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While it is true that they don’t need to decide which jib or spinnaker to use on the next leg of the race course, their mainsail – their one and only sail – must perform upwind and down, in heavy air and light. It must be carefully matched to the bend characteristics of the mast. It must be stable, sturdy and adjustable. And it must be fast.

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$217,500

38' ALDEN CLASSIC YAWL, 1937
$39,500

34' CHB TRAWLER, 1978
$60,000

38' KELLY PETERSON CUTTER, 1976
Comfortable. Fast and seakindly. $114,500

33' HUNTER SLOOP, 2001
Fully equipped. $137,000

32' GRAND BANKS CLASSIC, 1973
Well maintained. $99,000

42' GLEN L ARGOSEA, 1986
Impeccable finish. $250,000

50' COLUMBIA, 1974
Custom interior. $199,000

46' HUNTER 466 SLOOP, 2004
Almost new! $235,000

51' MASON OFFSHORE YAWL, 1958
New wiring, plumbing & paint in/out, hydraulic windlass. Volvo 71hp det. $120,000

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43' SHANNON
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36' CATALINA
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35' C&C
1984 • $48,500

33' SEAWIND
2001 • $210,000

35' C&C
1984 • $48,500

33' SEAWIND
2001 • $210,000

28' SHANNON
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76' GERMAN FRERS IACC, 1989 ... $375,000
36' CATALINA, 1987 ... $59,000
32' ALOHA, 1984 ... $49,000
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49' KHA SHING, 1984 ... $182,000
48' NAVIGATOR, 2003 ... $455,000
46' VIKING, 1996 ... $399,500
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April, 2007 • Latitude 38 • Page 21
MARINA VILLAGE – The

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- Tartan 4400
- J/124
- Catalina 470
- Island Packet 445
- C&C 115
- J/109
- Catalina 350

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- Tartan 4400
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- Catalina 470
- Island Packet 445
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- Catalina 350

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55' Ocean Alexander MkI, '81 $425,000
46' Choy Seaman & Kimalae, '91 Cold molded: $199,000
38' Ingrid cutter sloop, '81 $79,000
40' Jeanneau Sun Fast, '02 $189,000
29' Back Cove, '07 Inquire
30' AlbeMarle Express 305, '02 $179,000

SAIL
82' Mapleleaf pilothouse, '87 $375,000
53' Amel Mango ketch, '81 $199,000
50' Hudson Force Venice ketch, '87 $219,000
46' Jeanneau sloop, '98 $235,000
45' Liberty 458 CC cutter, '83 $175,000
44' Formosa cutter, '87 $156,000
43' Beneteau 432 sloop, '97 $99,000
42' Pearson 424 ketch, '79 $278,000
42' Valiant cutter sloop, '94 $319,000
42' Westsail cutter yawl, '79 $65,000
41' Jeanneau Sun Legend sloop, '86 $79,000
41' Morgan Out Island Classic, '96 $115,000
40' Baba cutter, '83 $159,000
40' Mariner ketch, '73 $79,000
40' Passport, '81 $125,000
40' Sabre 402 sloop, '97 $239,000
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36' Oceanic cutter, '78 $49,000

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36' CATALINA SLOOP, 2002. Shows like new, cruise equipped, full electronics, SSB + spare autopilot, Zodiac dinghy ++. $134,500

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34' GEMINI 105 Mc, 2001 Includes radar, plotter, electric windshield. $139,000 ('00 105M also available...$129,000)

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38' CATALINA SLOOP, 2002. Shows like new, cruise equipped, full electronics, SSB + spare autopilot, Zodiac dinghy ++. $134,500

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Size Brand/Model Year Price Size Brand/Model Year Price Size Brand/Model Year Price
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“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.”

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“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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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. 1 — The joke’s on you if you don’t go sailing!

Apr. 1 — Club Nautique Alameda open house, 11 a.m.-5 p.m. Check out what the club is all about and stay for some BBQ. Info, (888) 804-2613 or www.clubnautique.net.

