim Gibbs, 11. (5 boats)

NON-SPIN 2 — 1) **Windhover**, Pearson 10M, John Dodge, 6 points; 2) **Surprise**, Catalina 34, Peter Birnbaum, 8; 3) **Aria**, Grand Soleil 37, Dan Carrico, 12; 4) **Hoista Few**, Dufour 36, Daniel Thielman, 13; 5) **Zingara**, Islander 36, Steve & Jocelyn Swanson, 14, 14; 6) **Jitterbug**, Benteau First 310, Mike Warren, 15; 7) **Belle Amie**, Hunter 356, Dale Weibel, 20. (13 boats)

PHRF 6 — 1) **E-9**, Moore 24, Lesa Gutenkunst, 7 points; 2) **Chorus**, Kettenburg 38, Peter English, 11; 3) **Frenzy**, Moore 24, Lon Woodrum, 13; 4) **306LP**, IOD, Shawn Davies/Jen Dailey, 13; 5) **Wuvulu**, Islander 30B, 15; 6) **JR**, Moore 24, Rich Korman, 20; 7) **Roxanne**, Tartan 30, Charles, James, 21; 8) **US 101**, Moore 24, Rudy Salazar, 22. (15 boats)

ALERION EXPRESS 28 — 1) **Eagle**, Chuck Eaton, 4 points; 2) **Mil Besos**, Georgia & Chris Vaughn, 7; 3) **Arabella**, Harry Allen, 10. (5 boats)

NON-SPIN 3 — 1) **Youngster**, IOD, Ron Young, 4 points; 2) **Redhawk**, Hawkfarm, Sullivan/Gunn, 6; 3) **Siento El Viento**, C&C 29, Ian Matthew, 9; 4) **Zora**, Catalina 210, Bill Brady, 11. (7 boats)

PHRF 7 — 1) **Tchoupitoulas**, Santana 22, Chris Giovacchini/Stephen Buckingham, 5 points; 2) **Seebbar**, Pearson Electra, Dennis Brewer, 5. (4 boats)

NON-SPINNAKER 4 — 1) **Tension II**, Cal 20, John Nooteboom, 5 points; 2) **Chica**, Cal 20, Ted Goldbeck, 6; 3) **Raccoon**, Cal 20, D. Crowe/J. Snow, 7. (6 boats)

## Berkeley YC Midwinters

As was the case way back in November, rain greeted sailors for the Saturday Berkeley YC midwinter race on February 10, while boats competing in the Sunday season the following day had a perfect day for the middle of winter — sun, a 14-knot breeze and flat water.

Saturday's less than ideal precipitation meant, for the first time in months, relatively ideal wind. Precisely 80 boats enjoyed a stable 10-knot wind from the SSE on the Berkeley Circle. After last month's run-in with the Bay floor for deeper-keeled boats, the race committee sent Division 1 on a "screwly but deep water course" according to race chairwoman Bobbi Tosse. "We then paused the starting sequence to move the RC boat, and after only a 15-minute delay, sent the remaining fleets off to 'D'."

The unusual move for the usually quite predictable BYC midwinters appears to have been well received by racers. "At least, I haven't been getting any obscene emails from angry sailors," Bobbi reports.

Life was dramatically different on Sunday: it was warm, dry and sunny. Unfortunately, a much smaller crowd of

30 boats was on hand to enjoy it. The race committee sent boats to 'F' for the first mark of their tour of the Circle, and it proved to be a pleasant way to end the regular midwinter season.



LATITUDE / JR

Three boats, Charles Barry's Olson 30 **Voodoo Child**, Will Paxton's Express 27 **Motorcycle Irene**, and Mike Whitfield's J/24 **TMC Racing**, ended the four-race season with straight bullets. Lucky for the J/24 class, the **TMC Racing** team will be preparing for the J/24 Worlds in warm Puerto Vallarta when BYC hosts its Champion of Champions race for the top three finishers in each division on February 25. "We tossed a coin to decide whether to stick with our plans for the Worlds or do the Champions race," joked Whitfield, "and would you believe that the Worlds won?" Lovely as the BYC crew are, Mike, we don't blame you a bit.

Unfortunately, the Champ of Champs was after our deadline. See who reigned supreme at [www.berkeleyyc.org](http://www.berkeleyyc.org).

## SATURDAY SERIES (final):

DIV. 1 (< 87) — 1) **Advantage3**, J/105, Pat Benedict, 9 points; 2) **Mintaka 4**, Farr 38, Gerry Brown, 12; 3) **Bodacious**, Farr 40 1/T, John Clauser, 17; 4) **Sapphire**, Synergy 1000, David Rasmussen, 21; 5) **Cirque**, Beneteau First 42s7, Louis Kruk, 21; 6) **Jeannette**, Frers 40, Henry King, 23; 7) **Chinook**, J/105, James E. Duffy, 32. (14 boats)

OLSON 30 — 1) **Voodoo Child**, Charles Barry, 4 points; 2) **Hoot**, Andrew Macfie, 13; 3) **Wraith**, Ray & Craig Wilson, 13; 4) **Junk Yard Dog**, Ross Groelz, 17; 5) **Stray Cat**, Brian Barger, 18. (9 boats)

DIV. B (90-141) — 1) **Lightning**, Ben Landon, T650, 9 points; 2) **Petard**, Farr 36, Keith Buck/Andy Newell, 10; 3) **Lilith**, WylieCat 39, Tim & Karin Knowles, 14; 4) **Baleineau**, Olson 34, Charlie Bouchard, 15; 5) **Spirit of Elvis**, Santana 35,



LATITUDE / JR



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## A soggy Saturday gave way to sun and smiles on Sunday for the final BYC midwinters.

Lewis Lanier/Martin Cunningham, 18. (9 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton/Mark Jones, 4 points; 2) **Moxie**, Jason Crowson, 15; 3) **Dianne**, Steve Katzman, 26; 4) **Freaks on a Leash**, Scott Parker, 29; 5) **Magic Bus**, Paul & Sarah Deeds, 31; 6) **Wile E. Coyote**, Dan Pruzan, 33; 7) **Peaches**, John Rivlin, 35; 8) **Baffett**, Forest Baskett/Tom Baffico, 36; 9) **Strega**, Larry Levit, 36; 10) **Simba**, Skip McCormack, 37; 11) **New Wave**, Buzz Blackett, 41. (22 boats)

SF 30 — 1) **Wishful Thinking**, Tartan 10, Lester Gee, 5; 2) **Shameless**, Schumacher 30, George Ellison, 11; 3) **Jane Doe**, Olson 911S, Bob Izmirian, 12; 4) **Takeoff**, Laser 28, Joan Byrne, 17. (8 boats)

ULTIMATE 20 — 1) **UFO**, Trent Watkins, 7; 2) **Cloud Nine**, Jim Carlsen, 11; 3) **Salsa**, Matt & Steve Boroughf, 12; 4) **Breakaway**, John Wolfe, 17. (7 boats)

MOORE 24 — 1) **Flying Tiger**, Vaughn Seifers, 12 points; 2) **Numa Boa**, Mark English/Gilles Combrisson, 14; 3) **Topper II**, Conrad Holbrook, 23; 4) **Double Trouble**, Kevin Durant, 23; 5) **Mighty Mouse**, Rusty Canada/Tim Russell, 25; 6) **Twoirrational**, Tony Chargin/Bob Burleson, 25; 7) **Moore Havoc**, Mark Moore, 27. (13 boats)

OLSON 25 — 1) **Synchronicity**, Steve Smith, 6 points; 2) **Vivace**, Frank Van Kirk, 11; 3) **Clean Sweep**, Tom Nemeth, 16; 4) **Sweet Ness**, Rocci/Neccsin, 16. (8 boats)

DIV. C (144-168) — 1) **Loose Lips**, Merit 25, Phill Mai, 6 points; 2) **Boogie Woogie**, Ranger 33, Michael Yovino-Young, 9; 3) **Chesapeake**, Merit 25, James Fair, 11. (5 boats)

J/24 — 1) **TMC Racing**, Mike Whitfield, 4 points; 2) **Frogflips**, Richard Stockdale, 13; 3) **Little Wing**, Luther Strayer, 16; 4) **Breakthrough**,





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Jamuel Starkey/Darren Cumming, 17. (7 boats)

DIV. D (> 171) — 1) **Latin Lass**, Catalina 27, Bill Chapman, 7 points; 2) **Harry**, Newport 30, Dick Aronoff, 11; 3) **Achates**, Newport 30, Robert Schock, 18; 4) **Lelo Too**, Tartan 30, Emile Carles, 18; 5) **Fast Freight**, Newport 30, Bob Harford, 18; 6) **Togallant**, Newport 30, Jim Lindsey, 23. (12 boats)

SANTANA 22 — 1) **Tchoupitoulas**, Stephen Buckingham, 9 points; 2) **Elaine**, Pat Broderick, 10; 3) **Carlos**, Jan Grygier, 10. (6 boats)

#### SUNDAY SERIES (final):

DIV. 1 (< 99) — 1) **Hoot**, Olson 30, Andrew Macfie, 5 points; 2) **Junk Yard Dog**, Olson 30, Ross Groelz, 12; 3) **Wraith**, Olson 30, Ray & Craig Wilson, 15; 4) **Chinook**, J/105, James E. Duffy, 18.5; 5) **Corsair**, Olson 30, Don Newman, 19; 6) **Flexi Flyer**, Melges 24, Mitchell Wells, 25. (12 boats)

DIV. 2 (102-144) — 1) **Ergo**, Express 27, Chris Gage, 7 points; 2) **Dianne**, Express 27, Steve Katzman, 10; 3) **Kwazy**, Wylie Wabbit, Hillary Hanson, 14; 4) **Shenanigans**, C&C 36, David Fiorito, 18; 5) **Bobs**, Express 27, Mike Hearn, 23. (9 boats)

**What a long, light winter it's been — The Small Boat Midwinters were mostly a no-go in February due to limited breeze. Inset, getting back to the dock required creative thinking.**



ULTIMATE 20 — 1) **Mo-Jo**, John Todd, 8 points; 2) **Breakaway**, John Wolfe, 10; 3) **Salsa**, Matt & Steve Boroughf, 11. (6 boats)

DIV. 3 (147-168) — 1) **Predator**, Hawkfarm, Jim Wheeler, 6 points; 2) **Chesapeake**, Merit 25, James Fair, 14; 3) **Twoirrational**, Moore 24, Tony Chargin/Bob Burleson, 15; 4) **Loose Lips**, Merit 25, Phill Mai, 18; 5) **Synchronicity**, Olson 25, Steve Smith, 22; 6) **Challenger**, Merit 25, Douglas Chew, 23; 7) **Breakthrough**, J/24, Jamuel Starkey/Darren Cumming, 28; 7) **Showtime**, Olson 25, John Dillow, 30. (14 boats)

DIV. 4 (> 171) — 1) **Latin Lass**, Catalina 27, Bill Chapman, 7 points; 2) **Antares**, Islander 30-2, Larry Telford, 10; 3) **Tappa Piccolo**, Cal 20, David Bacci, 20; 4) **Wind Dancer**, Catalina 25, Bill Briner, 21. (8 boats)

CATALINA 22 — 1) **Dumbo**, David Torrisi, 9 points; 2) **Criosaidh**, Greg Rhode, 9; 3) **No Cat Hare**, Donald Hare, 14. (5 boats)

#### **RYC Small Boat Midwinters**

We aim to give a variety of boats, races and racers their time in the spotlight, but sometimes that philosophy doesn't quite work. The February edition of Richmond YC's Small Boat Midwinters is the latest example of good intentions gone awry.

Depending on what kind of boat you were on, racing February 4 was either a slight bust or a major bust. Light wind prevailed all day, as it has for much of the winter, and even the diehard El Toro and Optimist classes could only manage three races before the wind petered out. Fleets racing at the breakwater entrance got in two races, while the larger boats that usually race outside the breakwater never had a chance.

We showed up to take photos just as the afternoon racers were heading — or drifting, as the case may be — to their race courses, and it was clear that any competition, besides a race back to the dock under any means of propulsion possible, was a pipe dream. With the Super Bowl and the *Queen Mary 2*'s grand entrance both just hours away, and the prospect of wind growing fainter by the moment, racing on all

courses was abandoned by 2:30. Cumulative scores through February 4 are below. Full results at [www.richmondyc.org](http://www.richmondyc.org).

EL TORO SR. — 1) Fred Paxton, 68 points; 2) John Pacholski, 69; 3) Gordie Nash, 72; 4) Will Paxton/Chris Watts, 76; 5) Mike Quinn, 106. (27 boats, 14 races)

EL TORO JR. — 1) Mackenzie Cook, 25 points; 2) Patrick Tara, 41; 3) Marina Fennell, 57. (10 boats; 14 races)

OPTIMIST — 1) Will Cefali, 40 points; 2) Lauren Cefali, 42; 3) Nevin Snow, 48; 4) Jack Barton, 62; 5) Kate Gaumont, 78. (28 boats, 13 races)

BYTE — 1) Trish Sudell, 14 points; 2) Gail Yando, 39; 3) Laurie Davis, 47. (12 boats; 12 races)

SNIPER — 1) Doug Howson & Bonnie Howson/Spencer Howson, 43 points; 2) Vince Casalaina & Sherry Eldridge, 57; 3) Rowan & Vikki Fennell, 61; 4) Michael Mack & Tony Su, 72; 5) Doug & Mary Cefali, 79. (16 boats, 12 races)

OPEN CLASS (Breakwater Entrance) — 1) Greg Paxton, IFJ, 40 points; 2) Bill Gutoff, Banshee, 69; 3) Erich Bauer, Megabyte, 74; 4) Bill Gage, Megabyte, 80; 5) Bob Carl, Banshee, 94. (26 boats; 12 races)

CFJ — 1) Julia Paxton, 27 points; 2) Simon Vaxia, 37; 3) Tom Parker, 45; 4) Ryan Gorsiski, 49; 5) Erik & Sorchia Evenhouse, 60. (9 boats; 12 races)

INTERNATIONAL 14 — 1) Kirk Twardowski & Nate Campbell, 13 points; 2) Ted Rogers & Tim Burks, 19; 3) Rand Arnold & Gary Gramoux, 25; 4) Lawrence Henderson & mystery crew, 29. (8 boats; 7 races)

29er — 1) Max Fraser & Andrew Cowley, 13 points; 2) Finn-Erik Nilson & Alek Nilson, 16; 3) Brian Maloo & Matt VanRenagalaer, 22; 4) Gaylin Yee & Roger Herbst, 26. (7 boats; 7 races)

WABBIT — 1) Tim Russell/Rusty Canada, 14 points; 2) Bill & Melinda Erkelens, 18; 3) Andy Hamilton, 19; 4) Colin Moore, 21 (8 boats; 7 races).



LATITUDE / SUTTER

CORONADO 15 — 1) Dave Rambaugh, 10 points; 2) Craig Lee, 17; 3) Steve Fishman, 20; 4) Kiersten Vance, 21; 5) Kevin Wasbauer, 25. (9 boats; 7 races)

LASER — 1) Stephen Bourdow, 15 points; 2) Walt Spevak, 25; 3) David Lapier, 33; 4) Claire Dennis, 53; 5) Mark Halman, 53; 6) Eric Wilson, 69; 7) John Pearce, 74; 8) Tracy Usher, 81; 9) Katie

# THE RACING

Maxim, 82; 10) John-Bernard Duler, 84. (46 boats; 7 races)

**OPEN CLASS** (Outside Breakwater) — 1) Brian Bauman, Thistle, 14 points; 2) Doug McWilliams, Flying Dutchman, 26; 3) Michael Gillum, Thistle, 36; 4) Del Olson, Int. Canoe, 36; 5) Mike Molina, Lightning, 49; 6) Don Jesberg, Finn, 49; 7) Mike Radziejowski, Int. Canoe, 57; 8) Mark Briner, Johnson 18, 59; 9) Wayne Clough, Lightning, 59; 10) Scott Muir, catamaran, 60. (21 boats; 7 races)

**49er & AUSSIE 18** — 1) David Liebenberg, Aussie 18, 11 points; 2) Archie Massey, Aussie 18, 12; 3) Skip McCormack, 49er, 15; 4) John Gilmour, 49er, 17. (7 boats; 7 races)

## Scores of Midwinter Scores

### ALAMEDA YC (Feb. 11):

**DIV. A** — 1) **Recidivist**, Schumacher 39, Ken Olcott; 2) **Rascal**, Wilderness, 30, Rui Luis. (3 boats)

**COLUMBIA 5.5** — 1) **Wings**, Mike Jackson; 2) **Tenacious**, Adam Sadeg. (4 boats)

**DIV. C** — 1) **Bewitched**, Merit 25, Lorraine Salmon; 2) **Lelo Too**, Tartan 30, Emile Carles; 3) **Wuvulu**, Islander 30, John New; 4) **Joanna**, Irwin 30, Martin Jemo. (7 boats)

**DIV. D** — 1) **Pip Squeak**, Santana 20, Aaron Lee; 2) **Senta**, Santana 20, Anne Jacschke. (3 boats)

**DIV. E** — 1) **Bandito**, Merit 25, George Gurrola; 2) **Knotty Sweetie**, C&C 32, Martin Johnson; 3) **White Cloud**, Yamaha 33, Barbara Jagiello. (5 boats)

Full results — [www.alamedayachtclub.org](http://www.alamedayachtclub.org)



Seeking but not really finding much breeze on 'Q' during the GGYC midwinters last month.

### GOLDEN GATE YC (Feb. 3):

**PHRF 1** (< 54) — 1) **Racer X**, Farr 36 OD, Gary Redelberger; 2) **Quiver**, N/M 36, Jeff McCord; 3) **Sand Dollar**, Mumm 30, Erich Bauer; 4) **Kokopelli**, Santa Cruz 52, Lani & Scott Spund; 5) **Summer Moon**, Synergy 1000, Joshua Grass; 6)

**Sapphire**, Synergy 1000, David Rasmussen; 7) **Heartbeat**, Wylie 46, Lou Pambianco; 8) **Astra**, Farr 40, Mary Coleman. (16 boats)

**PHRF 2** (55-99) — 1) **Stewball**, Express 37, Caleb Everett; 2) **Yucca**, 8-Meter, Hank Easom; 3) **Two Scoops**, Express 34, Chris Longaker; 4) **X-Dream**, X-119, Steen Moller; 5) **Tupelo Honey**, Elan 40, Gerard Sheridan. (10 boats)

**PHRF 3** (100-155) — 1) **Mon Desir**, Jeanneau SF, Jerry Nasso; 2) **Bessie Jay**, Express 27, Brad Whitaker; 3) **Harp**, Catalina 38, Mike Mannix; 4) **Arcadia**, Santana 27 mod, Gordie Nash; 5) **Lilith**, WylieCat 39, Karin & Tim Knowles; 6) **Uno**, WylieCat 30, Steven Wanner. (12 boats)

**IOD** — 1) **Youngster**, Ron Young; 2) **#78**, Paul Manning. (4 boats)

**PHRF 4** (> 156) — 1) **Crazy Jane**, Thunderbird, Doug Carroll; 2) **Straitjacket**, Pocket Rocket, Ben Haket. (3 boats)

**CATALINA 34** — 1) **Mottley**, Chris Owen; 2) **Wind Dragon**, Dave Davis; 3) **Crew's Nest**, Ray Irvine. (6 boats)

**KNARR** — 1) **Econscious**, Steve Wegner; 2) **Pegasus**, Peter Noonan. (4 boats)

Full results — [www.ggyc.org](http://www.ggyc.org)

### SAUSALITO YC (Feb. 4):

**J/105** — 1) **Bandwidth**, Leslie Richter; 2) **Lulu**, Don Wieneke; 3) **Streaker**, Ron Anderson; 4) **Blackhawk**, Scooter Simmons. (8 boats)

**DIV. A-LOW** (< 99) — 1) **Racer X**, Farr 36 OD, Gary Redelberger; 2) **Merlin**, Melges 32, Richard Courcier; 3) **Great Sensation**, 1D-35, Gary Fanger. (6 boats)

**DIV. A-HIGH** (> 102) — 1) **Gammon**, Tartan 10, Jeff Hunter; 2) **Carlene**, WylieCat 30, Fred Soltero; 3) **Lynx**, WylieCat 30, Steve Overton/Jim Plumley. (6 boats)

**DIV. C** (non-spinnaker < 199) — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **After Math**, Schumacher 28, Dick Horn; 3) **Grey Ghost**, Hanse 342, Doug Grant; 4) **Roxanne**, Tartan 30, Charles James. (8 boats)

**DIV. D** (non-spinnaker > 202) — 1) **Tackful**, Santana 22, Frank Lawler; 2) **Inshallah**, Santana 22, Shirley Bates. (4 boats)