Apr. 1-29 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Apr. 4 — Full moon on Monday night.

Apr. 4 — Latitude 38 Spring Crew List Party at the Golden Gate YC, 6-9 p.m. $7. Info, www.latitude38.com.


Apr. 4, 11, 18, 25 — 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 and click on ‘Yachting Lunch’ under ‘Events’.

Apr. 4, 18 — 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.

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.

Apr. 8 — Cal Sailing Club will give free sailboat rides at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Apr. 8 — Club Nautique Sausalito open house, 11 a.m.-5 p.m. Check out what the club is all about and stay for some BBQ. Info, (888) 804-2613 or www.clubnautique.net.

Apr. 11 — Riding the Tide presentation by Kame Richards at the Bay Model in Sausalito, 7 p.m. A sailor’s perspective on the tidal currents of the Bay — part of the Bay Model’s Spring Speaker Series. For reservations, call (415) 332-3871 or go to www.spn.usace.army.mil/bmvc.

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

Apr. 14 — Weather Predicting seminar by NWS forecaster Brooke Bingaman at Oakland YC, 9 a.m.-Noon. Info, (510) 522-6868 or emendes@oaklandyachtclub.com.


Apr. 18-22 — Strictly Sail Pacifie, Jack London Square. As the West Coast’s really big all-sailboat show, this is a must-see for sailors. Info, www.strictlysail.com.

Apr. 19-22 — Women’s Sailing Challenge aboard the schooner Seaward. To earn one of the 12 berths, women must raise $1,200 in donations for the Tall Ship Semester for Girls program. Info, www.tallshipacademy.org.

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 or call (800) 347-2457.

Apr. 21 — Single Sailors Association BBQ and membership drive at Angel Island, 11 a.m.-4 p.m. Lunch, $5. Look for the

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- Sept. 10-14 • LOFTING with Wyatt Lawrence
- Sept. 17-22 • FUNDAMENTALS OF BOATBUILDING with Wyatt Lawrence

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Apr. 21 — Opening Day on the Delta Boat Parade starts at noon in front of San Joaquin YC on Dutch Slough. This year’s theme of ‘Dawdling Through Time’ is in memory of Hal Schell. Info. lawny@prodigy.net.

Apr. 22 — Celebrate Earth Day on the liquid part.

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 the 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. wwww.northu.com or call (800) 347-2457.

Apr. 23 — GPS for Boaters class taught by Santa Clara Power Squadron. Info. call DeWayn at (408) 255-6097 or register at wwww.usps.org/localusps/santaclara.PE.htm.

Apr. 24 — Great Vallejo Race seminar, Vallejo YC. Kame Richards will share strategy and tactics for the “largest inland sailboat race in the U.S.” Dinner is $10, 6-7:15 p.m. Presentation is free, 7:30 p.m. Info. (707) 643-1254.

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 or (415) 399-3411.

Apr. 25 — The America’s Cup: An Insider’s Perspective by Tom Whidden, eight-time Cup vet, at Corinthian YC, 7-9 p.m. Reservations, (415) 435-4771 or wwww.cyc.org/speakers.


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.

May 3, 5, 8 — GPS for Mariners taught by USCGA Flotilla 17 at Yerba Buena, 7:30-9:30 p.m., lab on May 5, 10 a.m.-Noon. Info. sue.fry@sbcglobal.net or (415) 399-3411.

May 4 — Cal Sailing Team Auction and Gala at UC Berkeley, starts at 6:30 p.m. A fundraiser to help maintain the fleet. To RSVP, contact Joss Giddings at jossgid@berkeley.edu.

May 5 — Call of the Sea’s Sailing season kick-off and Cinco de Mayo celebration at the Bay Model in Sausalito, 4-6 p.m. $25 donation. Info. (415) 331-3214 or wwww.callofthesea.org.