Full results — [www.syconline.org](http://www.syconline.org)

### SUNDAY BRUNCH (OYC Feb. 4):

**FLEET 1** (< 157) — 1) **Outsider**, Azzura 310, Greg Nelson; 2) **Recidivist**, Schumacher 39, Ken Olcott; 3) **Phantom Mist**, Beneteau 40.7, Gary Massari. (6 boats)

**COLUMBIA 5.5** — 1) **Wings**, Mike Jackson. (1 boat)

**FLEET 3** (168 +/-) — 1) **Bewitched**, Merit 25, Lorraine Salmon; 2) **Pip Squeak**, Santana 20, Aaron Lee. (4 boats)

**FLEET 4** (180 +/-) — 1) **Zeehond**, Newport 30, Don Guay; 2) **Lelo Too**, Tartan 30, Emile Carles. (4 boats)

**FLEET 5** (> 158) — 1) **Pathfinder**, Ariel, Ernie



Rideout/Ed Eckers; 2) **My Tahoe Too**, Capri 25, Stephen Douglass; 3) **Dominatrix**, Santana 22, Heidi Schmidt; 4) **Magic Carpet**, Ranger 23, Rolph Woodard. (7 boats)

**MULTIHULL** — 1) **Three Sigma**, F-27, Christopher Harvey. (1 boat)

Full results — [www.oaklandyachtclub.com](http://www.oaklandyachtclub.com)

### SOUTH BAY YRA #4 (CPYC, Feb. 3):

**DIV. A** (spinnaker) — 1) **Wired**, Choate 27, Larry Westland; 2) **Mist**, Beneteau First 38, Keith Barker/Robert Hu; 3) **Paradigm**, J/32, Luther Izmirian. (6 boats)

**DIV. B** (non-spinnaker) — 1) **Chai D.M.**, Ericson 28, Vince Swerkes; 2) **Chablis IV**, Cal 25-2, Dave Few; 3) **Hot Ice**, C&C 110, John Thiel. (8 boats; all others DNF)

Full results — <http://sbbyra.home.comcast.net/>

### WINTER ONE DESIGN (RegattaPRO: final):

**J/105** — 1) **Jam Session**, Adam Spiegel, 16 points; 2) **Blackhawk**, Scooter Simmons, 17; 3) **Lulu**, Don Wieneke, 25; 4) **Alchemy**, Walter Sanford, 27; 5) **Wonder**, Tom Kennelly, 37; 6) **Wallop Swede**, Theresa Brandner-Allen, 43; 7) **Strangelove**, Justin Oberbauer, 47 points; 8) **Hazardous Waste**, Chuck Cihak/Dana Sack, 49; 9) **Risk**, Jon Titchener/Jason Woodley/Scott Whitney, 55.5. (18 boats; 8 races, 2 throwouts)

**1D-35** — 1) **Tabasco**, Gary Fanger, 6 points; 2) **Great Sensation**, Rodney Hagebols, 8; 3) **Alpha Puppy**, Mark Witty, 10. (5 boats; 5 races, 1 throwout)

**J/120** — 1) **Grace Dances**, Dick Swanson, 11 points; 2) **Desdemona**, Brian Gauny, 20; 3) **Jolly Mon**, Chris Chamberlin, 23; 4) **Chance**, Barry Lewis, 26. (8 boats, 8 races, 2 throwouts)

**BENETEAU** — 1) **Mistral**, Beneteau 36.7, Ed Durbin, 6 points; 2) **Inspired Environments**, Beneteau 40.7, Tim Ballard, 10; 3) **Ay Caliente!**, Beneteau 36.7, Aaron Kennedy, 15. (5 boats, 8 races, 2 throwouts)

Full results — [www.regattapro.com](http://www.regattapro.com)





**Welcome to Miami (from left) — Matt Noble and John Heineken sort strings; Morgan Larson and Pete Spaulding sail to a gold; and Sally Barkow, Carrie Howe and Debbie Capozzi continue moving forward towards their Olympic dream. All photos Jan Pehrson.**

**WINTER KEELBOAT (RegattaPRO, final; 6 races, 1 throwout):**

MELGES 24 — 1) **Flexi Flyer**, Mitchell Wells, 7 points; 2) **Smokin'**, Kevin Clark, 8;

3) **Nothing Ventured**, Tom Klenke, 16. (6 boats)  
J/24 — 1) **TMC Racing**, Mike Whitfield, 6 points; 2) **Snowjob**, Brian Goepfrich, 11; 3) **Running with Scissors**, Jim Yares, 27; 4) **Bogos**, Chris Snow, 21; 5) **Little Wing**, Strayer, 25. (10 boats)

Full results — [www.regattapro.com](http://www.regattapro.com)

**TIBURON YC (Feb. 10):**

DIV. 1 (< 150) — 1) **E-9**, Moore 24, Lesa Gutenkust; 2) **Frenzy**, Moore 24, Lon Woodrum. (3 boats)

DIV 2 (> 151) — 1) **Red Hawk**, Hawkfarm, Gerry Gunn/John Sullivan; 2) **Galante**, Folkboat, Otto Schreier; 3) **Don Wan**, Santana 20, Don Kunstler. (5 boats)

Full results — [www.tyc.org](http://www.tyc.org)

**ISLAND FEVER #4 (SBYC, Feb. 10):**

MOTOR ALLOWANCE #1 (spin) — 1) **Dancing Bear**, Catalina 30, Raymond Hall; 2) **Star Ranger**, Ranger 26, Simon James; 3) **Goose**, Catalina 30, M & L Kastrop. (6 boats)

MOTOR ALLOWANCE #2 (non-spin) — 1) **Seaview**, C&C 115, Pete Hamm; 2) **Impulse**, Catalina 30, Howard Churcher. (2 boats)

SAILING #1 (< 105) — 1) **Tupelo Honey**, Elan 40, Andrea Toth. (2 boats)

SAILING #2 (> 106) — 1) **Travieso**, Ericson 30+, Daniel Alvarez; 2) **Reality Cheque**, Beneteau First 35s5, Kevin Wilkinson; 3) **Eyrie**, Hawkfarm, Synthia Petroka/Sylvia Seaberg; 4) **Odyssey**, Hunter 35.5, Edward Demasi. (7 boats)

Full results — [www.southbeachyc.org](http://www.southbeachyc.org)

**JACK FROST (EYC, cumulative through Feb. 17)**

PHRF A (< 132) — 1) **Kiri**, J/35, Bob George, 8 points; 2) **Encore**, Wylie Gemini 30, Andy Hall, 10; 3) **Sheeba**, C&C 99, Mike Quinn, 16; 4) **Stray Cat Blues**, J/35, Bill Parks, 26; 5) **Joe's World**, J/80, Joe Carter, 29; 6) **Magic**, Tripp 40, John Rizzi, 31. (12 boats)

ANTRIM 27 — 1) **Arch Angel**, Bryce Griffith,

6 points; 2) **Always Friday**, John Liebenberg, 11. (4 boats)

MELGES 24 — 1) **Personal Puff**, Dan Hauserman, 7 points; 2) **Tinseltown Rebellion**, Cam Lewis, 11; 3) **Flexi Flyer**, Mitchell Wells, 16.5. (5 boats)

OLSON 25 — 1) **Shadowfax**, Mark Simpson, 10 points; 2) **Sweet Ness**, Reubin Rocci, 10; 3) **Clean Sweep**, Tom Nemeth, 14; 4) **Shark On Bluegrass**, Falk Meissner, 23. (7 boats)

PHRF B (> 133) — 1) **Lelo Too**, Tartan 30, Emile Carles, 6 points; 2) **Breakthrough**, J/24, Darren Cumming, 9; 3) **Crinan II**, WylieCat 30, Bill West, 18. (6 boats)

Full results — [www.encinal.org](http://www.encinal.org)

**SANTA CRUZ YC (cumulative through Feb. 17):**

CREWED — 1) **Outrageous**, Olson 40, Malcolm Brown/Rick Linkemeyer, 9 points; 2) **Gandalf**, Santana 35, Dewitt/Quitau/Diola, 15; 3) **Absolute 05**, Santana 35, Keith MacBeth, 16. (6 boats)

DOUBLEHANDED — 1) **Wild Fire**, Howard Ruderman, Moore 24, 13 points; 2) **Skal**, Moore 24, Karina & Dave Shelton, 15; 3) **Cinderella Story**, Ultimate 20, John & Isabel Andrews, 16; 4) **Nobody's Girl**, Moore 24, Sydnie Moore, 19. (8 boats)

SANTA CRUZ 27 — 1) **Sumo**, Jim Livingston/Henry Cassady, 7 points; 2) **Mistress Quickly**, Larry Weaver, 10; 3) **Magic**, Beat & Magdalena Naef, 17; 4) **Don Quixote**, Michael Raabe/Craig Smith, 23. (7 boats)

Full results — [www.scyc.org](http://www.scyc.org)

**PERRY CUP (MPYC, Mercuries; final, 14 races):**

1) Pax Davis & Dave Morris; 2) Doug Baird & Jim Taylor/Mike Dick; 3) John Hansen & Tony Basso; 4) Hal & Anne McCormack; 5) Myron Erickson & Rebecca Lee; 6) Dave West & Chris Krueger; 7) Pete Baldwin & Curtis Davies; 8) Jim & Jack Barton; 9) Steve & Mike Kraft. (18 boats)

Full results — [www.merc583.addr.com/sail/](http://www.merc583.addr.com/sail/)

**Rolex Miami OCR**

More than 850 sailors from 48 countries descended on Biscayne Bay January 22-29 for the 18th annual Rolex Miami Olympic Classes Regatta. Spread over 14 classes (11 Olympic and 3 Paralympic), 8 race courses, and 6 hosting yacht clubs

and sailing centers, the number — and calibre — of athletes in town was simply staggering. "The gear people were wearing was from every major event — Volvo Ocean Races, America's Cups, and, of course, previous Olympics," reported Ellen Hoke, who flew from San Francisco to take in the spectacle.

No matter where they came from or how their resumes read, the weather stymied everyone at least once during the week. Racing started under picture-perfect conditions, but a lack of wind on Tuesday meant postponements all around. The light conditions stayed through Wednesday, making Miami a good training ground for expected light winds in Qingdao, site of the 2008 Olympic Regatta. Thursday and Friday were another story all together, and teams had to quickly kick into heavy weather mode to handle the cold front passing through. By Saturday's medal race for the top 10 teams in each class, the weather had come full circle and was nearly perfect again.

Three American teams came away with gold medals, including Capitola's Morgan Larson sailing with crew Pete Spaulding in the 49er class. "We surprised everyone, even ourselves," claimed an ever modest Larson. "For the past two years, we've danced around in the top 10 in most major events but didn't have the consistency to be on top. I don't know who said 'Sometimes it is better to be lucky than good', but we sure felt luck was on our side."

In the Yingling fleet, there was little surprise when Wisconsin-based Sally Barkow, Carrie Howe and Debbie Capozzi struck gold. However, the trio didn't dominate the class like they have in the past, something Barkow attributes to overall improvement among the fleet.

Scott Whitman of New Jersey and Julia Dorsett of Florida won the third American gold medal, in the Paralympic SKUD-18 class. They are brand new to the class, but then again, the class is

# THE RACING

new to the Paralympics, so their rookie status wasn't a disadvantage.

Other American medalists were Rick Doerr/Tim Angle/Bill Donohue (silver, Sonar), Amanda Clark/Sarah Mergenthaler (bronze, Women's 470), and Karen Mitchell/JP Creignou (bronze, SKUD-18).

Incidentally, the Laser Radial, a class dominated by Americans in recent years, failed to yield any U.S. medalists. 2006 ISAF and US Sailing Yachtswoman of the Year Paige Railey was forced to retire early from the regatta after on-the-water judges gave her three yellow cards for kinetics rule infractions. This was her second early retirement from a major international regatta in six months. Top-ranked Radial sailor and Railey's primary rival to represent the U.S. in Qingdao, Anna Tunnicliffe, finished fourth, four points out of medal contention.

Complete results and photos are at [www.rolaxmiamiocr.org](http://www.rolaxmiamiocr.org).

FINN — 1) Peer Moberg, NOR, 51 points; 2) Jonas Hoegh-Christensen, DEN, 55; 3) Daniel Birgmark, SWE, 67; **46) Andras Nady, San Francisco,**

**477.** (49 boats; 13 races)

49er — **1) Morgan Larson/Pete Spaulding, Capitola, CA/Lafayette, IN, 81;** 2) Stevie Morrison/Ben Rhodes, GBR, 87; 3) Morgan Lagraviere/Stephane Christidis, FRA, 88; **36) John Heineken/Matt Noble, Larkspur/Pt. Richmond, 169; 37) Jonathan Goldsberry/Charlie Smythe, Corte Madera, 169; 46) John Gilmour/Pat Stahkie, Pt. Richmond, 283.** (47 boats; 15 races)

470 MEN — 1) Nick Rogers/Joe Glanfield, GBR, 47; 2) Mathew Belcher/Nick Behrens, AUS, 68; 3) Gustavo Martinez/ Dimas Wood, ESP, 75. (31 boats; 13 races)

470 WOMEN — 1) Marcelien de Koning/Lobke Berkhout, NED, 40; 2) Ingrid Petitjean/Nadege Douroux, FRA, 59; 3) Amanda Clark/Sarah Mergenthaler, Shelter Island, NY/Aberdeen, NJ, USA, 73; **15) Molly Carapiet/Molly O'Bryan, Belvedere/Annapolis, 136.** (18 boats; 13 races)

LASER — 1) Gustavo Lima, POR, 80; 2) Tom Slingsby, AUS, 81; 2) Michael Blackburn, AUS, 86; **99) Caleb Everett, San Francisco, 397.** (114 boats; 13 races)

LASER RADIAL — 1) Sari Multala, FIN, 46; 2) Gintare Volungeviciute, LTU, 59; 3) Evi Van Acker, BEL, 82; **44) Claire Dennis, Saratoga, 134; 45) Katie Maxim, Napa, 141.** (69 boats; 13 races)

RS:X MEN — 1) Przemyslaw Miarczyński,

POL, 48; 2) Joao Rodrigues, POR, 63; 3) Samuel Launay, FRA, 77. (44 boats; 12 races)

RS:X WOMEN — 1) Marina Alabau, ESP, 45;

2) Flavia Tartagliani, ITA, 51; 3) Bryony Shaw, GBR, 55. (28 boats; 12 races)

SKUD-18 — 1) Scott Whitman/Julia Dorsett, Brick, NJ/Boca Raton, FL, 30; 2) David Cook/Brenda Hopkin, CAN, 37; 3) Karen Mitchell/JP Creignou, Deerfield Beach, FL/St. Petersburg, FL, 45. (10 boats; 13 races)

SONAR — 1) Dan Parsons/Tom Pygall/Guy Draper, GBR, 52; 2) Rick Doerr/Tim Angle/Bill Donohue, Clifton, NJ/Marblehead, MA/Brick, NJ, 53; 3) John Robertson/Hannah Stodel/Stephen Thomas, GBR, 53. (14 boats; 13 races)

STAR — 1) Fredrik Loo/Anders Ekstrom, SWE, 32; 2) Hamish Pepper/Dave Giles, NZL, 50; 3) Afonso Domingos/Bernardo Santos, POR, 52.; **38) Peter Vessella/Darin Jensen, Burlingame/Ann Arbor, MI, 90.** (67 boats; 9 races)

TORNADO — 1) Darren Bundock/Glenn Ashby, AUS, 43; 2) Leigh McMillan/William Howden, GBR, 52; 3) Fernando Echavarri/Anton Paz, ESP, 64. (43 boats; 11 races)

2.4 mR — 1) Stellan Berlin, SWE, 39; 2) Megan Pascoe, GBR, 51; 3) Helena Lucas, GBR, 61. (25 boats; 13 races)



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LATITUDE / JR

**Human guy** — 1D-35s come down the track during the RegattaPRO Winter One Design series.

YNGLING — 1) Sally Barkow/Carrie Howe/Debbie Capozzi, Nashotah, WI/Grosse Pointe, MI/Bayport, NY, 32; 2) Sarah Ayton/Sarah Webb/Pippa Wilson, GBR, 34; 3) Silja Lehtinen/Maria Klemetz/Livia Varesmaa FIN, 44. (18 boats; 13 races)

#### Race Notes

Looking ahead: It's an odd year (in more ways than one) and that means another **TransPacific Yacht Race** is on the horizon. Proving that you're never too old to mix things up a bit, the starting line for the 44th running of the biennial

race to Hawaii has been moved to just off the lighthouse at Point Fermin Park in San Pedro, 2-1/2 miles closer to Los Angeles Harbor, where the race started back in the 1960s and 70s. TransPac veteran Steve Dair suggested the move to accommodate shoreside spectators.

The new/old location is expected to have little effect on strategy. It adds only .9 of a mile to the 2,225-nautical mile course and alters the compass heading toward the west end of Catalina Island — the only mandatory mark of the course — from 210 to 218 degrees, which in normal conditions would tighten the upwind beat slightly.

Also new for this year's race is the **Carl Schumacher Perpetual Cup** for the fastest corrected time finish by a Schumacher design. A number of the late Alameda yacht designer's boats have done the race over the years, including the 50-ft *Heart of Gold*, which finished second in its class in 1991, and countless Express 37s. But so far only one has signed up for the 2007 race — Ken Olcott's 39-ft *Recidivist*. Olcott, who organized the trophy, hopes to entice more



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# THE RACING

Schumacher boats to come along.

As of February 20, there were 22 paid entries. Both Hasso Plattner and Roy Disney will be back with their MaxZ86s for a rematch of the battle for the Barn Door trophy (fastest elapsed time). Plattner's *Morning Glory* won it in 2005. Among the boats yet to sign up but rumored to be there is Roger Sturgeon's STP65 *Rosebud*, which is under construction at Westerly Marine in Costa Mesa.

If you act quickly, you too can join the fun for less. The early entry deadline is March 9. Starts for various classes are scheduled for July 9-15, with the fastest boats starting last. Find out more at [www.transpacificyc.org](http://www.transpacificyc.org).

Honor roll: St. Francis YC named its sailors of the year for 2006. Recipients include J/105 sailor **Tom Coates** (sailor of the year), **Nadine Franczyk** (yachtswoman of the year), Volvo Ocean Race winning navigator **Stan Honey** (yachtsman of the year) and **John Heineken** (junior yachtsman of the year). Heineken and crew Matt Noble, who won all but one race at the 2006 29er Nationals last September, have since moved into the

## 2007 Earlybird TransPac Entries

<u>Yacht</u>	<u>Type</u>	<u>Skipper</u>	<u>Homeport</u>
<b>Adrenalin</b>	Santa Cruz 50	David Clark	Newport Beach
<b>Bolt</b>	Nelson/Marek 50	Craig Reynolds	Newport Beach
<b>Chasch Mer</b>	Santa Cruz 50	Gib Black	Honolulu
<b>Cirrus</b>	Standfast 40	William D. Myers	Honolulu
<b>Enchilado</b>	Jeanneau 54	Cesar de Saracho	Tucson, Arizona
<b>Fortaleza</b>	Santa Cruz 50	Jim Morgan	Long Beach
<b>Ho'okolohe</b>	Farr 58	Alyson and Cecil Rossi	Novato
<b>Hula Girl</b>	Santa Cruz 50	Beau Gayner	Newport Beach
<b>Inspired Environments</b>	Beneteau 40.7	Timothy Ballard	Sausalito
<b>Medicine Man</b>	Andrews 63	Bob Lane	Long Beach
<b>Morning Glory</b>	MaxZ86	Hasso Plattner	Kiel, Germany
<b>Morning Light</b>	Transpac 52	Pacific High Productions	Los Angeles
<b>Pacific High</b>	Columbia 30M	Steve Washburn	Irvine
<b>Passion</b>	Santa Cruz 50	Steve Hastings	Corpus Christi, Texas
<b>Peregrine</b>	Hobie 33	Simon Garland	San Diego
<b>Psyche</b>	Cal 40	Steve Calhoun	Palos Verdes Estates
<b>Pyewacket</b>	MaxZ86	Roy E. Disney	Los Angeles
<b>Recidivist</b>	Schumacher 39	Ken Olcott	Los Altos
<b>Ruahatú</b>	Concordia 47	Ricardo Brockmann	Acapulco, Mexico
<b>Seaker II</b>	Farr 33	Wes Stone	Rancho Palos Verdes
<b>Stark Raving Mad III</b>	Reichel/Pugh 60	Jim Madden	Newport Beach
<b>Stealth Chicken</b>	Perry 56	Timothy Beatty	Rancho Santa Fe

49er class and started campaigning for the 2008 Olympics. Another 29er sailor, **Jen Morgan Glass**, received StFYC's Robert C. Evans Award for her win at the 29er NAs at Cork Week and finishing

at the top of the silver fleet at the 29er Worlds in Weymouth, England.