May 12 — How the Tides Work for You seminar by Kame Richards at the Bay Model in Sausalito, 12 p.m. Learn how to use the Bay’s currents. $15 donation. For reservations, contact Jim at jimtantillo@worldnet.att.net or (408) 263-7877.

May 12 — Free KFOG KaBoom Concert and Fireworks Show off Piers 30/32. See wwww.kfog.com for details.

May 15, 16, 22, 23 — Boat Smart class by Marin Power & Sail Squadron in Novato, 7-9 p.m. Info. (415) 883-6777.

May 19-20 — Corinthian YC presents their Women’s Basic Sailing Seminar. CYC members, $150; non-members, $160. Info. wwww.cyc.org.

Racing

Mar. 31-Apr. 1 — Big Douglas Regatta. RYC, (510) 237-2821 or wwww.richmondyc.org.


Apr. 1 — Scombridae Sunday. Casual Santana 22 racing
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**Now at our sales dock, ready for you to view.**

**J/105s • J/109 • J/42**

<table>
<thead>
<tr>
<th>Boat Details</th>
<th>Price</th>
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<tr>
<td><strong>HC 50-4, 2001</strong>&lt;br&gt;Break n’ Wind</td>
<td>$199,000</td>
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<tr>
<td>This boat is designed for comfortable, safe, and fast cruising. She is a go anywhere boat: fun to sail across the ocean and provides plenty of comfort and pleasure when you reach your destination. Asking $350,000.</td>
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| **J/42, 2000**<br>Velocity | $260,000 |
| Fast, fun and easy to sail – that’s what you get with a J/42. Velocity has had light use and has been well maintained. She is a beauty. Asking $260,000. |

| **J/120, 1998**<br>Hot Tamale | $154,900 |
| For feet racing or week-end cruising, you can’t do any better than the J120. Hot Tamale is ready to race or cruise with your yacht club. She’s so clean even Mama will go with you. Asking $279,999. |

| **Santa Cruz 52, 2000**<br>Natazak | $575,000 |
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| **Andrews 56, 1994**<br>Charisma | $530,000 |
| 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. Asking $395,000. |

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**Beneteau 39.7, 2002, Tout Suite**<br>The First 39.7 combines a sleek and sophisticated racer with all the comforts of a luxurious cruiser. Tout Suite is the cleanest 39.7 on the market at the best price. Must see! Asking $179,000.

**Beneteau 40.7, 2001, J/42**<br>**Break n’ Wind**<br>This boat is designed for comfortable, safe, and fast cruising. She is a go anywhere boat: fun to sail across the ocean and provides plenty of comfort and pleasure when you reach your destination. Asking $350,000.

**40' J/120, 1998, Attitude**<br>**J/105, Wianno, 1998**

**40' J/120, 1998, Hot Tamale**<br>**J/105, Wianno, 1998**

**J/42, 2000, Velocity**<br>**J/120, 1998, Hot Tamale**

**HC 50-4, 2001, Break n’ Wind**

**52' Santa Cruz, 1990, Natazak**

**44' J/44, 1991, Marilyn**

**35' J/109, 1989, Break n’ Wind**

**35' J/109, 1989, Queen Bee**

**40' J/105, 1989, Wlanno**


**34' J/105, ‘99, Roadster**

**34' J/105, ‘99, Roadster**

**32' J/100, ‘99, Scrub**

**32' J/100, ‘99, Scrub**

**32' J/100, 2000, ’99, Scrub**

**30' J/30, 1984, Break Away**

**28' Alerion, 1992, Flying Machine**

**28' Grady White Sailfish 282 w/trailer**

**28' J/80, ‘00, Risky Business**

**22' J/22, ‘98, Becky**

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**Latitude 38**

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CALENDAR

in Treasure Island’s Clipper Cove. Racing starts at 12:30 and is free. Info, www.santana22.com or maplebar@gmail.com.


Apr. 7 — Spring Tune-Up Race, the mother of all beer can races. RYC, www.richmondyce.org.