Speaking of niners: **Ian Simms** and **David Liebenberg** took their 29er show on the road and finished fifth at the

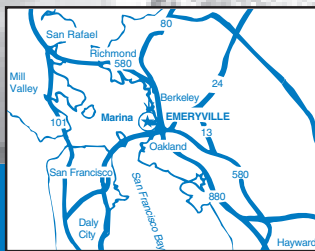
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class's Midwinter Championships in Sarasota, Florida, in mid-February.

Keelhauled: Redwood High School's Nick Dogdale and Jared Shenson sailed a consistent regatta to win the A division at California Maritime Academy's **Keelhauler Regatta** on February 3. Matt Van Rensselaer and crew Jacqueline Day, sailing for the combined Serra High School/San Mateo High team, dominated the B division. When A and B division scores were tallied, however, Marin Catholic's team — Danny Cayard, Michealla McCloskey, Scott Lynch and Christina Nagatani — came out on top overall.

Sale boats of the month: Sausalitans **Stan and Lori Hayes** have purchased Paul Kent's Farr 395 *Chance*. . . Jaren Leet sold his J/105 *Irrational Again* to **Peter Szasz** and **Robin Driscoll** in early February. They have renamed the boat *One Trick Pony*. . . Richmond-based rigger **Scott Easom** has bought the Moore 24 *Eclipse* from **Brad Butler**. Easom will campaign the former national champion while Butler, a Seattlite who epitomizes the class's Roadmaster lifestyle by rou-



PETER LYONS/LYONSIMAGING.

**On the mark** — *Catalina 22* owners hope to revitalize the fleet's Bay racing schedule in 2007.

tinely trailering his boat up and down I-5 to race, will continue racing his other Moore 24, *Morphine*. Not surprisingly, the talented Easom jumped right into the Moore fleet, finishing 4th in the 36-boat class at the Three Bridge Fiasco in January.

Twenty-two again: The 40-year-old *Catalina 22* design is usually more at home on inland lakes, but that hasn't stopped Bay Area C22 owners from reactivating the San Francisco owner's group and securing (barely) a one design start at Berkeley YC's 2006-2007 Sunday midwinter series. Now the fleet is amping up for the C22 Regionals at BYC October

6-7, and are hoping to get the nod to host the Nationals in 2009. If you have a boat that's been sitting on its trailer for far too long, check out [www.fleet9.org](http://www.fleet9.org) to find out how you can use it or sell it.

Meanwhile, the **Santana 22** fleet is trying to increase participation and the level of Tuna racing with **Scombridae Sundays**. ('Scombridae' is the scientific family name for tuna.) The brain child of Tuna aficionado Pete Trachy, the idea behind the Sunday series is to have top sailors in the class hop on any boat looking for a mentor for casual racing in Clipper Cove. The first race last October attracted a whopping 17 boats. After a winter hiatus, the Sundays resume on April 1 and 22 at 12:30 p.m. There's no entry fee and anyone who shows up is welcome to race. Go to [www.santana22.com](http://www.santana22.com) for more info.

You talk, they listen: Based on participant feedback, **Whiskeytown Regatta** organizers have decided to have separate start and finish lines at the 2007 edition of the annual Memorial Day dinghy sailing fest. They're also promising more entertainment than the Vegas Strip. The

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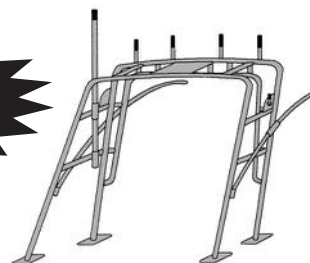
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# THE RACING SHEET

regatta will be preceded by the 2007 **Pan-Pacific Trapseat Championship** May 23-25. Entry forms are at [www.whiskeytownsailing.org](http://www.whiskeytownsailing.org).

Speak up: Encinal YC will host **Gary Jobson** on April 4 as part of US Sailing's Mt. Gay Rum Speaker Series. For more info, email Tony Shaffer at [commadore@encinal.org](mailto:commadore@encinal.org).

Still getting it right: In our 2006 season champion coverage way back in December, we named the wrong guy as winner of the Express 37 class. We'll spare you the how and why, and simply congratulate **Caleb Everett** and his **Stewball** crew for a well-raced year.

Incidentally, Everett's other **Stewball**, a Melges 32, finished third in its class at the St. Petersburg Sperry Topsider NOOD Regatta last month. Stanford sailing coach **Jay Kehoe**, on the New York-based **Rumour**, finished first in the J/80 division.

D-light-ful: Del Rey YC's **Puerto Valarta Race** will be nearly over by the time you read these Notes. Sadly, this once popular race attracted just 12 entries this year — the smallest fleet since 1993. Todd Hedin and Liz Baylis regretfully



*It's only a matter of time until mild winter days like this are a distant memory — we hope.*

withdrew their Antrim 27 E.T. at the last minute, and with no real competition for his Synergy 1000 **Sapphire**, fellow Bay Area sailor David Rasmussen followed suit. As we went to press, the Salsa divisions, which include Concord's David Kory on **Barking Spider 3**, were having a pleasant trip down the Cabo coast. The three racing boats had just started and were hoping for more wind, and perhaps an assault on the race record of 4 days, 23 hours, 4 seconds set by the MacGregor 65 **Joss** in 1985. See boat tracks and results at [www.pv07.com](http://www.pv07.com).

Back in Miami: Luck may have played

a role in **Morgan Larson** and crew Pete Spaulding's win at the Rolex Miami Olympic Classes Regatta, but the 49er duo proved their success wasn't a fluke. The week after the RMOCR, they won the **49er North Americans**, leading for nearly the entire regatta. As Larson said, not a bad way to spend two weeks.

Across Biscayne Bay, Paige Railey bounced back from her forced retirement at the RMOCR to win the **Laser Radial North Americans** at Lauderdale YC. Railey and OCR gold medalist Sari Multala of Finland ended the regatta tied on points after the throwout race was factored, but Railey's record broke the tie.

Meanwhile, Carol Cronin and her team have made the difficult decision to end their Yngling campaign for the 2008 Olympics. Cronin, a Rhode Island graphic designer and writer who represented the U.S. in the Yngling's Olympic debut in 2004, said a full-time campaign is now mandatory to be competitive at the Olympic level. This means that Sally Barkow's **Team Seven** will automatically get the U.S. Yngling spot in 2008.

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# WORLD

With reports this month on **A Unique South Pacific Regatta** with a cultural component, a look at **Expeditionary Sail Training in the High Latitudes**, a longtime charter junkie's **Tips and Insights** on his favorite pastime, and miscellaneous **Charter Notes**.

## Polynesia Is Calling:

### It's Your Turn for a Tahiti Getaway

It's not often that an emissary from a South Pacific nation travels all the way to the West Coast to promote a sailing event. But as we near our press time, a lovely lady from Tahiti, Ms. Raïna Garcia, has done just that, and the event she's introducing to yacht clubs from San Diego to Seattle is well worth knowing about: the annual Tahiti Pearl Regatta, to be held May 17 to 20 this year.

Having attended the third staging of this fledgling event last spring, we're extremely 'bullish' on its innovative concept, the place and the people. Here's why:

First of all, Tahiti and her sister islands are, without a doubt, some of the most dramatically beautiful places that Mother Nature ever sculpted, with jagged volcanic peaks towering above verdant hillsides, where traditional crops have been cultivated since ancient times. Unlike any other bareboat charter destination we know of, each island is surrounded by a placid lagoon which is sheltered by a fringing reef. So there are two distinct sailing scenarios: flat-water sailing within the broad lagoons and more challenging open-water conditions outside the reefs, which you'll experience when making interisland passages. We found each style to be a pleasant contrast to the other.

Wind conditions vary, but the trade winds generally provide ample wind — 12 to 25 knots — for idyllic sailing under

**Racers get a heartfelt welcome from Tahitians, who take great pride in sharing their cultural traditions with visitors.**



sunny skies.

The population these days is a homogeneous mix of Polynesians, whose ancestors are said to have arrived here about 300 A.D., and French folks in residence — many of whom sailed in on their own boats and just couldn't bear to leave.

We've been to a lot of regattas, but we can honestly say that this one is truly unique, as it combines low-pressure 'fun' racing with daily cultural events provided to foster appreciation of traditional Polynesian music, dance and cuisine. Despite the arrival of modern infrastructure and an economy largely dependent on tourism, traditional arts are still highly revered and widely practiced here.

When we learned how the event first began, we were reminded of the humble beginnings of one of the world's greatest regattas, Antigua Sailing Week. In both cases, a small bunch of local sailors put together a series of friendly races and invited all the local charter boats to participate.

Neither the folks at the Tahiti Tourisme Board nor members of the Raiatea Regatta Association have any desire for the Pearl Regatta to grow into a massive event like ASY, but they do hope to build it slowly, eventually involving every bareboat available in the islands (there are only about 45), in addition to the boats of cruisers in residence and French expats. Last year, in fact, the guest of honor at the prize-giving was Mr. Jacqui Drollet, vice president of French Polynesia, who warmly welcomed all participants to his islands, and encouraged us to extend his

personal invitation to our countrymen to participate in future Tahiti Pearl Regattas. Now that's our kind of politician!

The goal has always been to attract as broad a field of international competitors as possible. Last year's event attracted teams



ALL PHOTOS LATITUDE / ANDY

from New Zealand, New Caledonia, France, Japan and elsewhere, but promoters hope this year will see a substantial number of North American entries also.

Allow us to paint a picture of what it's like and perhaps you'll be inspired to sign up yourself. Although this year's schedule has not yet been announced, it's a safe bet that each day after breakfast — did we mention the fresh-baked croissants? — you'll rally your team and race either around the buoys within a lagoon, or charge across open water to a new landfall. In either case, the evening entertainment will undoubtedly feature a Polynesian feast of barbecued delicacies as well as live traditional music and dance. As we said, cultural heritage runs deep here, so it's the norm for young men and women to practice the grat-



# OF CHARTERING



**Speed:** Racing in the Raiatea lagoon. **Insets:** Traditional music and dance are a mainstay of life here. **Right:** Hangin' loose on bow watch.

ing dance moves handed down by their ancestors and play ukuleles, guitars and drums with passion. It's all great fun.

Because the event takes place over a long weekend, we suggest you charter your boat a few days in advance and do a little island cruising, becoming thoroughly familiar with its rigging and sailing characteristics in the process.

All three Tahitian bareboat companies, The Moorings, Sunsail and Tahiti Yacht Charters, promote the event to potential charterers. And, unlike racing bareboats elsewhere, here you actually get to fly a spinnaker. Be aware also that the truly excellent Polynesian airline, Air Tahiti Nui, is offering a 20% discount to all participants, and special hotel pack-



ages are also available for before and after your cruise. As a final arm-twister, we should mention that the big winners take home authentic black pearl necklaces.

Think about it. If you've always wanted to sail Tahitian waters, this combination of enticements could be just what you've needed to seal the deal.

See [www.tahitipearlregatta.org.pf](http://www.tahitipearlregatta.org.pf) or contact Ms. Raïna Garcia, president of the Raiatea Regatta Association, for entry info at [rainagarcia@mail.pf](mailto:rainagarcia@mail.pf).

— latitude/aet

## **Sail Training in the High Latitudes: Mahina Tiare's Next Cruise**

Some folks are just born 'people people', who never seem to tire of making new acquaintances and sharing their personal insights. John and Amanda

# WORLD

Swan Neal are like that. After leading 130 sailing expeditions, many to remote locations, and catering to the needs of over 800 sail training students, they're still not burnt out. In fact, far from it. When not sailing their Hallberg-Rassy 46 *Mahina Tiare III* to the far reaches of the planet, they keep busy giving lectures at yacht clubs and boat shows.

Not only do they enjoy their work, but, by all accounts they're darned good at what they do: preparing would-be world cruisers to sail with confidence in all conditions. Oh, and they also know how to have fun.

Their new season, comprised of eight two-week expeditions, begins May 18. On each, they'll take six trainees. Beginning in Gothenburg, Sweden, *Mahina Tiare III* will sail up the coast of Norway to Spitsbergen, which lies just 600 miles from the North Pole, then back through



**"Who's ready for a swim?" John and Amanda ham it up during an Alaskan cruise. In May they head back to Northern Europe.**

Scandinavia, transiting Germany's Kiel Canal, across the North Sea to England, then south to Spain, Portugal, Madeira and ending in the Azores in November.

As John explains, "The focus aboard *Mahina Tiare* is organized and doc-

umented hands-on sail training combined with a watch system where everyone takes the helm, plus shares the responsibilities of navigation, weather plotting, sail handling and cleaning duties. Dedicated daily instruction of several hours covers topics including weather and passage planning, storm survival tactics, coastal, celestial and electronic navigation, collision avoidance, sail repair and rigging. All our instruction is documented

in the 100-page Expedition Companion."

In case you're wondering, John and Amanda have been at this sorta stuff for a while. John began offering offshore sail training passages in the Pacific 1990. When he met Amanda in New Zealand in '94, she had recently completed the Whitbread with an all-woman crew aboard *Maiden*. Since then, they've spent plenty of time in both the tropics and

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# OF CHARTERING

the high latitudes. They've rounded Cape Horn six times and have made at least one trip to Antarctica. They first visited Norway and Spitsbergen in 2000, and again in 2006. Jointly, they've logged some 434,000 ocean miles — but who's counting? In any case, yeah, they're qualified.

If your own spirit of adventure is itching to break free, check out [www.mahina.com](http://www.mahina.com), where you can view logs of previous expedition. Or, feel free to call John or Amanda directly at (360) 378-6131.

## Musings of a Charter Addict: What Makes It So Appealing

Regular readers of this section may recall reading charter reports by Drummond McCune, who would probably be the first to categorize himself as a Bareboat Charter Addict. That is, Drummond and his wife Teddi can count themselves among the thousands of sailors who sampled bareboat chartering and found that they loved it. For them and so many others, it is by far the preferred mode of vacationing. Having chartered in the San



DRUMMOND MCCUNE

*"This is the life!" The McCunes pose with a fiery sunset last June, while anchored at Columbiar Bay, St. Barts, in the Northern Antilles.*

Juan Islands, Mexico, the Bahamas, Tahiti, Italy, Greece, France, Spain, the BVI, St. Lucia, the Grenadines and Grenada, Drummond has got a fair bit of chartering experience under his belt — perhaps more than anyone we know, in fact. So we were particularly glad he took the time to share some insights and observations in a recent letter:

The best thing about bareboat char-

tering is the adventure. True, a bareboat charter is not equivalent to climbing Mt. Everest, sailing around the world alone, or any of that stuff. But there will always be what can best be described as 'mini-adventures'. Some examples are:

- Having the wind come up in the middle of the night causing the anchor to drag (three times).
- Arriving later than you planned and coming into a harbor after dark. (Don't tell the charter company.)
- Trying to find customs after you have checked in with immigration. On Nevis it is in the dark corner of a large warehouse with no signs identifying it.
- Reprovisioning in an open market in St. Vincent, where they speak English, or at least some version of it which, unfortunately, you have no chance of understanding. But they do have some of the most fantastic tropical fruits, some of which you have never seen before in the U.S.
- Tying up to a wharf in St. Kitts that was wiped out by a previous summer's hurricane, and has steel rebar sticking

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# WORLD

out into the berth that you have been assigned to, causing you to wonder if you will get back your security deposit.

- Dealing with boat boys, and a culture totally foreign from anything you have experienced in the U.S.

- Doing a Med tie in Greece, where there are already two layers of boats, and you end up having to walk across two other boats to get ashore.

- Getting up in the middle of the night when a tropical rain storm makes its typically brief appearance, and in so doing pummels the topsides with a ferocity that catapults you out of your berth. You race around closing hatches so that the bedding doesn't get soaked.

Besides the mini-adventures, part of the magic of a charter vacation is being on anchor in a harbor and watching the sunset, after which you see more stars than you have ever seen at home; sitting topsides and realizing that you haven't seen a TV show, don't know how your favorite team is doing,



*Drummond and Teddi clown around at Bloody Mary's on Bora Bora during a 2004 charter to the outer islands of Tahiti.*

and don't care.

A charter boat is not your office, classroom, workplace, or homefront experience, however. So if you are not comfortable outside of those environments which you have presumably adapted to, *do not go on a bareboat charter.*

As for tips, I would give the same advice that I gave a friend of mine who was a good sailor, had his own boat and sailed extensively on San Francisco Bay, but had not done any cruising: Go first to the BVI and hire a skipper for the first two days. He did that and all aboard had a ball.

He felt perfectly comfortable after a couple of days with a skipper. This was before mooring buoys sprouted up all over BVI. Now you don't even have to know how to anchor.

Besides the BVI, which we always enjoy, the Grenadines and St. Maarten are our other two favorite locations in the Caribbean. Understand that in both of those locations you will experience some open water sailing, so alert your crew, and have them make the



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# OF CHARTERING

necessary preparations, i.e. rigging a preverter. The Caribbean has very consistent winds, and it is rare that you do not have a good sailing day. (In the Med, and in our one experience in Tahiti, we did not have the same consistent winds.)

Again, if you have any trepidation about chartering, go to the BVI first. You'll have a ball. After you have that under your belt, try the Grenadines. Destinations are farther apart, and there is more open water sailing, but there are some great destinations. My wife and I love Bequia.

After the Grenadines, I would suggest the French/Dutch island of St. Martin/St. Maarten. The first time we chartered there, we sailed to nearby Anguilla. Their check-in procedure and fees discouraged us from ever going back there again. But you have to go to St. Barts. It's great fun, as you've read elsewhere in *Latitude*.

By the way, when you charter, one of the first things you get is a chart briefing. Take a pencil and paper and listen carefully to what the staff recommends. These guys want you to have the vacation

DRUMMOND McCUNE



***Who's drivin' this bus anyway? Ah! Otto the autopilot, that's who. Hopefully someone was standing watch while the cap'n was napping.***

of your life, and their local knowledge is always worth noting. When we have followed their recommendations and used the people they suggested for tours or other stuff, we have always been satisfied.

We have had fun in the Med as well. There is a whole lot more culture and history in the Med, but we have not found as consistently good sailing conditions. We've been lucky to sail even half — and usually less — of our charter days. But

you will see 2,000 to 3,000 years of history. My wife and I have always combined a land vacation with a charter in the Med, and would highly recommend doing that.

Unlike the Caribbean, where I tend not to pay attention to the weather — why pay attention when it is going to be pretty much the same each day — you should check the weather in the Med. We heard stories about the *meltinis* in the Aegean, but thankfully missed that experience. We did learn first hand about the French *mistrals* that blow in over the Pyrenees.

A final note: Skippers beware, we now have friends who will not let us take a vacation that does not involve a yacht charter. They don't even care what the proposed destination is, they just want to go along. I suppose in this life there will always be burdens you must bear.

— Drummond McCune

## Charter Notes

You'll have to excuse us, but we have a growing fascination with the notion of using **alternate technologies to power**

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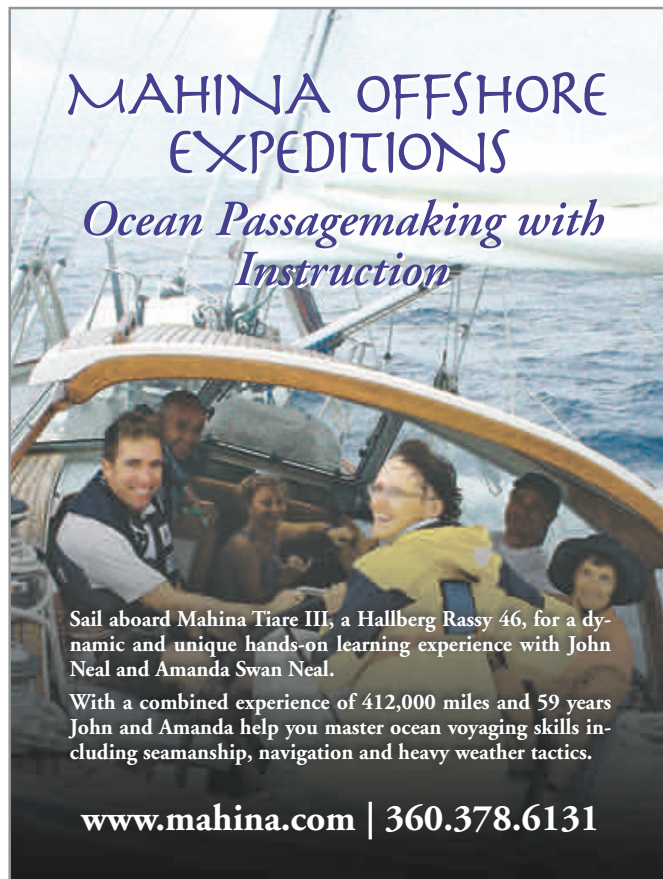
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# WORLD OF CHARTERING

**sailboats**, as it appears to be an exciting trend in production yacht design — especially in the charter industry.

If our memory serves us, it was last winter at the Paris Boat Show that the first production boats powered by electric motors were introduced. In November we reported that **Lagoon's new 420 cats**, which are powered by **twin electric motors**, are due to be available in Caribbean charter fleets this spring.

Last month, at the **Strictly Sail Miami Boat Show**, **The Moorings** unveiled its new **E-Leopard 43**, featuring "clean diesel-electric propulsion and climate control technology." Built in South Africa by Robertson and Caine, the first of these has quietly been tested in the BVI during the past year, meeting or exceeding its performance targets. A 25kW DC generator drives the dual 20hp DC electric



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motors and provides power for **DC air conditioning**.

Moorings CEO Les Raas is bullish on the program: "I foresee a time when electric power grows to become the **dominant power technology in our fleet**." That would be good news for the industry, the environment and for in-

dividual charterers, as such vessels naturally run **quieter and cooler** — a huge consideration in tropical venues. Needless to say, the growth of such technologies may have enticing potential for cruisers also.

Enough tech talk, though. What about your **summer plans**? "What plans, you say?" Our point exactly. It's time to make some! It may only be early March, but summer is right around the corner and

both boats and air flights are booking up fast — especially if you hope to use frequent flyer miles.

If you're not up for an overseas trip this year, consider venues close to home. Pictured above is one possibility: booking a cabin or berth aboard a traditional schooner in **Downeast Maine**. The **Chesapeake, Florida**, **Puget Sound** and the **Great Lakes** are other options well worth looking into.

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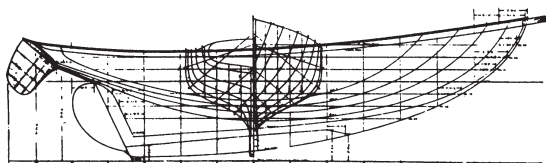
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# CHANGES

With reports this month from **Walita** on cruisers' health insurance; from **Magnum** on a trip to Zihua'; from **Sandpiper II** on crossing the Pacific last year; from **Cadence** on being hit by typhoon Millenya in the Philippines; from **Lanakai** on getting a boat rub from a big whale; from **Sea Peace** on getting a diesel replaced in Mazatlan; from **Aquarelle** on what to take across the Pacific; and lots of **Cruise Notes**.

## **Walita — Joubert 47 Gerard and Veronique Lacroix Health Insurance For Cruisers (France)**

One of the advantages of sailing outside the United States and Europe is that health insurance becomes more affordable. For example, our Medis Elite plan, administered by Global Assurance Group, costs less than the health insurance we had when we were employed in the U.S. — counting employer contributions, of course. For those who worked in high payroll tax European countries — as we did a while back — our plan would be an even greater bargain.

Global Assurance Group has several different Medis health insurance plans to choose from, all underwritten by Generali Worldwide, part of the Generali Group of Italy. The company has assets of \$300 billion and an S&P AA rating. So we're rather confident that the claim money will be there when we need it.

Coverage is fine for our needs, with all the major risks covered and subject to no more than the usual exclusions. And after six years, the terms of our policy haven't changed much. This is a relief in an age when many insurance policies suffer from 'exclusion inflation' over time.

But most importantly, we have found claim processing to be relatively easy and painless. The folks at Global Assurance Group have been attentive to our needs and quite responsive. Their quality of service far surpasses anything we experienced in the U.S. and Europe. If you can scan documents, you can process claims by email exclusively, and cruisers know that email is the only efficient way to take care of business with distant providers. **'Walita' rips along in the Caribbean trades at a healthy clip, her crew confident that their health insurance needs have been taken care of.**

in the U.S. and elsewhere. For six years now, Global Assurance Group has been processing the claims we send them from the Caribbean and Europe with almost nary a hitch. And when a hitch has occurred, they've been prompt to fix it.

If you're a cruiser and don't have health insurance, we suggest that you go to Medishealth.com and investigate the details for yourself. For as far as we're concerned, there is really no excuse for going cruising these days without health insurance. For the suspicious — and in our experience all good cruisers are a little suspicious — we have no connection with Global or Generali, and receive no compensation from them. It's just that when we have tested a product for six years, and found it to work well, we like to share it with others.

P.S. I used to race on a Hawkfarm when I went to school in the Bay Area, and also did a couple of races down to Catalina. I loved sailing off Conception at night with the spinnaker up. Our custom-built 47-ft aluminum centerboard sloop is great, in part because she has a full deck salon. No more 'coal mine' interiors for us. We've been living aboard for six years and love it. *Walita* is currently in France, but it's too cold for us, so we're headed back to the Caribbean next year. Watch out for the Potato Patch!

— gerard & veronique 02/10/07

## **Magnum — Peterson 44 Uwe, Anne and Kara Dobers Where Are All The Kids? (San Francisco)**

Well, we finally managed to liberate ourselves from the daily grind and humdrum existence. It may have been later than we anticipated due to unfinished land projects, but we sailed out under the Golden Gate on November 6 and turned left for a change. So instead of reading about everyone else's sailing adventures in *Latitude* while soaking in the tub after a Sunday sail around the Bay, we're now living them firsthand. It's true, however, that a few years ago we had a taste of what



was to come. We first wrote to *Latitude* in late '99 after sailing to Micronesia from Australia via Indonesia. We then moved back to San Francisco, where we worked, bought another boat, and had the baby we hoped for. But from the moment we returned to San Francisco we'd been planning our current cruise.

Kara, our little girl, turned four in September. She's adapted really well to the cruising life. Since she's happy puttering around in the water, and her favorite pastimes are collecting shells and scouting for dolphins, she couldn't be in a better place. She invents imaginary friends and even fights with them, so I don't know whether to feel sorry for her or commend her creativity. We think four is a good age at which to embark on a family cruise such as this, as Kara still thinks we're cool enough to hang around with. Sure, there are times when she misses her life in San Francisco, but as time goes by that happens less often.

We moved pretty quickly down the coast of California, as we wanted to get to warmer climes as soon as we could.





# IN LATITUDES



MAGNUM AND 'LECTRONIC LATITUDE

**From top left; Two Harbors wasn't crowded in November. The Dobers starting to warm up on their way south. The estuary at San Blas.**

We're so glad that we have a big hard dodger and cockpit cover on our boat. They protected us from the wind and cold on the way down to Mexico, and now that we're down here in Mexico, they protect us from the sun.

Having left from San Francisco so late in the season, we were a little worried about the weather. We did have a little bad stuff, but nothing too terrible. Even though we were in a hurry, we got to stop at both Two Harbors and Avalon on Catalina, some lovely anchorages, and even spent a lovely day hanging out at our own 'private beach' at Bahia Santa Maria, Baja.

In recent years we've read complaints about the high prices for marina slips in certain parts of California, but, based on our experience, the only place we had to pay a high price was San Diego. And after doing some calling around, we were able to find a place for \$35/night, which we think is reasonable. Marinas in Mexico,

of course, are another story. South of Ensenada, marinas are usually part of resorts and come with hefty slip fees. As such, we only go into marinas when it's necessary, such as to fuel up and wash down the boat.

We didn't like Cabo at all because the anchorage was uncomfortable and noisy — not our kind of place. But we try to maintain an 'if you don't like it, just move on', attitude, so we left.

Unfortunately, we didn't meet many boats with kids until we arrived at Mazatlan, where Kara was immediately invited to 3-year-old Kendall's birthday party aboard *Southern Star*. Parents are as happy as the kids to find other 'kid boats', because by working together, the parents of the two boats can take turns giving each other breaks. And we parents need it, too. As such, we buddy-boated with *Southern Star*

until Punta Mita.

From Mazatlan, we moved on to Isla Isabella, which is a well-known bird and marine preserve about 80 miles to the south, and not to be missed. Kara got very excited because she was able to see the baby birds at such a close distance. After the hustle and bustle of a busy city like Mazatlan, it was refreshing to hang out at a peaceful anchorage for a few days. We then moved on to San Blas and anchored in nearby Matanchen Bay. The no-see-ums were a little annoying, so we didn't spare the DEET. But San Blas is pretty nice — in fact, it felt like our first stop at an authentic Mexican town.

Other stops we enjoyed on the way to Z-town were Ipala and Barra de Navidad. While anchored in the lagoon at the latter, we were fortunate enough to meet up with Nate on *Daring*, who is almost seven. We moved slowly south from there to Las Hadas, Manzanillo, and finally on to Z-town for SailFest. Z-town is more developed than we expected and is pretty touristy. The new thing for boats is that they had all to have dye tablets placed in their heads, which will make it obvious if anybody empties their holding tanks into the bay. This is the same policy that keeps the waters at Avalon so clear.

It sure is good to be back cruising again! We feel so lucky to be able to meet people from all over the world, each of them with a unique story. One of the nice things about going into marinas is that they usually have internet access — which is really great. Nonetheless, we'd advise everyone coming to Mexico on a boat to get high-power antennas for their computers to extend the range — and chances — of getting wifi while on

**One of Kara's favorite activities is scouting for dolphins. Heading south to Mexico was a good place to do this.**



MAGNUM



# CHANGES

the hook.

Like most cruisers, we've changed our plans. Initially, we had figured on sailing as far as Ecuador, then crossing the Pacific from there. However, it would mean that we wouldn't be able to leave Ecuador to cross the Pacific until the following March. So in a last-minute decision, we've decided to cross to the Marquesas from Z-town.

The only thing we really miss — other than a coffee from our local Farley's Coffee Shop — is not being able to pick up a copy of *Latitude* on the first of the month. Other than that, we are enjoying our new life in our much smaller living space with far fewer 'things'. We look forward to what the next leg of our journey will bring.

— uwe, anne and kara 02/08/07

**Folks — Three short comments. First, it's easier to find less expensive berthing in Southern California in the winter low season than during the busy summer and early fall. Second, many cruising families with kids try to be part of the Ha-Ha because there are usually 15 to 20 kids between the ages of 1 and 15 in the fleet.**

**Finally, there is no need to miss out on a single issue of *Latitude*, as the e-book version, complete and in the same form as the printed version, is available online for just \$18/year. Visit [www.latitude38.com](http://www.latitude38.com) for details.**

**Four-year-old Kara's future, seen helming 'Magnum's dinghy, is so bright that she needs to wear shades.**

MAGNUM



## **Sandpiper II — Yorktown 35 Tom & Amy Larson Tonga Is A Breath Of Fresh Air (Oakland / Sydney, Australia)**

I'm inspired to write as my father-in-law just flew in here to Sydney to visit 'Team Sandpiper' and brought our mail — including all the *Latitudes* we've missed since taking off on the Puddle Pump in '05. Reading the Mellor family's report from *Sensei* on Niue brought back some great memories of the fun times we've had together since the '05 Ha-Ha. We eventually had to go our separate ways, as they headed south from Tonga to spend cyclone season in New Zealand, and we chose spend the season here in Sydney in order to witness the awesome fireworks display that brought in '07.

We want to thank *Latitude* so much for bringing all of us Puddle Jump people together in Mexico, as it was a real benefit to be able to meet up with all the other boats making the Jump, making our crossings a lot more fun. We only had two problems coming across. The first was when the head door decided to lock itself shut. We had to break the hinges off to get the door open! We also had an engine mount bolt that sheared. Somehow we were able to tap it out and replace it while sailing. We even lifted the engine back up to realign the shaft. It's amazing what you can fix in a sheer panic and thinking that you might be stuck in the doldrums with no propulsion.

Some of our favorite stops during our Pacific crossing were: 1) Rangiroa in the Tuamotus because it was remote and had the first really clear water for snorkeling. The Marquesas doesn't have it because those islands don't have surrounding reefs. 2) Moorea in the Society Islands, where we snorkeled above underwater *tikis* and waded among rays that swam up to us to be fed. 3) The tiny island nation of Niue, where you have to anchor in the lee shore of an island in the middle of nowhere, a round island with really high cliffs so there is no protected anchorage when the trades clock around. The Niue YC consists of nothing more than the commodore's house, where he answers the VHF to assist visiting yachts. The old clubhouse was taken out by a wave from a tropical cyclone several years ago. At least they've been able to put in some mooring buoys for visiting yachts, as anchoring can be very difficult.

Number four on our list is the



Vava'u Group of Tonga, where the the 40 or so small islands are so close together that you can daysail every day to another island and also enjoy snorkeling in the crystal clear waters. And you sure don't want to miss the Tongan Drag Queen Review every week at Tonga Bob's Cantina. The local businesses also put together unforgettable Full Moon Parties each month, where scantily dressed women force you to drink from bowls of a mysterious liquid known as 'moon punch'. But they even provide a dinghy valet service, so when you can't drink any more moon punch, they get you back in your dinghy again.

Five on our list was sailing across the 'Bligh waters' in Fiji, and spending a week at the \$3 Bar at the Musket Cove Resort. You can BBQ every night on the Musket Cove's grills, and they not only provide all the firewood, they even wash the dishes when you are done!

We also had a memorable time in Port Vila, Vanuatu, when tropical cyclone *Xavier* was just 24 hours away and headed right for us. We had a local charter boat try to force us from the mooring buoy we rented, but we stood



# IN LATITUDES



**Spread;** *The girls didn't know what liquid they were sipping at the Full Moon Party, but it sure didn't taste like kava. Inset; Off Bora Bora.*

our ground. Fortunately, *Xavier* veered away and missed us. We also loved sailing down the east coast of Australia, arriving in Sydney to witness the largest fireworks show in the world to welcome in the new year.

For those interested in a little more detailed 'slice of cruising life', let us tell you about our stop at Vava'u, Tonga. Upon arrival at Neiafu, the only town in the Vava'u Group, all boats must pull up to the docks to check in. It sounds easy but it's not, because the tall docks were made for big supply ships rather than sailboats. During our first week here there were two serious accidents at the dock. One was a cut-up foot that required many stitches, the other was six broken ribs. Ouch! Team *Sandpiper* made it without injury. We waited patiently at the dock for the Quarantine, Immigration, and Customs folks to come down to the boat to check us in. George, the dude from Quarantine, was a real hoot. He made himself comfortable on several boats, eating cookies, taking

bottles of rum, and drinking beer. We made it through the entire procedure losing only a Coke and a lemon.

After checking in, we grabbed a mooring ball, jumped in the dinghy, and we were off into town. Tonga was a breath of fresh air after French Polynesia, as everyone speaks English and the food is cheap. We ate out almost every night our first week. We'd guess that 90% of the local restaurants and businesses are run by cruisers who saw great opportunities. For example, an American couple sets up a sheet at one of the local hotels and projects movies on it. We were fortunate to catch the double feature. Tonga Bob's is the cantina that features homemade tortillas and the drag queen shows. You haven't lived until you've seen



BOTH PHOTOS COURTESY SANDPIPER II

a Tongan drag queen show.

When we arrived, Taufa'ahau Tupou IV, the 85-year-old King of Tonga, who at 444 pounds was the world's heaviest monarch, was on his deathbed in New Zealand, and the people of his kingdom were ready to grieve. King Tupou IV is best known in recent history for having earned \$26 million through a scam in which he sold Tongan passports to anyone with money. He was then charmed by American Jesse Bogdonoff, who was appointed the official Court Jester and given responsibility for investing the \$26 million the king had raked in through the scam. Bogdonoff promptly lost all the money in other scams, such as buying out the life insurance policies of AIDS patients.

While having dinner at a restaurant one night, we overheard the owner say that the crown prince was coming in to have one last party before becoming king. The prince had eaten at her restaurant before, so she knew to get his special chair beforehand. He was several hours late for dinner, but we waited around anyway. I thought he would be dressed in traditional Tonga wear, but he wore a sports jacket. He looked just like his father. The prince's full name is Sia'osi Taufa'ahau Manumata'ogo Tuku'aho Tupou, and he's a mid-50s playboy who

**One of Tom and Amy's favorite stops while crossing the Pacific was kayak-friendly Huahine in French Polynesia.**



SANDPIPER II



# CHANGES

was educated at Sandhurst and loves dabbling in everything.

On Friday nights they have friendly sailboat races in Neiafu Harbor. So while the guys got our friend's boat *Zafarsa* ready, we ladies went to my, Amy's, favorite restaurant, the Compass Rose. There we could enjoy cocktails on the balcony while cheering our captains on. Well, they never even got *Zafarsa* off the mooring ball! They raised the sail before untying from the ball, ran over the line, and then got the line wrapped around the prop. The race was almost over by the time they got the line undone and the boat moored back to the ball. It's another example of why cruisers shouldn't race.

Another hot spot in town is The Mermaid, which is a restaurant, the Vava'u YC, and a big cruiser hangout all in one. One night we all signed a Puddle Jump shirt that they will hang in the restaurant for all to see. Neiafu so caters to cruisers that local businesses get on the daily 8:30 a.m. net with commercials about their specials of the day.

The Vava'u Group is interesting in that you have over 50 different anchorages to explore, all within very close proximity of each other. It's so convenient to be able to go out for a few days, come back into town to reprovision, then go back out again. This is exactly what we did during most of our stay. During our first week we explored Ofu Island and spent the night. While there, we met a gentleman named Moses. He's looking for someone to lease his land and open a bar,

*We're not so sure, but Tom and Amy claim that you haven't lived until you've seen the Tongan drag queen show at Tonga Bob's Cantina.*



SANDPIPER II

so if any of you out there are interested.

... The next day we were off to Tavana Island. We made a reservation for La Pallea restaurant, which we'd read rave reviews about in a famous cooking magazine. The couple that own and run this restaurant were cruisers who sailed here from Spain 15 years ago and decided to settle. We had an excellent meal in this middle-of-nowhere restaurant. Since the islands and beaches are so close around here, it is a fantastic kayaking area. Finally!

The Vava'u part of Tonga is an awesome place and the land is cheap, so we can see why so many people — and cruisers — are making it their home. The Full Moon Parties might be another reason. About 150 from 40 boats showed up at the one we attended. After using the dinghy valet service, we went ashore where they had a big outdoor kitchen and small stage. It was BYOB, but you could buy cups of ice for your drinks. At sunset there was a Tongan BBQ. We had a lot of fun and saw a lot of people we'd met during our crossing — including the crews of boats from as far back as Mexico. After the sunset there were fire dancers and kind of a Tongan rave with Moon Maidens walking around with large punch bowls of some unknown liquid. As usual, Team *Sandpiper* was one of the last crews to head back to the boat. After that, we were off to Fiji.

At 8 a.m. on the morning we departed Tonga for Fiji, the king finally passed away. We left just in time, as Tonga went into 100 days of mourning, during which time all the businesses were to be closed. That would make it hard to get beer. And as it turned out, there was a bit of violence, too, as not everyone approves of the successor.

Our current plans are to slowly cruise back up the east coast of Australia, participate in July's Darwin to Indonesia rally, then welcome the new year in at Phuket, Thailand.

— amy & tom 02/08/07

## **Cadence — Apache 40 Cat Frank Ohlinger Typhon While On The Hard (Monterey / Philippines)**

My Apache 40 catamaran Cadence was on the hard for a refit at Subic Bay in the Philippines when I first learned about the approach of typhoon *Millenya*. I read about it in the September 27 edition of the Manila Bulletin, the day before we got hit. The paper said that the storm was northeast of the Visayas, heading due west for Manila and Subic Bay.

Storm warnings had already been



posted by the Philippine Meteorological Office for the east coasts of Luzon and Leyte, and wind speeds of 120 kph (65 knots) were being reported. However, the Joint Typhoon Warning Center in Guam measured the winds at winds at 120 knots, with gusts to 150 knots. The major discrepancy was widely attributed to someone in Manila having confused kilometers per hour with knots per hour. Whatever, based on the satellite photos it was obvious that *Millenya* — known elsewhere as *Xangsane* — was a huge beast that covered a good bit of the Western Pacific. It was also obvious that she was coming our way.

The next day dawned calm and overcast. We got out to the boatyard on Subic Bay early and found it to be a proverbial hive of activity. Bert and Johnny, the forklift guys, were busy moving anchor blocks into place and carrying out the trash cans. The rest of the boatyard guys hustled around to tie down loose stuff. Rain tarps were taken down and stowed, and the two dozen boats in the yard — sitting beam-to-beam — gradually sprouted a web of tie-down lines.



# IN LATITUDES



ZIHUA SAILFEST PHOTOGRAPHY TEAM

***We didn't have any typhoon photos to illustrate 'Cadence's experience with 'Millenya', so we thought we'd use this space to show you that the bird and sea life remain vibrant in Z-town.***

Several boatowners remarked how neat the place was starting to look. The boats out on the floating pier had their lines doubled and were given extra fenders.

By 10 a.m., the drizzle had become constant, with a light but fitful wind from the north. The crew finished up and broke early for lunch, hoping to eat before the power went out. The first strong gusts came with moderate rain just before noon, and as expected, the power did go out. I noticed that the barometer was plunging, and that the lower clouds had a shredded look to them. We retired to the shelter of the open-sided hut by the sari sari store, and found the large karaoke machine to be an excellent windbreak. We made ourselves comfortable amid a pile of plastic yard furniture, and started into the first bottle of Emperor brandy, the typhoon party drink of choice. The wind was blowing about 20 knots, gusting to 25, still from the south.

Subic Bay is well sheltered by decent-sized ridges and hills to the north and

east, with the south and west being more open to the bay. The karaoke hut is opposite the guard shack on the road into the boatyard, which is oriented roughly north-south. For most of the morning the wind and rain funneled down the road from the north.

By 2 p.m., the winds were an honest 35 knots, with the occasional attention-getting gust to 50. The rain came down in sheets. We were in an awestruck mood, and variously told sea stories and other lies, and said disparaging things about whoever wasn't there. We also sang karaoke-inspired songs. (Even with the power out, I figured that only stakes through hearts would end that practice.)

Sometime later, the sky began to lighten and the winds abate. When I noticed the lull, I wiped my glasses and peeked out from behind the karaoke machine. Up the road to

the north the lower clouds were now shredded east to west along the ridge in heavy rain. Slowly a thought formed in my head: 'So that's what the eye-wall of a typhoon looks like!' A scattered flock of seagulls passed overhead in silence.

A while later Bob W., the ex-pat who is managing the construction of several large yachts in the back of the yard, pedaled by earnestly on his bike. He was trying to manage a large open umbrella while he rode, and looked like a cross between Mary Poppins and the witch in *The Wizard of Oz*. I told him that I hoped he would make it home safely.

The lull lasted what seemed to be a good half hour. The yard guys, thinking it was over, started setting up the plastic furniture in the hut and stretching out. I noisily and intentionally made a big deal about moving my chair to the other side of the karaoke machine, and loudly predicted that the furniture they were setting out would shortly be in the trees on the other side of the Argonaut Highway. I got uncomprehending looks, but I persisted in setting my chair deeply into the corner on the north side of Mr. Karaoke.

We cracked a new bottle of brandy while I tried to explain what I was seeing in terms of counter-clockwise flow of low pressure systems in the northern hemisphere and the east-to-west track of the storm. I'm not sure that any of the boatyard workers comprehended what I was saying before the first gust blew up the road from the south. It was followed rather quickly by a gust that could have been 60 knots. There was a scramble for the plastic furniture, as it started a take-off roll. Then the rain came pelting down. Snug and dry in my corner, I poured more brandy and took quiet satisfaction in another display of the power of 'whiteman's magic'.

The wind continued to howl from the south for the rest of the afternoon.

***Having proved herself to be a good cruising boat over the years, 'Cadence' turned out to be a great typhoon shelter, too.***



FRANK OHLINGER



# CHANGES

After a couple hours, the waterlogged soil began to lose its grip and large trees started coming down. These brought more power lines with them, damaging some buildings and blocking streets. Many streets were already flooded and otherwise impassable in places. Despite a very close call, the boatyard had still been spared major damage. Just before dark, we had to rally to lasso the floating dock, as it had lost its mooring and was headed up river.

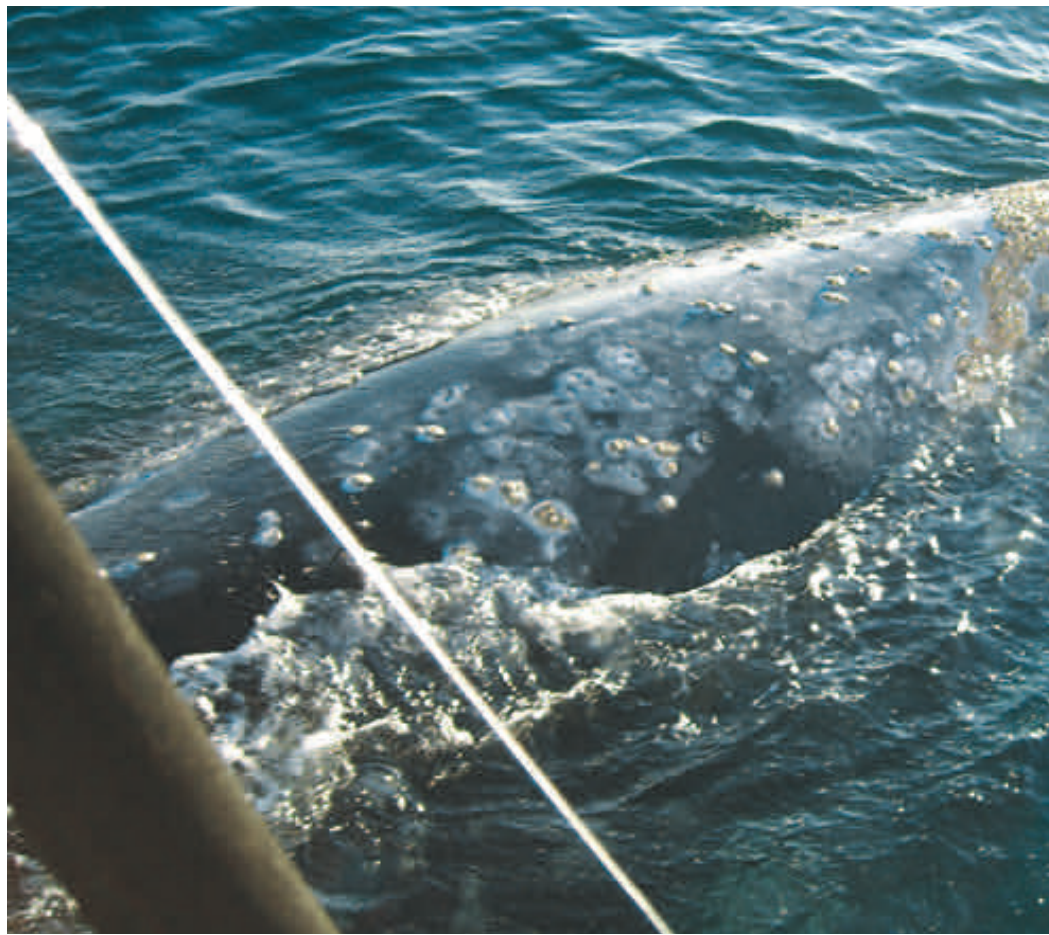
I was wet, cold and tired, so a hot shower seemed like a priority. I retired to my cat. It is in situation such as this, I thought to myself, where you see the advantages of living 'off the grid'. Other than a few persistent drips, life onboard was as cozy as ever.

When I drove around Olongapo the next morning, I had to take several detours around fallen trees and power lines. I noticed that all the Christmas decorations, which had been carefully hung, had been blown down. Yes, Christmas season in the Philippines starts in September and doesn't end until February.

(By the way, Christmas is even bigger than Mardi Gras in the Philippines, although for some reason the latter is celebrated four times a year. Oktoberfest is in October, but it's nowhere near as big as Halloween. They also have Wild West Days, which features western clothes, horses, and girls wearing feathered headdresses and high heels. There are a number of other big celebrations. Nothing slows these people down! Even at the height of the storm, there were kids playing in the streets, wading in the gutters, and having a good time.)

The television came back on the following evening, and it was apparent that Manila had been badly hit. That city of 1.5 million, reeling from infrastructure

**Even though 'Millenya' was a destructive typhoon, the resilient Filipinos soon had the streets cleaned and the buses running again.**



catastrophes for decades, had been clobbered by the worst storm to hit it in 50 years. Dozens of deaths were attributed to the floods. Many of the huge billboards that mar the cityscape fell, although that was attributed as much to shoddy construction and illegal permitting as the storm. The storm gained strength in the South China Sea, and a few days later came ashore in China, where it also did significant damage.

Crews continued cleaning up, and by the third day it was difficult to tell a major storm had just come through.

The broken power pole out by the 14th Street Gate, for example, had already been pushed into the weeds and replaced. Even the neon halo on the full-sized statue of the Virgin Mary, mounted high up in the ancient nara tree by the old Cubi Point Officer's Club, was illuminated again. However, the loud buzzing from the halo's ballast re-

minded me that nothing in the tropics is meant to last for long. But so long as anything lasts, it's enough of a reason to celebrate.

— frank 10/06/06

*Frank and Readers — Sometimes we screw things up. Although we received this report almost immediately after the typhoon, for some reason we failed to publish it. It also occurs to us that in his previous missives, we've been identifying Frank Ohlinger as Frank Leon. We're as embarrassed as we are apologetic.*

**Lanakai — Saga 43  
Mike and Leilani Costello  
Having A Whale Of A Time  
(Oxnard)**

Well, here we are, first-time cruisers in Mexico. Thanks in part to *Latitude* being a great publication, we left our homeport of Oxnard on November 1, and are now cruising the west coast of Mexico.

One of the most exciting experiences we had was our whale encounter. Shortly after dropping the hook at Cabo San Quintin in northern Baja, we were sur-



# IN LATITUDES



**Adventures on 'Lanakai': The boat-massaging whale; Leilani with the dorado catch of the day; and Mike and Leilani with a local musician.**

prised by a loud 'whoosh' not 30 feet from our starboard bow. It was a baby gray whale about 30 feet in length. He proceeded to rub against the hull of our boat for about 30 minutes. It became a little unnerving when he bumped the rudder a few times. He eventually left, but not without a good coat of our recently applied blue bottom paint.

Life is good. The fishing was great down the Baja coast, we just need more surf.

— miguel y lupita 02/03/07

## **Sea Peace — Passport 40 Don and Donna Case Replacing Our Diesel In Mexico (Menlo Park)**

Last November's Ha-Ha turned out to be the shakedown cruise for our recently-purchased Passport 40 *Sea Peace*. We'd lived aboard since November of '05, but didn't really sail or motor her much before the start of the trip because we were fitting her out with new equip-



PHOTOS COURTESY LANAKAI



ment.

We had problems with the old Isuzu diesel all the way down to the Ha-Ha start in San Diego, but Don was able to fix them. But once we got 60 miles north of Cabo, the water pump went and the head gasket blew. We sailed to Cabo Falso, then lashed the dinghy to the side of the boat to use as a tug to get us into the anchorage for the night. The anchorage was full of Ha-Ha boats, but we found a spot and were able to anchor safely.

After that incident, we'd decided that we needed a new diesel. Don wanted a Yanmar, and we found a flyer in the Ha-Ha literature from sponsor Total Yacht Works in Mazatlan, a Yanmar dealer. We contacted owner Bob Buchanan by phone from Cabo, and he ordered a new Yanmar. Buchanan wanted a deposit, but I was a little wary about sending thousands to

a stranger in Mexico. That's when we bumped into the Grand Poobah in a restaurant in Cabo, and he told us that he had a lot of faith in Buchanan.

We appreciate the Poobah's advice, because he was right. Bob and his helper Rafael did an outstanding job of constructing new fiberglass engine mounts and enlarging the exhaust to accommodate the new Yanmar. The engine fit perfectly and runs great. Not only were Bob and Rafael great mechanics, they were very pleasant folks to have around during the 41 days we spent in Marina Mazatlan. We can highly recommend Bob and Total Yacht Works, which will be opening a shop at the new haulout facility in Mazatlan later this year.

We're now on our way to SailFest in Zihua, after which we'll head south to explore Honduras, Nicaragua, Costa Rica and Panama on our way to Ecuador for the summer and fall. Thanks for *Latitude*, as we've not only enjoyed reading it over the years, but have clipped many articles with suggestions for our trip.

— donna & don 01/27/07

*Donna & Don — Thanks for the kind words, we're glad the engine replacement went so well. And trust us, you didn't want to be making the trip you'd planned to Ecuador with an unreliable engine.*

*We'd also like to remind you that just because you're out cruising doesn't mean you can't get Latitude anymore. In fact, for just \$18/year, you can download all 12 issues. All the articles and ads are there just like they are in the print version, the only difference is that the photos look much better. You can subscribe by visiting [www.latitude38.com](http://www.latitude38.com).*

**Bob is the Yanmar dealer and his wife Liana works at Marina Mazatlan. Both are well-known and well liked in the cruising community.**



LECT LATITUDE/RICHARD

# CHANGES

## **Aquarelle — MT-42 Ken and Diane Kay Tips Based On Our First Year (Boerne, Texas)**

Bula! from Fiji: We've covered 9,000 miles since leaving the United States to do the '05 Ha-Ha and the '06 Puddle Jump, and have averaged catching a fish every 4,500 miles.

With so many new cruisers about to take off, we've put together some tips based on what we've seen, experienced or discussed with other cruisers. We wished we'd had this information before we left. They are just our opinions, of course, and some are specific to the South Pacific and therefore not pertinent to Mexico.

1) Your watermaker is too small. Yes it is! I don't care if you can survive on four gallons of water a day, once you have a watermaker, you begin to take more and longer showers. Carefully plan on how much water output you'll need — then double or triple it!

2) Honda (or similar) portable gas generators are wonderful, even if you already have a diesel genset. The Honda makes a great backup, as we often hear tales of main generators failing. Besides, you may need it to run your extra large watermaker.

3) If you leave the continent, be prepared for 220-volt electricity, because that's what the rest of the world seems to use. If you do end up in a marina — and most of us do for some amount of time — the only way to get juice is to be prepared with a transformer or a complete 220-volt system. By the way, 110-volt replacements are also impossible to find, so be prepared.

4) Bring spare 110-volt plugs, receptacles and extension cords, as you'll not be able to buy them in the Pacific. And make sure none of your outlets face up in such a way that they could collect

*It's no different in the South Pacific than in Mexico, Yamaha outboards seem to be the most popular, and thus parts are available.*

water.

5) Yamaha seems to be the most popular outboard brand in the South Pacific — and there were a lot of them in Mexico, too. That means parts and repairs are more readily available than with other brands. If we're not mistaken, Yamaha also makes a quiet gas generator, too.

6) Know how to sail your boat. You shouldn't have to have someone tow you into an anchorage. Be able to sail on and off your anchor. Engines do fail, and always at a bad time. (Is there a good time?) Practice heaving to. This isn't a technique that has to be used much in Southern California, but we've heard from a number of sailors who hove to for a day or two to wait out bad weather, and thought it was the best response.

7) Rechargeable AAA and AA batteries are great. Our charger works off of 12 volts and is always on. I was able to purchase Nickel Metal Hydride batteries on Ebay for the same price as alkaline batteries, and they have lasted nearly two years. Rechargeable C and D batteries are also good, but we do without them.

8) Bring lots of spares. If you have too many thingamajigs, someone else might trade you for a watchamacallit you might need.

9) Bring U.S. postage stamps. Someone in the cruising community is always flying home, and he/she won't mind dropping stamped mail in the box at the airport. If the stamp isn't something exotic from an island in the Pacific, it's more likely to reach its destination.

10) If you're going to the South Pacific, collect good recipes for canned corned beef. If you can't figure out why, you shouldn't go cruising.

11) Ice cubes and frozen foods are wonderful, but most cruisers aren't able to carry enough of either. If you don't have a big and reliable freezer, see Tip #10.

12) Bring jugs for water — even if you have a good watermaker. Cruisers with big watermakers are guaranteed to make friends quickly and easily if they announce they have an extra 20 gallons of water to give away, and jugs to transport it in.

13) Install and know how to use SSB, marine and/or ham radio. Maintaining contact with home is wonderful, and the variety of weather



products available is pleasantly staggering.

14) Keep a few oil lanterns on board. Not only do they supply light, but also heat. We've been amazed at how often we have gotten cold on our trip across the South Pacific. We also use lanterns to dry out parts of the boat that have gotten wet. (Of course, we're sure your boat never leaks and that you will always close all ports and hatches when it rains.) We like liquid paraffin for lanterns because it doesn't have a smell. But bring plenty, as it's not available in many places.

15) Bring lots of small-diameter line, as you'll be surprised at how much you'll need.

16) Is your inverter big enough for your needs? For emergencies, bring a few small inverters.

17) LED lights are available online for a fraction of what they sell for in marine stores. You may not be able to use them to replace all the lights on your boat, but when you can, you'll save a lot of electricity. We use amber lights when making night passages. They provide plenty of light but don't hurt our night vision.





# IN LATITUDES



*We're a little disappointed that the Kays didn't highly recommend bringing an inflatable surfboard, like theirs, to the South Pacific.*

18) Carry lots of wind-resistant lighters. Small disposable lighters are available everywhere, but there are plenty of instances when only wind-resistant and long barbecue lighters will do.

19) Don't forget the butane soldering iron. They work very well and can often be used as a mini-torch for doing things like melting the ends of lines before whipping them.

20) Similarly, don't forget the resealable plastic bags, such as Ziplocs. Off-name brand bags in other countries are inferior. Even two-gallon size Zip-Locs come in handy.

21) Heavy-duty trash bags are great — especially as you may have to store trash for a long time. Contractor bags, designed for construction trash, are particularly strong and long lasting. For smaller bags, trash compactor bags are also quite strong, although a little pricey.

We hope these tips help.

— ken & diane 11/07/06

## Cruise Notes:

"To say we are excited to be back in our own ocean, the Pacific, would be an understatement," write Buddy and Ruth Ellison of Sausalito who, after following the '96 Ha-Ha, have sailed almost all the way around the world aboard their Hans Christian 48 **Annapurna**. "We only have about 1,000 miles to go until we arrive in Acapulco, at which point we will cross our outbound track and finish our circumnavigation. We should be there by April or May. The other reason to stop in Acapulco is that we visited the Wal-Mart there 10 years ago and bought some cushions for the cockpit. They are threadbare now, so we need to replace them. While we wouldn't keep going for a second time around, ours has been an incredible adventure to which nothing can compare. We've covered 45,000 miles in the 10 years, and visited close to 40 countries. But it's not over yet, as we still have to travel

through Central America and Mexico." We'll have more details on the Ellison's most recent adventures in the March issue.

"We're still in Panama City, on the Pacific side of Panama, on a mooring ball at the Balboa YC," report Frank and Shirley Nitte of the San Diego-based Freeport 36 **Windsong**. "We've been enjoying ourselves immensely here, but are about to head out to the Perlas Islands. After that, we'll be heading to the Darien jungle to visit the indigenous people who live on the shores of the jungle rivers. In preparation, we painted *Windsong's* bottom and increased the size of her engine exhaust hose — which hopefully will make the engine feel better in the 88-degree water. Our trip to the Perlas and the Darien will be a test of all of *Windsong's* systems, including all our new equipment — radar, chartplotter, dinghy and outboard."

What's the difference between the jungles of Costa Rica and the Darien jungle? For one thing, some Costa Rican jungles are visited by as many as 700 tourists *a day*, while the Darien jungle, which is five times the size of Los Angeles, only gets visited by about 700 visitors *a year*. And the Darien is much more wild and dangerous. Scott Doggett laid it out in a terrific article he wrote for the *Los Angeles Times* on September 21, 2004:

"I've come to retrace the old gold route through one of the most formidable slices of jungle in the hemisphere, and witness the forces gutting this once-forbidden realm. With each step, blisters ignite and mortal ambitions falter. No surprise. The Darien jungle has never taken kindly to drop-ins. In 1699, 900 Scottish settlers rushed headlong into the jungle. Indians or malaria killed most within months. In 1854, an American expedition began

***How many narco traffickers, guerillas, bandits, mercenaries, loggers, eco-activists, caiman, crocs and snakes do you see in this photo?***



# CHANGES

hacking through the tangle of deadly snakes and Gordian roots in search of a canal route. They wound up lost and so hungry they ate their dead. Even now, the 60-mile-wide Darien Gap is a chaos of deadly snakes, caimans, crocs, narco traffickers, mercenaries, guerrillas and bandits. Despite these deterrents, the Darien has long been coveted, first by Spanish conquistadors driven by gold lust, and now by loggers and settlers who threaten to destroy one of the Americas' richest wildernesses. The conflict pits politicians and poachers against the indigenous Embera, Kuna and Wounaan who make the Darien their home, and environmentalists and eco-entrepreneurs who see forest green as the new gold, luring future flocks of adventure travelers and bird-watchers — there are almost as many species of birds in the Darien as there are in the entire U.S. and Canada. The key threat at the moment is Panama's accelerating effort to lay asphalt and improve a stretch of road that dead-ends at this jungle. The Darien Gap is the only break in the 16,000-mile Pan-American Highway, a string of roads proposed by the United States in 1923



COURTESY SAUCY LADY

*Winona and Roy had a hard time sailing between Ecuador and Mexico, not because the wind was too strong, but rather too light.*

to whisk American goods south, and endorsed by the South American nations through which it now passes."

"We've just made a direct passage from Ecuador to Mexico, and believe that

other cruisers should be alerted to the fact that it's not a good one," report Roy and Winona Rombough of the Tacoma-based Westerly 36 **Saucy Lady**. "The problem is that you cross an 'alley' of no wind that is 1,000 miles long and 450 miles wide. As such, it took us 30 days to get to Zihuatanejo from Ecuador, and we arrived with just six gallons of fuel left. We were actually headed to Puerto Vallarta, but by the time we got close to the coast it was blowing 20+ knots with large seas and we couldn't make it." Thanks for the warning. That area of the Pacific is notorious for light winds.

"We just received a couple of *Latitudes* from Doug Duane, and it was great to get updates on friends and acquaintances that we haven't heard from in many years," write Michel (Shelley) and Jane DeRidder of the New Zealand-based 40-footer **Magic Dragon**. "As for us, Michel says he can't wait for global warming, as it's been too cold here in northern New Zealand. There have been other weird climatological events, too. Huge icebergs have broken off from glaciers in Antarctica, for example, and are drifting as

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## IN LATITUDES

far north as coastal Otago on the South Island before breaking up and melting. And monster jellyfish the size of dining room tables have been stranding themselves on the Great Barrier Island. Once again we elected not to head offshore to the tropics this winter, being content to stay around the Bay of Islands, cozy in our carapace, with the diesel heater keeping us warm and dry during what turned out to be a frosty winter. We reckon our way of life must be life-enhancing, but we've finally gotten around to putting *Magic Dragon* on the market. It's not because we want to sell her, but rather that after 42 years of living aboard we perhaps need to begin to act our age. Trouble is, this way of life will be difficult to replace with something as satisfying. Fortunately, we're in no rush to sell, as we haven't found anywhere else we'd like to hang our hats. Some people may remember Doug Duane, who built *Hinano* behind his house in the Bay Area, then had to have it lifted over his house to get it to the water. He finally sold *Hinano* a couple of months ago to a farmer on the South Island, a farmer who

has since sailed her over the top of New Zealand and down the west coast."

For readers who may not be familiar with the DeRidders, they started cruising in the late '50s on a 24-footer when there were only about seven other people out cruising. Having gotten some real world experience, they designed their own boat, which turned out to be a light-displacement, flush deck, 40-ft twin-keeler. When launched in '63, she was decades ahead of her time. Most unusually, she was designed around the ability to carry a Honda 90 Trail motorcycle! Despite dire warnings, in 1966, long before the new road was built, the



COURTESY MAGIC DRAGON

*Michel and Jane are still smiling after 42 years of living aboard a light, twin-keeler they designed back in the '60s.*

two of them rode this motorcycle all the way from Acapulco to Mexico City. Not only were they not killed, they only had to drive into the ditch a couple of times to avoid oncoming traffic. If you're interested in buying *Magic Dragon*, you can email them at [deridderdragons@hotmail.com](mailto:deridderdragons@hotmail.com).

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**...IN BEAUTIFUL NICARAGUA**

# CHANGES

"Conditions at the entrance channel to the San Blas Estuary have changed considerably over the last two months," reports Captain Norm Goldie from San Blas. "Ian and Lynn of the English yacht **Cloud Nine** attempted to enter at low tide yesterday without my help, and went aground. Fortunately, there was no damage done to their boat. Visitors who want my assistance in guiding them into the estuary can call me on VHF 22 and I'll be happy to help them, something that I've been doing for over 41 years. I don't charge for this or any other services that I have provide mariners. Nonetheless, we continue to collect clothing for the needy people of this area, so if any visitors care to contribute, it would be greatly appreciated." Goldie also reports that the Singlar marina and boatyard planned for San Blas are coming along slowly.

"I thought *Latitude* readers might be interested in the accompanying photo of a large whale, presumably a blue, impaled on the bow of a containership," writes Skip Allan of the Capitola-based Wylie 28 **Wildflower**. "The ship had been southbound from Seattle to Oakland when the bridge watch noticed the engine



COURTESY WILDFLOWER


*We still think technology ought to be developed to keep whales and ships/boats from colliding. Nobody wants such things to happen.*

rpms had dropped from 100 to 90, the speed had dropped from 22 to 20 knots, and the ship had developed an abnormal wake pattern. Shortly after daybreak the whale was spotted stuck just above the

bow bulb. The ship backed down to clear the unfortunate whale, then continued on its way."

Say 'ah'. If anyone is looking for a dentist in La Paz, Rene and Dorie Pittsey of the San Francisco-based **Morning Star** recommend Dra. Martha Lorenia Estrada Talamantes, whose office is upstairs at 222 Altamirano, between Nicolas Bravo and Ocampo Streets. She can also be reached at (612) 125-5304. "Lorenia has a very clean and nicely-decorated office, and seems to have the latest in dental equipment. She has a good bedside manner, listens carefully and really tries to help with your dental problems. She's fluent in English, having gone to high school in Marin County."



"In January's *Changes* you quoted Dave Kane, Russ Novak, and Chris Mellor as saying they were the only '05 Ha-Ha skippers to make it to New Zealand," write Doug and Jo Leavitt of the San Francisco-based Jeanneau 43 **Jenny**, currently in Z-town. "But that's not so. We had the pleasure of meeting Ken and Diane Kay of the Boeme, Texas-based ME-42 **Aquarelle** in San Diego before the



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Ha-Ha, then did the Ha-Ha with them. They also made it to New Zealand. In fact, here's an update from them:

"We just left Westhaven Marina in Auckland this morning and are out on the loose again. *Aquarelle* had a few repairs done, but she's now ready to tackle the tough stuff. We're joining a three-month rally beginning in January that will circumnavigate both the North and South Islands, and in April we plan to sail to Sydney. After that, we've decided to take the 'longcut' back to California, and therefore plan to meander through Southeast Asia, tackle the Red Sea, then go the Mediterranean on our way to leaving our boat in Croatia for a few months. We feel blessed that we have enjoyed such a spectacular year of cruising. We've covered over 10,000 miles since we left Los Angeles, and have loved every minute of it. We hope our good fortune continues."

People never fail to amaze us. We met the Kays while on the hook at Chacala after the Ha-Ha in '05. In fact, we took the photo of them with their inflatable surfboard that appears with their

*Changes* this month. They are nice folks, but we didn't peg them for the type that would be interested in going all the way to New Zealand — let alone put up with rough stuff to make it all the way around the world. It just proves that we should never underestimate our readers.

"I think it was John Lennon who said that life is what happens when you were planning to do something else," writes John Haste of the San Diego-based Perry 52 cat *Little Wing*, currently in Panama. "So after a sudden change of plans on Saturday, we've decided to sail to Puerto Vallarta to, among other things, participate in the Banderas Bay Regatta. I hope *Profligate* is planning to attend and that we can arrange a suit-



LECT LATITUDE/RICHARD

**Quick! Somebody warn the women and children that John Haste and 'Little Wing' are headed back to P.V. for the Banderas Bay Regatta.**

able bet."

"You don't really have the quote right, and we don't believe John Lennon is the one who coined the phrase, but who cares? *Profligate* will be at both the **Pirates for Pupils Spinnaker Run** and the **Banderas Bay Regatta**, and we'll

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# CHANGES

be more than willing to 'make things interesting'. We encourage everyone else who loves not-too-serious cruiser racing and a good time to participate in both the Pirates for Pupils Spinnaker Run, but especially the Banderas Bay Regatta. The former will be held on March 21, with the latter on March 22-25. You won't find a place with a better venue and better mel-low racing conditions. We've sailed in the regatta for something like seven out of the last eight years, and wouldn't miss it. For complete info on the Banderas Bay Regatta, visit [www.banderasbayregatta.com](http://www.banderasbayregatta.com).

During the 190-mile motorsail from Las Hadas (Manzanillo) to Zihua for the Zihua SailFest, Bill Finkelstein and Mary Mack of the Santa Rosa-based Valiant 50 **Raptor Dance** saw plenty of dolphins, a few whales and a big group of turtles. "We didn't immediately recognize the turtles because initially they looked like big floating coconuts or markers for long-lines. There are some areas of that coast that must be good for long-line fishing, however, as we saw a dozen or so long-lines on our passage south and about the same number on our way back north.



LECT LATITUDE/RICHARD

**What's boatyard worker John Rosas holding up? Line from long lines that 'Profligate' picked up in Mexico and brought back to California.**

Each long-line can be two miles or more in length, and every 30 or 40 feet along the main line is a 10 to 20-ft leader with bait. The main line is usually supported by empty 2-liter soda bottles that serve

as floats. Typically, the whole assembly will have a black flag at each end with a *panga* in attendance. If we can see the long-line in time, and if we can see the end flag, we try to go around them. Most of the time the main line sinks a little, and so long as our motor is off or the transmission is in neutral, we can carefully pass over a section by heading between two soda bottle floats. Unfortunately, we found some lines floating just under the surface. Coming north from Zihua, *Raptor Dance* managed to pass over one of these long-lines, but the three hand-lines that we were dragging caught the main line. That made it necessary to go into neutral and pull in our lines — which pulled *Raptor Dance* backward to the long-line. Then we had to unhook our 200-lb test lines. We decided not to fish for the rest of the trip. Zihua looked a lot different from the early '80s when I was there last, and although it's much busier and gets cruise ships three times a week, it's still charming. In addition to Nathaniel operating his valet service for dinghies, an enterprising fellow named Ishmael would bring water, fuel, drink

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# IN LATITUDES

and whatever else you wanted to your boat. He'd also pick up and deliver your laundry. With 100 boats in the anchorage, both these guys and their wives were kept very busy.

We love to hear that the turtles are doing well. The truth is, from Baja to mainland Mexico to the parts of the Caribbean we were in recently, we'd never seen so many turtles — and big ones, too. In fact, while snorkeling across Columbie Bay at St. Barth, we were approached by a large dark object, which turned out to be a big turtle with two yellow fish swimming directly beneath it. We swam no more than five feet away from this guy for a couple of minutes, and it didn't bother him at all. A few minutes later we came across another big turtle, who didn't have any problem with our swimming next to him either. What a terrific experience.

In an awful segue, a few minutes later we found ourselves next to **Ti Kanot**, which looked to be about a 40-ft catamaran. We immediately recognized her as the cat that was custom built in Trinidad for Chris Doyle, the author of the *Cruising Guide to the Windward*

*Islands and the Cruising Guide to the Leeward Islands*. We'd seen photos of the cat before and, if the truth be told, were kind of lukewarm about it. But having now been aboard, our opinion has changed 180 degrees. *Ti Kanot* turns out to be a really cool cat, with all kinds of innovative features that you'd just have to see to appreciate. She might not be the right design or layout for group charters in the Caribbean, but for Doyle, who usually singlehands, and/or up to four adults, she'd be terrific. Although *Ti Kanot* is quite light and is powered by an outboard on a 'sled', Doyle says she's



LECT LATITUDE/RICHARD

*Cruising guide author Chris Doyle poses on the aft deck of his 42-ft tri. The light and fast boat rekindled his interest in sailing.*

extremely strong. For example, his leeward shroud don't go slack when sailing to weather. Being light, she's also very fast. Doyle, who for many years cruised a monohull he described as having been "the original Caribbean charter boat", says the cat rejuvenated his interest in



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# CHANGES

sailing. He spends six months a year updating his cruising guides, the other six months in Vermont, and loves the arrangement. When pushed, he admitted that Dominica is one of his favorite islands in the Caribbean, as it's still very unspoiled. Nonetheless, he insists that all the islands have something to recommend them.

Last June my girlfriend Sara wrote *Latitude* a letter titled *Money Seems To Be The Only Obstacle* about how we were trying to figure out how we could afford to go cruising," writes Will Sitch of the San Rafael-based Gulfstar 37 **Wanderlust**. "By the time the letter was printed, we'd bought a Gulfstar 37 and were refitting her. We worked every weekend from May until October, and there's nothing we didn't examine, repair, or replace. By the way everyone, check your steering cables and rigging, as ours were ticking time-bombs. It was a lot of work and money, and I'm not sure how we managed, but I know it wouldn't have been possible without the support of our great friends and wonderful family. We gave notice at our jobs, sold everything,



COURTESY WANDERLUST

*From no boat and being single to having cruised to Mexico and gotten married on the beach — all at the speed of a Gulfstar 37.*

and left our San Rafael slip in October for the start of the Ha-Ha in San Diego. The Ha-Ha was a riot! Our best stories

are when whales surfaced just a few feet from our starboard beam one moonlit evening; when our rope-to-chain splice failed at Bahia Santa Maria and we were woken at 4 a.m. by neighbors warning that we were drifting toward the rocks; and, of course, the Here to Eternity Kissing in the Surf contest. After the Ha-Ha we spent a month traveling from Cabo to the islands off La Paz to Puerto Vallarta. These are places where our snorkeling gear really saw some use. In addition, Thanksgiving in La Paz was awesome, Espiritu Santo is paradise on earth, and we broke 10 knots surfing down a huge wave while crossing the Sea of Cortez. December found us on Banderas Bay, where we parked the boat and spent three glorious weeks with friends and family. Then, on the 18th, we got married on the beach at Bucerias. It was the best wedding either of us have ever been to."

"Now we're asking for more of your advice," continues Sitch. "How do we stay out here cruising? Money is short. In fact, we're pretty much broke. We have

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jobs waiting for us if we want them, but to tell you the truth, we really don't want to go back yet. We'd love to make a bid for Hawaii, but we have no watermaker, no liferaft and no SSB radio. Should we cruise until May and park our boat for hurricane season? Should we piss off our employers and go into debt to further outfit the boat in order to sail to Hawaii? Should we turn around in Zihua and sprint back up the coast?"

It's just our opinion, but we think you have three good options — and going into debt at this time to continue on to Hawaii is not one of them for several reasons, but primarily because Hawaii is not such a great place to cruise. Option One is to sail up into the Sea of Cortez and spend a summer exploring and diving there. You've got to love the heat, but you can — no kidding — get by on well under \$500 a month. Option Two is to put your boat in a marina in Mexico from May to October while you return home to your jobs in order to rebuild the cruising kitty. Option Three is to sail your boat back to San Rafael, where you

can a) resume your jobs; b) live aboard to save money; and c) have her handy in order to install additional cruising gear. Then do another Ha-Ha and more cruising starting in the fall. We think the latter two options are probably the best, as if you work hard and live thrifty, by next October you will probably have been able to set aside enough money to further fit out your boat and economically cruise for another couple of years. Or, if you like the 'one foot in both worlds' way of life that is popular with so many cruisers, you can continue cruising for six months and working for six months for pretty much as long as you want.

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read the rates — such as a reported \$1,248/month for a 40-footer. With ridiculous prices like that — what's next, \$15 soft drinks? — you don't have to worry that they'll run out of space.

Australian John Hayward of **Interlude** reports that he sat through a court case in Brisbane late last year that, for the first time, made him ashamed to be

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# CHANGES

an Australian. He explains that Bram and Magda, last name and boat name unknown, an elderly Dutch couple enjoying a retirement cruise around the world, made the usual radio contact with the officials as they approached Brisbane after a rough, 13-day voyage from New Zealand. Aussie Customs officials took their details and directed them to the Quarantine Dock for yachts. Everything seemed to be routine. On arrival at the dock, the couple passed the Quarantine inspection and had their passports and visas ready for the Customs. However the Customs officers greeted them by reading Bram his rights! Asked what he had committed, Bram was told that in June of last year Australia had introduced new laws making it compulsory for aircraft and shipping to give between four and 10 days notice of their impending arrival."

Hayward notes that while such a law might be appropriate for commercial shipping and airlines as an anti-terrorist measure, it's ludicrous for it to apply to vessels such as cruising yachts with two or three people aboard. "In the 30 countries we visited during our recent

circumnavigation, we never had to give more than the usual VHF contact as we approached a recognized port of entry. And even if a yacht skipper had been aware of this unusual Australian requirement, in most cases the skipper would not be able to give notice as required by fax, telephone or email during the four to 10-day period prior to arrival because: 1) The voyage takes an indeterminate time due to the weather conditions, and from most countries this would be more than 10 days, and 2) Many cruising yachts don't have fax, telephone or email capabilities."

Nonetheless, Bram was treated like a criminal, and had to appear in court to face charges that he had failed to give notice of the arrival of his yacht and that he had failed to give notice of the arrival of his crew. The maximum penalty he faced was \$6,600, so his wife had to hire a barrister. Taking the advice of a young barrister, Bram pleaded guilty and hoped for a warning and a small

fine. But the magistrate found Bram guilty of the charges as laid. Saying that he was being very lenient because Bram was elderly and because English isn't his first language, the obviously clueless magistrate fined the old man \$2,000, plus court costs of \$1,000, plus the barrister's fees!

What makes the whole thing so pathetic is that Bram and Magda inadvertently proved that Australia's hard-core anti-terrorist program is a complete and utter failure. Indeed, is there anyone fool enough — other than members of Congress — to believe that the borders of any country — particularly such as the United States and Australia, which have borders like Swiss cheese — can be sealed to prevent the entry of terrorists with things like backpack nuclear devices?

Having now reached the midst of the **winter cruising season**, we want to remind everyone that we'd love to hear from you and publish some of your photos. As for us, it's time to head back to Mexico once again. We hope to see you there.

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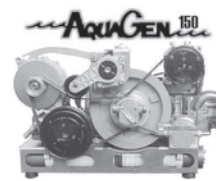
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**CATALINA 22, 1992.** Excellent condition. Wing keel, self-tailing winches, furler, VHF, depthsounder, Autohelm, AM/FM/CD, 120 VAC and battery charger, new sails in 2002, 6-hp 4-stroke, rebuilt dual axle trailer. Much more. \$9,500. Call (707) 426-0926 or tom@gntfilter.com.

**HUNTER 23, 1987.** Roller furling jib, extra set of North sails, VHF radio, compass, depthfinder, speedometer, bimini and dodger. All teak cabin with hardwired AM/FM radio, V-berth, sink, and head. Trailer included. Daysailer, cruiser, or singlehanded racer. \$8,000/obo. Call (925) 246-8238.



**BEAUTIFUL 24-FT C&C.** Excellent condition, prime berthing space at JLS, clean interior, refinished teakwood, autopilot, extra sail inventory, well-running Sailmaster outboard, on-board toilet, sink, small kitchen, stereo, water storage and 2 batteries. Great family boat or Bay cruiser. \$9,900. Call (925) 673-9308 or ehuaiki@gmail.com.



**RANGER 26, 1971.** Roller furling jib (2/ea) and spinnaker. VHF, GPS, Porta-Potti and stereo/CD. 8-hp Honda 4-stroke. \$4,000/obo. Matt (650) 504-4270.

**NIMBLE 24 YAWL, 1990.** \$11,900. Fiberglass centerboard pocket cruiser with brass opening ports, crouching headroom, brass fittings, tanbark sails, Porta-Potti, marine VHF, Honda 8-hp outboard. Classic sharpie hull, Ted Brewer design. Located Lake Mead, Nevada. Call (702) 339-1516. Leave message.

## 25 TO 28 FEET

**CHEOY LEE 26 FRISCO FLYER, 1968.** Hull #1928. 18-hp Volvo diesel, Edson wheel conversion, Autohelm, sail flaking, roller furling. Good shape overall. Located Los Angeles. \$9,000/obo. (626) 794-0679.

**NOR'SEA 27, 1993 AFT CABIN.** It's either my wife or my boat. Cannot have 2 loves. Radar, windlass, 2 autopilots, Harken roller furling jib, 18-hp Yanmar diesel. Located Marina Palmira, La Paz, Mexico. \$49,000. Naf (916) 835-5513. Photos via email: nrfurman\_2@hotmail.

**SANTA CRUZ 27.** Good shape with trailer. Hull #33. 5-hp Nissan 2000. Rigging 2000. Epoxy bottom. Fast. Santa Cruz Sails full set race. SSB radio with tuner. Extra parts. (408) 858-2405.

**CATALINA 25.** Fixed keel, pop-top, roller furler, triple reef main, lazyjacks, lines led to cockpit, 15 hp with manual or electric start and remote control. Sea of Cortez vet. Located Berkeley Marina, CA 94708. \$5,500/obo. Call Rich (530) 677-5395 or richjim@hotmail.com.



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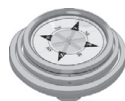
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**CATALINA 25, 1978.** Swing keel, pop-top model. 1994 9.9-hp 4-stroke Honda. Depthfinder, compass, knotmeter, radio plus much more. Includes trailer with surge brakes. Everything in good condition. \$5,000. Call (209) 883-2679.

**MacGREGOR 25, 1982.** Iron swing keel, pop-up cabin, head, very good interior. Up-grade in 2002, lines, electrical, trailer, and more. Nissan 8-hp two-stroke. Ready to sail. \$3,800/obo. In Mill Valley. Call (415) 488-7252 or email: mmcvid@aol.com.



**OLSON 25, 1985.** Pacific built, #55. Full inventory of newer sails. Dual-axle trailer. 5-hp Nissan outboard. Excellent condition. \$18,000 Can. Call (250) 442-2671 or email: akshirley@telus.net.

**CATALINA 27, IMMACULATE 1982.** Rebuilt Universal diesel, 30 hours. Original interior, 5 headsails perfect condition. New: Batteries, sail cover, winch covers, life jackets and head. Autohelm, Loran, 2 anchors, cushions. Bottom 2005. \$12,950. (510) 215-8888.

**NOR'SEA 27, 1980.** 4 years in water including a solo circumnavigation. 8 sails, PUR 80, 4 anchors, chain, Monitor windvane, like-new Avon with 5 hp. Trailer, Yanmar. \$60,000. Located San Diego. (507) 725-2661 or alien@acegroup.cc.



**FLEUR DE LYS 25, 1957.** Classic wooden bay sailer, reconditioned. VHF, Yamaha 6 hp, new cover, hauled 18 months ago. Port Sonoma. \$2,000/obo. (707) 887-0639 or jweaver@sonic.net.

**CATALINA 27, 1978.** Above average, original condition except LPG heater and stove. Atomic 4, runs excellent. Vinyl cockpit cushions, TV, microwave. Berthed at Half Moon Bay, possible slip available. \$5,800. (530) 878-2779.

**OLSON 25.** Santa Cruz-built hull #105, daysailed only, very light use, well maintained, interior like new, 4-hp Johnson, multiple sails, spinnaker and all race equipment. \$11,500. Call for pictures and additional information: (619) 226-7407.

**MacGREGOR 26, 1994.** 8-hp Johnson. Water ballast, swing keel, positive flotation, swim ladder, anchor, chain, rode, portable toilet, cockpit cushions. New trailer, surge brake and spare tire. \$7,000/obo. Call (510) 632-2370 (eves) or (510) 614-9817.

**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.

**PEARSON 28, 1986.** Deep fin keel. 2-GM20F Yanmar engine. Quantum main, 90%/105% jibs new 2002. New standing rigging 2003. Rigid boom vang. Adjustable backstay. New speed/depth gauges 2003. Refinished interior 2004. New bottom paint 2006. Great Bay boat/coastal cruiser. Call (415) 613-5879 or email: carletona@sbcglobal.net.

**CATALINA 250, 2005.** Water ballast, swing keel, 8-hp Honda electric start. Wheel steering, stern seats, cockpit cushions, depth and knot meters. Jib furler, bottom paint. Galvanized trailer. All like new. \$29,000. Kevin (408) 205-0201.



**BALBOA 26 TRAILER SAILER.** Rebuilt, standing headroom, queen berth, 5 bags sails, GPS, VHF, fishfinder/depthsounder, laptop with chartplotting software, 6' dinghy, Mercury outboard, new standing rigging, ground tackle, handcrafted wooden interior. In dry storage, La Paz, Mexico. \$6,600/obo. Call Kathy (208) 664-9626.

**COLUMBIA 28.** Bill Crealock design, #547 of 553 built. Full-batten main, Isomat boom with internal lines, new running, standing rigging, lifelines, lots re-done/new gear, rebuilt engine, terrific Bay boat/cruiser, solid, clean interior. \$9,600/obo. Call (916) 369-8922.

**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. Mexico veteran. \$18,500/obo. (510) 364-1984. Email for photos: ddozier@net.com.

**MOONSHINE, DP-26.** 3-time Pac Cup veteran. Too many sails to list, many new. Standing rig new 2004. Awesome tandem trailer. Great doublehanded long-distance ocean racer. Get started now for 2008 Pac Cup. \$14,500. (501) 233-1616 or (510) 719-3932.

**CORONADO 25, 1968, \$2,000.** Plastic classic ready to go sailing today. Huge cabin interior sleeps 5 in V-berth, dinette and 8-foot-long quarterberth. Good sails and excellent 8-hp Nissan outboard with electric start. San Rafael. Derek (415) 723-3375 or baycaretake@yahoo.com.

**ISLANDER 28, 1977.** If you are looking to buy an I28, use this boat to set the standards. New as follows: LP cooktop, standing, running, port windows, plumbing, AC/DC wiring, AGM 31 start, 4-6v house, 2,400-watt inverter charger, custom head liner. 23-hp Volvo, 386 hours, lines aft, Adler-Barbour, knot, depth, wheel, new main, 150, 97, 70 hank on. Berkeley slip. \$14,000. Call for complete details (707) 235-6235.

**CATALINA 27, 1977 DINETTE MODEL.** Ship shape, well maintained. New bottom 2006, full-batten main, spinnaker, jib, extras. 10-hp Mercury, autopilot, transferable upwind M dock slip, Berkeley Marina. \$7,000. Jim (541) 885-5450 or Info@CarpenterDesign.com.

## 29 TO 31 FEET

**HENDERSON 30 SPORT BOAT.** Templated keel with kelp cutter, new carbon sails. Fully equipped and ready to race. This San Diego boat is a thrill ride. Reduced to \$49,000. Call for equipment list and pictures: (858) 755-6265.

**HUNTER 30, 1993.** Excellent condition and well maintained. Recently hauled for routine maintenance. New sail, full galley and head, autopilot, GPS and much more. Great Bay boat. Visit web page: <www.designshed.com/boat/hunter30.html> Jeff (650) 773-6064.

**NEWPORT 30 Mk II, 1976.** Recent upgrades include rebuilt Atomic 4 with minimal hours, LPU, standing rigging, mast wiring, thru-hulls, valves, head, holding tank. Full spinnaker and racing gear. 4 headsails. Interior in nice condition. \$15,000. Call (707) 645-0538 or email: bvmcgowan@sbcglobal.net.



**CAPE DORY 30 CUTTER, 1978.** Carl Alberg-designed, modified full keel classic. Solid fiberglass construction, Volvo Penta marine diesel, autopilot, alcohol stove, bronze ports, 6-ft plus cabin headroom. Excellent condition, well maintained. She is a classic beauty. Purchasing larger boat. Asking \$35,000. Call Scott (925) 631-9588 or email: capedory@comcast.net.

**C&C 29, 1977.** Quantum sails in new condition, new solid vang/Harken traveler system, wheel steering. Rebuilt Atomic 4. At Richmond Yacht Club. \$10,000/obo. (209) 586-9121.



**31-FT BARCELONA CUTTER.** Annapolis naval architect Thomas Gilmer designed, built in Barcelona, Spain. Teak on oak. No leaks. Volvo 16-hp diesel, runs strong. Full inventory of sails. Roller furling. Lots of extras. Leaving area, will sell to best offer. (415) 532-6450.

**RANGER 29, 1969, GYPSY.** Twice to Hawaii. Freshwater cooled 2-cylinder Yanmar with few hours. 400-lbs lead fiberglassed to bottom of keel. Small opening ports. Excellent sails, 120 furler. Rarely reef. 3-bladed folding prop. New dodger and sail cover. GPS with built-in antenna. New autopilot. Extras. \$9,000/obo. (415) 769-7060.

**CATALINA 30, 1974.** Tiller, oversized mast, new head and holding tank, AC inverter, AC fridge, Atomic 4 gas engine not running, needs work. Located Pier 39, must sell. \$5,000/obo. Email only: emailpcoc@gmail.com.



**BAYFIELD 29 CUTTER, 1978.** Trulaha A. is for sale. Yanmar YSM12 with 160 hours. VHF, radar, tape deck, Monitor vane, autopilot, depth, refrigeration, propane stove, Walker Bay dink, tanbarb sails, asymmetric chute, storm trys'l, roller furling jib, dodger, weather cloths and more. 'Pacific Seacraft quality from Canada.' On the hard in La Paz, BCS. Call or write Doug at Snug Harbor Sail for more info. \$29,000. 011-52 (612) 165-6592 or svtrulaha@yahoo.com.

**CAL 30 FULL-KEEL CUTTER.** Rugged to singlehand offshore and coastal. Plenty of room for family. Diesel, radar, liferaft, Monitor, great sails. Too much to list. A beautiful boat ready to go. Located Long Beach. \$27,000. (562) 787-5653.

**NEWPORT 30 Mk II, 1977.** Atomic 4 runs great. Sails all in good shape. Dry, clean boat. Berkeley berth. \$6,500. (415) 332-2417.

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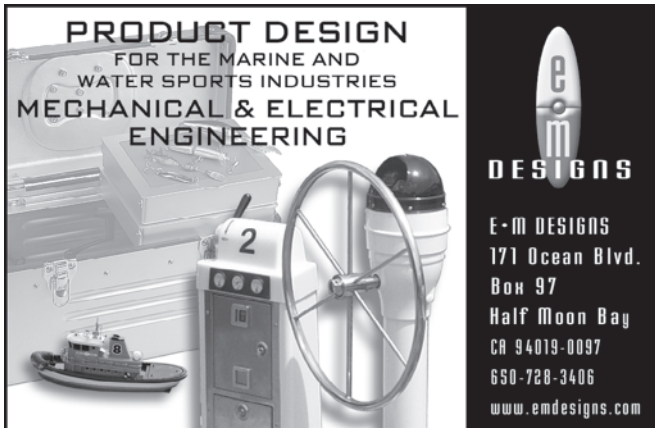
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**SANTANA 30, 1977.** Very clean. Six bags of sails, one spinnaker with pole. Autopilot, windlass, 2 VHF's, one handheld. Volvo diesel, new bottom job 8/06. 2-burner and BBQ. Located in Delta. Call for more info. \$15,700. (530) 273-5122.

**HUNTER 31, 1987.** *Sunset Woman*. New sails: main, 2 jibs, spinnaker, sail cover. 2nd owner, refit, Yanmar, beautiful boat and interior, recent bottom, custom BottomSiders, amazingly equipped. Email for link to eBay listing, description, and 24 detailed photos. \$29,500+. Call (510) 918-0632 or louisukruk@comcast.net.



**CATALINA 30 TALL RIG, 1978.** Yanmar deisel, Furuno radar, roller furler, Autohelm, new halyards, new running rigging, rigid vang, lines led aft, self-tacking jib, Doyle main and 120, 3 kites, full dodger, bimini, Taylor heater, refrigeration, pressure water, custom V-berth mattress, propane barbeque and range, wheel or tiller steering, shower, double sink, VHF, stereo, TV, DVD, 2 Danforths, 120-volt wired, charging system, saloon style companionway doors, recent survey, second owner, too much to list. \$22,500. (209) 570-0501.

**CAPE DORY 30 CUTTER RIG, 1980.** Recent haulout. Newer Yanmar diesel. Pineapple sails. Must see. \$40,000. Call (510) 418-7170.

**OLSON 30.** Double spreader mast, new 1998. Harken traveler, spinny and 150 genoa new 2004. Genoa only used one time, could be sold separately. Trailer. Possible Santa Cruz sublet. \$15,000. (831) 426-4755.

**CATALINA 30, 1982.** Recent 20-hp Beta Marine diesel. Wheel steering, furling jib, CD player. New cockpit cushions, tender with electric motor, new lines, excellent condition. Sausalito. First \$27,000 takes her/obo. Doug (707) 364-1250.

## 32 TO 35 FEET

**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.

**J/105, 1998. \$105,000.** Original owner. Wheel, deep draft, faired, VC Offshore. Comfort, system groups, interior grab rails. Ullman & North inventory. Little used past three years. Lying St Petersburg, FL. (520) 760-8689 or davidpowen@earthlink.net.

**CHICO 32, 1971.** Original Gary Mull design built in New Zealand of cold-molded Kauri wood. A tried-and-true oceangoing race boat, with elegant lines and a thrill to drive. Wonderful boat for SF Bay, fast, comfortable, classy and well maintained. For the kind of person who really loves to sail and wants to stand out from pack. 12+ sails, -9hp Yanmar, ice box, kerosene stove and lanterns. More traditional than most. Email: theyachtchico@gmail.com for more information.

**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.



**DOWNEAST 32 CUTTER, 1979.** Bimini, radar, davits, furling jib, autopilot, solar, hard-shell sailing dinghy, wheel steering. Diesel, 90 gallons water, 70 gallons fuel. In La Paz. Well maintained. \$33,000. (949) 500-0652.

**PACIFIC SEACRAFT 34, 1996.** Crealock sloop. Rigged for singlehanded offshore cruising. Oversized winches, Seafrost 12v refrigeration, propane stove, microwave, B&G instruments, ST4000 A/P, ICOM402 VHF. Berthed Shelter Island, San Diego. \$135,900. For detailed info call (949) 489-1529.

**SOVEREL 33-2, 1985.** *Flexi Flyer* is a winner. Fast, beautiful, well maintained, new bottom, fresh sail inventory. <http://flexiflyer.blogspot.com/> \$31,000. (408) 656-9919.

**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 \$33,000/obo. (818) 887-6558.

**1995 J/105, \$99,500/OBO.** Pre-scrip hull 120, faired keel/rudder, full electronics. Located Sausalito Yacht Harbor. Call (415) 867-0220 or franci.fridell@gmail.com.

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

**WAUQUIEZ 32, 1973**. Tough North Atlantic veteran, long-range cruiser, repowered with Yanmar, low hours. New Doyle stackpack main, furler, Autohelm 2000. Two 35-lb Bruce anchors plus chain. \$28,500. (510) 534-4317 or email: jillyboat@hotmail.com.

**FANTASIA 35 Mk II, 1979**. Hull #67. Well-equipped ocean veteran, great for cruising or liveaboard. Extensive list of equipment. Want to sell immediately, serious offers. Call (415) 776-4720 or email: seadon@sales.northsails.com.

**CATALINA 320, 1998**. Commissioned and moored at Tahoe Keys Marina, So. Lake Tahoe. Kept in excellent condition; a must see. Find detailed information on web site: <www.synaptec.net/catalina> or call Richard (775) 848-8520 or (775) 849-4118.

**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.



**RANGER 33, 1972**. Gary Mull design. Ready to sail, good condition. Atomic 4 runs great. Roller furling, wheel pedestal, spinnaker pole, instruments, VHF. Excellent sailer and cruiser. Located at Brickyard Cove. \$15,000/obo. Call Mike (510) 339-1311, (7 days, 9-5).

**HUNTER 33, 2004**. Roller jib, full batten 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, stove, oven, all cookware. New bottom paint 10/06. Excellent condition. \$89,900. Call (209) 823-4393. See <www.Hunterowners.com> for more info.

**RANGER 33**. So. Marin. Atomic 4 gas engine. Pedestal steering. 2 sets of sails. Sleeps 6, head, galley, newly rebuilt starter. Includes tools, needs a little TLC. Good condition. \$9,999/obo. (707) 815-6306.

**FAST YACHT 345, 1983**. Camper Nicholson/Ron Holland design, great racer and cruiser/liveaboard, inside beautiful, all new. Outside needs work, engine new, but needs work. \$30,000. Randy (775) 230-4303.

**PETERSON 34, 1978**. Comfortable cruiser/successful racer, 15-hp diesel, CNG stove/oven, sleeps 8, fully equipped for ocean and Bay racing. Asking \$25,000. Email: ammc2006@sbcglobal.net.

**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 inner forestay for storm jib. Storm trysail. Furl-Ex roller furling. 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

**TAYANA 38 Mk II CUTTER**. Original owner, launched in 1988. Complete records and manuals. Tapered Isomat mast, Yanmar 44 diesel, Lewmar hatches and many additional upgrades. Alameda Marina berth 740. Asking \$118,500. Call (510) 651-3040 for complete details.

**CARRERA 38**. 38' x 8' x 6.5' with mixed new Quantum sails, cover, bottom paint Jan 2007, winches, Ballenger mast. Fast, beautiful boat built in Sweden, Volvo auxilliary. \$29,000/obo. Call for images. (510) 914-1289.



**CAPE GEORGE 36 CUTTER, 1991**. Yard-finished, original owner, professionally maintained, cruise ready. Equipment list available. \$134,000. Call (253) 720-1036 or (253) 720-1025.

**INGRID 38 KETCH**. Looking for buyer interested in refurbishing project. Good fiberglass hull, Volvo, on hard since 1998, wood deck and masts need repair. \$20,000/obo. (360) 376-6063.

**HUNTER 37 CUTTER, 1978**. \$35,000. New stainless steel ports, newly painted deck and mast, electric head, separate shower and q-berth, diesel. So many upgrades I can't begin. This boat has been a labor of love, please only serious inquiries. (415) 609-3784.



**C&C 38 CUTTER, 1975**. Strong, fast, two circumnavigations. Hard dodger, beautiful custom interior, Yanmar diesel, full batten main, furling jib, 3-way hot water, Heart inverter/charger, radar, Interphase forward reading sonar/depthsounder, Muir windlass, new prop and shaft, needs minor cosmetics. \$39,000. (510) 593-8697.



**PRIVATEER KETCH, 35' LOD, 41' LOA**. Custom built, fiberglass, striking clipper bow, roller furling, good sails/rigging. Westerbeke 30, GPS, radio, 80% re-wired, much more. Last survey faxed. Priced for fast sell \$38,000/obo. Pictures: mcsailing@yahoo.com or (510) 883-1100.



**HUNTER LEGEND 37.5, 1989**. Excellent condition. Yanmar 34 hp with low hours. New Doyle Stackpack and cockpit cushions. Raymarine depth, speed, wind instruments new in 2006. CNG stove, microwave, Queen berth aft, H/C pressure water system. \$57,500. (530) 241-5630.

**CANADIAN SAILCRAFT CS36, 1984**. Located in Paradise Village, Puerto Vallarta, Mexico. Excellent condition, January haulout and survey. Loaded for cruising, full instruments, Avon, 10 hp, five sails. Two spinnakers, Westerbeke diesel. \$70,000. Larry (925) 376-1081 or (925) 330-9110 (cell) or email: zedaker5@hotmail.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.

**C&C 38 1974**. Freshly painted mast and boom. New rod rigging and roller furler. Diesel engine. Good sail inventory. New interior cushions. Recent bottom job. Boat is mechanically sound and in good shape. Priced to sell. \$40,000. (510) 864-8403 or sean@svendsens.com.



**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.

**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.

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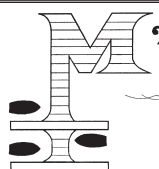
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**41-FT BOUNTY II, ROD LEE.** Just back from Mexico, great condition. 1-year-old main, all new standing rigging, dodger, two 8D AGM marine batteries, 360-ft-high test chain, 60-lb CQR, electric Lofran windlass, 406 EPIRB, two autopilots, plus Capehorn windvane, 24-mile radar, 2010C Garmin chartplotter. Engine: 3GM30 Yanmar V-drive in perfect shape. Everything on boat in new/very good condition. *Latitude 38* was founded on this Bounty, nostalgia anyone? Reduced: \$45,000. John Hardy (707) 996-9645.

**CUSTOM BREWER 46 KETCH, 1972.** Teak hull, center cockpit. Major upgrades in last five years including new 76-hp diesel. Large equipment inventory. \$114,000. Located in San Diego. See details at: [www.custombrewerketch.us](http://www.custombrewerketch.us)

**HUNTER LEGEND 40.5, 1995.** A fast and comfortable cruising boat with teak and holly floors, Corian counters, new electronics, furler, dodger, cushions and more. Roomy and light interior. Clean and sound with low hours on Yanmar. \$119,000. Email: [woodsong@pacbell.net](mailto:woodsong@pacbell.net).



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**CT 41, 1974.** Documented, well maintained, no teak decks, watermaker, solar panels, sunshades, ready to cruise now. Website: [www.svsprit.com](http://www.svsprit.com) In La Paz, BCS. \$60,000/OBO. For complete list email: [info@svspirit.com](mailto:info@svspirit.com) or call 011-52 (612) 104-5880.



**COLUMBIA 45 SHOAL KEEL KETCH, 1972.** Hull #3. Solid and clean motorsailer. Perkins 4-107 with 425 hours. 200-gal fuel, 200-gal water. Independent hydraulic inside steering station. Paneled wood interior throughout. Tiled shower, galley and heads. Great liveaboard or go anywhere. Additional photos and info at: <http://www.msnusers.com/Columbia45Hull3> - \$65,000. Call (415) 420-4299 or email: [epinciple01@hotmail.com](mailto:epinciple01@hotmail.com).

**MORGAN 43, 1985.** Catalina model. Tall rig. Total refit just completed. New rigging including Hi-Mod turnbuckles, new interior, ports, wiring. Engine room re-insulated, low hours on Perkins 108. Plumbing replaced, new lifelines, new Raymarine electronics, Autohelm autopilot, A/C, refrigeration, electric windlass. Extremely clean and comprehensive renovation. Turnkey and ready to sail. See pictures at [www.capitolareef.com](http://www.capitolareef.com) - \$128,500. (831) 840-4609 or [capitolareef@yahoo.com](mailto:capitolareef@yahoo.com).



**HYLAS 44, 1985.** German Frers design fast tri cabin cruiser. 1,600 engine hours, new electronic/radar 2005, Wallas diesel heater, Autohelm 6000 AP, Freedom 1000 inverter. (206) 463-3581 for description/photos.



**48-FT MAYFLOWER KETCH.** Excellent condition, cruise-ready. Bluewater boat that sails great in light air and upwind. Includes dinghy, new outboard. Electrically refitted 2006. New items: 85-hp engine/trans, autopilot/plotter, stereo, TV, DVD, bimini, dodger, upholstery. Many sails, 2 heads, big galley, watermaker, tub/shower. Health forces sale. Owner may finance or trade for real estate. Located in Richmond. \$210,000. (805) 264-6601.

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**CHOATE 40.** Transpac ready. Totally refit from bow to stern. All new: Sails, transmission, engine, windlass, watermaker, hot shower in/out, autopilot with wireless remote, radar/chart, alum wheel, walk-thru transom, radar arch with davits, stereo, BBQ, bait tank. Bought a bigger Choate. <<http://www.slagerman.com/choate/index.htm>> Call (310) 569-1594.

**CATALINA 42, 1989.** Tri-cabin, 2 head, 1 LectraSan head, elliptical rudder, autoprop, 2005 roller furler, electric windlass, radar, taktic wireless wind, depth. 350 hours on Yanmar 42 or 44 hp? Freedom 2000 inverter, microwave, dodger, bimini-like cockpit cover. \$115,000. (209) 345-3463.

**ISLAND TRADER 46 MOTORSAILER.** Veritas is safe, heavy, ocean-passage boat or simple coastal cruiser, or roomy liveaboard for family. Comfortable, beautiful, with lovely teak carvings and craftsmanship typical of Taiwan boat builders. Bottom restored 2002, masts in 2004. Documented. \$120,000. Email: Captjnv@aol.com.

**FD-12.** Unsinkable 50-ft fiberglass cutter-rigged cruising sailboat. Alaska, Mexico and SoPac vet. 3 private staterooms with 5 separate berths, extensive equipment list in turnkey, sail-away condition with all spares, tools and ancillary equipment onboard. \$225,000. See website: <[www.svdaydreamer.com](http://www.svdaydreamer.com)> (970) 372-6589.



**CASCADE 42 PILOTHOUSE, 1977.** Ready to cruise, full batten main, furling headsail, dual helm, Freedom 2500, radar, Ham/SSB, solar panel, 60-hp diesel, CPT autopilot, fiberglass dinghy. Located San Diego. Specifications and photos at: <[www.delicia4sale.com](http://www.delicia4sale.com)> \$69,500. (619) 585-8726.



**VAGABOND 42, 1979.** Cutter rigged. Center cockpit, Lehman diesel, Northern Lights 4.5 generator, Heart 2500 inverter, Alpha autopilot, radar, 2 GPSs, Ham and VHF radios, 10-gph watermaker, solar panel, dinghy davits, cold-plate refer with large freezer. Full boat cover for storage. Very nice cruise boat, in San Carlos Mexico. Price reduced for fast sale: \$99,000. Email: tdahl4444@aol.com.



**BENETEAU 4515, 1991.** Pristine. Never chartered. Elegance, power of Bruce Farr hull lines combined with design beauty of Pininfarina in legendary First Series. Racing around buoys or sailing across oceans, this is your boat. Three cabins, two heads, sloop tall rig, both Kevlar and Dacron sails, deep keel, B&G Network electronics, radar on stern tower, SSB, genset, watermaker, etc. Fully equipped to cruise or race. Located in Santa Barbara. Possible use of 50-ft slip. \$210,000. (805) 692-8856.

**SPENCER 42, 1966.** Fully equipped ocean cruiser. Fiberglass hull, Yanmar 44 hp, 210 gals diesel, 110 gals water. ICOM SSB and VHF. Pactor III, Furuna radar and GPS. Spectra watermaker, CPT autopilot, Aries windvane, 406 GPS EPIRB. Force 10 stove and BBQ. 125-amp alternator with smart regulator, six 225-amp batteries, inverter, 3 solar panels. 7 sails, full dodger and awnings, 2 dinghies, 25-hp outboard. Ideal windlass, 3/8" chain, 5 anchors. Located San Rafael. \$60,000. Call (530) 470-0450 or email: alastairbrwn@yahoo.com.



**OYSTER 485, 1995** from boards of Hollman & Pye, built by Oyster at Windboats in UK. Second owner selling due to relocation to shallower waters. Caribbean, Atlantic and Pacific vet, over 30,000 miles mostly Mom-and-Pop doublehanded. Sloop rig, removable inner forestay, 2 storm sails, Hood main and Gowan (Oyster) genoa, NL 6 kw genset, watermaker, 10' RIB with 15-hp 2-cycle Johnson on Kato davits. 3 cabins, two heads, Force 10 four-burner propane stove plus BBQ on aft rail. Lying Newport Beach. Make the world your Oyster. Excellent condition inside and out. Full details at: <[www.YachtWorld.com](http://www.YachtWorld.com)> \$440,000/obo. Carl Mischka (949) 500-7261.



**STARRAT-JENKINS/CHARLIE** Morgan 45, 1978. Well-maintained, solid Bay/bluewater vessel. Dinghy, 5 hp, windvane, Harken furler. July 2005: Full-batten main, Raymarine radar C80 Chartplotter/GPS, starter/alternator, batteries. Sept. 2005: Bottom painted, quarterly cleaning. \$59,000. See: <<http://www.geocities.com/randallprince@sbcglobal.net/MyStarratt.html>> randallprince@sbcglobal.net.

**CATALINA 42, 1992.** Beautifully maintained, ready to go. Upgraded interior: 2 cabins, 2 heads, full galley. Autopilot, roller furling, radar, VHF, chartplotter. 90% and 120% jibs, electric windlass, custom dodger and cover. Inflatable dinghy, more. \$115,000. (925) 371-8086 or (877) 643-8846.



**CAL 40, 1964, #21.** Located San Diego. Blue LP topsides 2004. Bottom peeled and barrier coated 2004. Quantum main, 150%, Harken roller furler 2002, dodger 2003, Perkins 4-107, folding prop, refrigeration, windlass. \$57,000. (619) 447-5235 or george@elwersfamily.com.



**HUNTER 41 DECK SALON, 2005.** Raymarine radar, E80 plotter, full instrument package, Yanmar 56 hp, low hours, in-mast furling main, dodger, bimini, outboard. \$129,000. San Carlos, Mexico. Call or email for complete list and photos. (520) 742-2727 or svubetcha@aol.com.

**PETERSON 44 CENTER COCKPIT, 1977.** Two staterooms, two heads. New Yanmar, LP, fuel tanks. Robertson autopilot, solar panels, Ham, radar, RIB dinghy, outboard. \$129,000. San Carlos, Mexico. Call or email for complete list and photos. (520) 742-2727 or svubetcha@aol.com.



**ALDEN CHEOY LEE OFFSHORE 50** ketch, 1967. Well-equipped, strong, beautiful. Propane galley stove, autopilot, radar, SSB, Perkins 4-235, SOLAS raft, hardshell sailing dinghy, inflatable with 9.9 Nissan, walk-in shower, watermaker, EPIRB, 5-kw gen, 110 commercial refer. <[www.aldenketch.larryeifert.com](http://www.aldenketch.larryeifert.com)> \$119,000. (888) 437-2218.



**CHALLENGER 40 KETCH.** Great White. Perkins/Westerbeke 4-107, just rebuilt, runs great, less than 1,000 miles. All new tanks, pumps, cushions. All new AC/DC, hoses, clamps, thru-hulls, valves. New Awlgrip topside and bottom job. New charging system. Needs some finishing work. 10.5' dinghy, 3.5-hp ob. \$49,500. Mickey (415) 370-0805.

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**RELAX IS FOR SALE.** Capt. Ron has to sell his dream boat. 57' custom Bill Crealock design, fiberglass, ketch/cutter rig, 65' LOA, full keel, lies in Mazatlan awaiting new owner to finish her interior, or sail her away to the South Pacific, as is, a 'guy boat'. Call or write for complete information: (619) 925-2330 or email: [wahineka49@yahoo.com](mailto:wahineka49@yahoo.com).

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**SIMPSON 12.2, 2005.** Custom-built, off-shore cruising catamaran. 40' x 23' x 3'. Corecell foam/glass/epoxy, full Harken, Ray Marine, Yamahas, solar panels. Light. Fast. Pictures at: <www.dejato.com> \$295,000. Email: david@dejato.com.

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**CROSS 27R TRIMARAN.** Built in San Diego, 1979. 2003 Nissan 5-hp outboard. Hauled October, painted top to bottom. Email for photos. Moving, must sell. A great Bay boat, fast and fun. \$6,500/offer. (831) 594-0335.

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**1994 JEANNEAU LAGOON 42** catamaran, *Anais*. Four cabins, two heads, twin Perkins M-30 diesels. New Garmin chartplotter, XM weather, Corian counters, custom davits and 10' dinghy. Extensive equipment list; meticulously maintained. Cruising cat at fraction of new cost. \$229,500. Email: nwbrt2@yahoo.com.

**34-FT 2005 GEMINI 105Mc** catamaran. Perfect condition, better than new, set up with excellent equipment. Fast and comfortable, ideal for Bay and coastal sailing. Redwood City, CA. See: <http://loonasea.gibbons.web.stanford.edu> Call (650) 380-3343 or loonasea@yahoo.com.

**CORSAIR F28R, ZEKE, 1997.** 28-ft trailerable trimaran. Carbon mast and boom, Calvert sails: main, jib, 2 spinnakers. Includes Pacific galvanized trailer and Honda 4-stroke outboard, both new in 2000. Very clean. \$65,000. Lying Long Beach, CA. (562) 938-7623. See photos at: <www.Yachtworld.com>

**CROSS 42 TRIMARAN, LITTLE WING, 1984.** Second owner. She is sleek, runs and sails like the wind. 4 large double bunks plus V-berth, sleeps 8. Perkins 4-108, Profurl. Autohelm autopilot, PUR 80-gal/day watermaker, 90-amp alternator. 3 large Lewmar self-tailing winches, 4 new ports, 4 new Lewmar hatches. Can include 1 year new Achilles 10-ft dinghy. Deck needs paint and cosmetics, otherwise in terrific shape. Located in Brisbane Marina. \$79,000. (415) 467-3844 or carolbaggerly@yahoo.com.



**PRICE REDUCED: 53-FT LUXURY** catamaran. Fountaine-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.

**MARPLES CONSTANT CAMBER 44** trimaran. Price reduced to \$35,000. Project includes boat, materials, tools and container. Located Southern California. Can be completed on site. Hull 90% complete. Quality materials and construction. See more at website: <http://groups.msn.com/MarplesTrimaranCC44> (909) 437-5691.

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**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](mailto:ancona@mcn.org). Asking \$112,000 or any reasonable offer. Call (707) 964-5423.



**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](mailto:ancona@mcn.org) or pls call (707) 964-5423.



**1925 37-FT SF HISTORIC TUG.** Harbor tug/fireboat in need of extensive restoration. Fir/oak. Excellent liveaboard. A worthy project for the right person. \$3,000. Richmond, not a liveaboard slip. Email: [cheynes@mindspring.com](mailto:cheynes@mindspring.com) for pictures and details.

**TRADE OR SALE OR DONATE:** 1974 68-ft x 20-ft working steel trawler/office/home. 1,200 sq.ft. of space. Legal liveaboard. Trade value: 45 to 70-ft sailboat or cash or terms. Be creative. Berkeley slip. See: <www.myclassicboats.com> Email: [GaryJennings@msn.com](mailto:GaryJennings@msn.com) or call (510) 665-7716.

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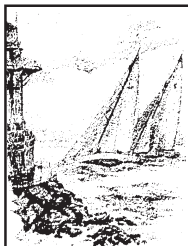


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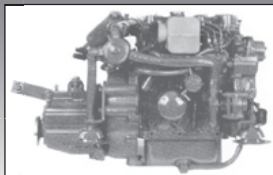
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## NON-PROFIT

**GPS FOR BOATERS**, March 28. 7 pm, offered by Santa Clara Power Squadron. Learn how to use a GPS. Student materials include a text, class notes, and a waterproof Quick Guide. To register or for more information email: gps@abelhome.net or check our website: <http://www.usps.org/localusps/santaclara/PE.htm>

**USCG AUXILIARY BOATING SAFETY** classes: Boating Skills and Seamanship, March 6 through April 17 on Tuesdays and Thursdays from 7:30 pm to 9:30 pm. How To Read a Nautical Chart, Tuesday, April 24 and Thursday, April 26, 7:15 pm to 9:45 pm. GPS For Mariners, Thursday May 3, 1930 to 2130, May 5 lab time TBD; Tuesday May 8, 7:30 pm to 9:30 pm. Location of classes at Yerba Buena Island. Call Sue Fry at (415) 399-3411 or email: sue.fry@sbcglobal.net.

**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.

**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.

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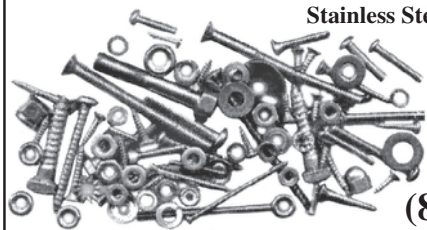
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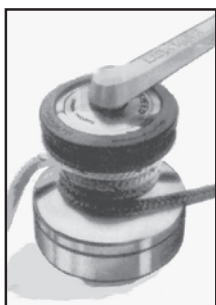
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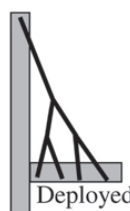
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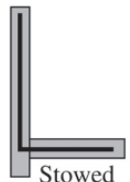
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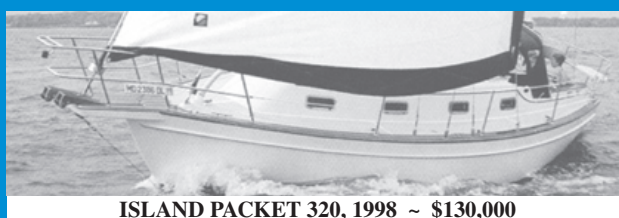


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See at:  
[www.marottayachts.com](http://www.marottayachts.com)

## 57' BENETEAU

Designed by Bruce Farr, this center cockpit cutter is Beneteau's flagship and shows more as a semi-custom build than as a production boat. This late model is the owner-cabin-aft version, has the optional wing keel (still a full 6'10"!), and is impeccable. Shows almost as new. Loaded with features, rare find.

**\$895,000**



See at:  
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## 45' HUNTER 450 CENTER COCKPIT SLOOP, 1997

This low time vessel is well equipped, professionally maintained, and shows bristol (\$40,000 spent over the past year). With two spacious staterooms, two heads, very functional galley, HUGE comfortable salon, and lying in one of the best slips in the Sausalito Yacht Harbor, she'll make an ideal pied à terre.

**\$199,000**

**NEW LISTING**



See at:  
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## 43' BENETEAU, 1992

Never chartered or cruised, this well maintained local boat shows very nicely inside and out and has low hours on her 50hp Perkins diesel as well as a lot of nice gear (in-mast main, ProFurl roller furler, decent electronics including radar and autopilot, heavy-duty dodger, electric windlass, inverter, VacuFlush heads, etc., etc.). Down below, she has a lovely cherry interior that's perfect. 6'4" headroom, three staterooms. **\$119,500**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

## 38' HINCKLEY, 1969

S&S-designed beauty, never cruised and extensively refit — repowered, new full batten main (2006), new high clew jib (2006) on new Harken roller furler (2004), replaced standing rigging (2004), completely rewired and replumbed (2002), updated electronics, etc. — and showing very nicely.

**\$99,000**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

## 37' HUNTER 376, 1997

*Cruising World* Boat of the Year (Best Value) in 1997. Fresh water cooled Yanmar diesel with low hours, main with Dutchman system and electric self-tailing winch, all lines lead aft, huge cockpit with walk-through transom, substantial dodger. Three staterooms, 6'6" draft.

**\$99,000**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

## 38' BENETEAU, 1990

Moorings 38 model, designed around a modified First 38s5 hull and is a sleek and fast two-stateroom/two-head racer/cruiser, perennially popular on the brokerage market. This one is clean with a new suite of sails and a rebuilt Yanmar engine.

**\$69,500**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

## 36' ISLANDER, 1983

The Islander 36 is one of the most popular 36-ft sailboats ever built, and this particular late-model example is VERY clean inside and out. With \$20,000 spent over the past several years (including a new heavy duty dodger, new North Sails full batten mainsail, new 135% North Sails jib, and new Garmin chartplotter), the boat needs nothing.

**\$64,500**



See at:  
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## 38' PEARSON 385, 1984

Very roomy (actually UNBELIEVABLY roomy!) center cockpit sloop built to typical high Pearson standards, in nice shape, priced right and lying in a transferable Sausalito Yacht Harbor slip — all in a nice turnkey package!

**\$59,500**

**NEW LISTING**



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## 30' HUNTER, 1990

For the price, it's hard to beat the Hunter 30: She has an attractive interior with a spacious aft cabin, combined with good sailing characteristics. It's difficult to find boats in this price range that offer these features, and this particular boat shows very well.

**\$36,000**

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**44' LA FITTE CUTTER, 1980**  
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**36' CS CUTTER, 1981.** Westerbeke 30 hp 1,500 hours, RF headsail & staysail, FB main, AP, radar, watermaker, solar panels, much more. **\$65,000**

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43' Swan	'86	215,000
43' Hans Christian	'82	189,000
41' Kettenberg, F/G	'67	54,500
41' CT	'76	79,000
41' Morgan O/I	'74 & '73 from	75,000
41' Beneteau 411	'99	179,900
40' Seawolf (2)	'68 & '73 from	65,000
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39' Freya	'81	109,500
38' C&C Mk III	'86	63,000
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37' Irwin	'79	40,000
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35' Fantasia	'78	69,500
35' Ericson, nice	'79	36,000
34' C&C	'80	47,500
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33' Newport	'84	36,500
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30' Alberg	'79	18,500
30' Catalina	'81	24,500
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67' Stephens Alum.	'80	895,000
65' Pacemaker, cert.	'71	299,000
65' Elco Classic MY	'26	450,000
61' Stephens	'66	250,000
58' Hatteras, TCMY	'73	330,000
57' Stephens MY, alum.	'80	895,000
57' Chris Craft	2 from	119,000
51' Bluewater	'88	175,000
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44' HiStar	'88	215,000
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33' Bayliner Montego	'78	19,950
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30' Wellcraft Scarab w/trlr	'87	39,000
29' Sea Ray Amberjack	'99	71,000
29' Regal Commodore	'89	87,900
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27' Sea Ray 270	'88	26,900
26' Osprey	'02	98,000
25' Sportcraft	'99	28,500
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**33' J/33, 1989**  
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**36' ISLANDER, 1985.** One of the last ones built. Yanmar. Real nice. **\$67,000**  
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**34' HANSE, 2004**  
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**47.7 BRISTOL, 1992**  
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**41' MORGAN OUT ISLAND**  
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From **\$75,000**



**65' PACEMAKER FB, '71**  
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**30' PEARSON 303** sloop. Skeg-protected rudder, Yanmar dsl, shower, galley, full lifelines & pulpits, 1983, 10'6" beam. Pearsons are great boats & this one's very attractively priced @ **\$19,500 asking.**

## 58' ALDEN MOTORSAILER



**58' ALDEN BOOTHBAY** Motorsailer Ketch. Aft S/R, PH-center cockpit, dsl, furling, AC, Onan, radar, inflate, lg. sail inventory, etc. Loaded w/world cruising gear & amenities. Super boat! Must see! U.S. document. **Ask \$279,000**



**35' PEARSON** sloop designed by Carl Alberg. Glass, diesel, 3/4 full keel, windvane. Full lifelines & pulpits, wheel steering, dodger & more! This is a nice, clean craft from a great builder & a great designer. **\$21,950 Ask**

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100' MEGA sloop, dsl, cold-molded, loaded, fast, huge, yacht or charter. 1,995,000

47' VAGABOND ketch. Project...86,000/obo

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