April 9, 1977 — It Was Thirty Years Ago from the article This Man Made a Fool Out of Me — Farallones:

And I was not the only one. I was standing on the Golden Gate Bridge awaiting the start of the Singlehanded Race around the Farallon Islands. The race was due to begin in 30 minutes, and already the western horizon was covered with whitecaps, the wind was blowing a good 20 knots on the bridge, and the swell was running strong. At the starting line near Alcatraz, it was dead calm, and some of the entrants were putting up light air headsails.

A number of tourists asked me what was going on. I explained to them that there was one individual on each boat and they were heading out to sail around some islands 32 miles out the Gate. The tourists expressed some concern about the sanity of the participants in such a race, and asked what I thought would happen. I gave them my expert opinion, explaining that, with the current conditions, there was no way that any of the boats were going to return before Monday.

Nine hours later, I jumped on Merlin to help Bill Lee strike the sails just after she crossed the finish line. He had made a fool out of me. Before midnight, 10 more boats had proved me wrong; at 6:20 the next morning Mambo, a Santana 22, had crossed the line, the last of the 15 finishers (out of 65 starters).

We spoke to a tired Bill Lee at the lonely finish line in the estuary. He was exhausted from the race, particularly having been forced to stay at the helm on the run home. Beating out was easy in comparison to the quarter seas that had to be handled on the way home. He had started the day at 6:00, when there was a good breeze blowing, and had to go to the lee of Angel Island to set sails. At race time, it was dead calm and Bill made two tiring sail changes, finally going with a short hoist 80 and a double reefed main.

Bill figured he only had so much energy to expend, particularly since he had been "out with the boys" the night before, and operated on the philosophy that this was one race that was not going to be won at the starting line. His plan worked well. He started very poorly in the near calm starting conditions but, by the time he had reached the Gate, he had the appropriate sails set and was passing up the fleet rapidly. By Mile Rock, he was in fourth position, and it didn’t take much longer before he was in the lead and never to be headed.

Bill had Merlin on the way back from the Farallones at 2:40 and arrived at the Gate at 4:44, averaging over 12 knots for the run home. Bill had no idea that he would finish so early, apparently neither did any of his friends, whom he was unable to reach right after the race. It was a stark contrast to the other entries who had wives and relatives ringing the phone off the hook wondering if they were back, safe, or lost. Lee explained that it was difficult to leave the helm, so few skippers were able to report their positions on a regular basis, leading to some confusion with the race committee.

Merlin took the race without any problems, even though the ocean was "real nasty," one wave coming over the port side covering half the boat and getting Bill both wet and angry. It hadn’t been the hardest race he had been in, but it had been the hardest on him personally. He expected there would be
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a lot of busted up boats and people before it was over. One trimaran, Coral Lee, did capsize, and her skipper and the boat were both taken in safely. Another entry that had started well, Sunshine, reported she was sinking until she received pumps from the Coast Guard and returned under her own power.

Bill had not made a lot of plans for the race, he just "showed up and did it." He said he didn't think he would like to do it again, but that was the same sentiment expressed by most skippers until the following day when almost all of them decided that they would try it again.

Bill finished the race at 7:05, nearly 3 1/2 hours ahead of the trimaran Harmony. Congratulations are due Bill for an excellent performance, and also to Survival and Safety who spent so much time and effort putting together a marvelously challenging event.

Finishers of the first Singlehanded Farallones Race: Bill Lee, Merlin; Paul Silvha, Harmony; David Wahle, Duce II; Roger Hall, Elysium; Skip Allen, Wildflower; Norton Smith, Eos; Dick Mitchell, Blithe Spirit; Cliff Stagg, Ankle Biter; David Jesberg, Vicarious; Don Carlson, Pyrrhic Victory; Hall Palmer, Champagne; John Robinson, Courageous; Don Durant, Jubilation; Mike Matheasen, Killer Whale; Paul Kamen, Mambo.
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CALENDAR

Apr. 21-22 — PCISA Pacific Coast Championship, Long Beach. See www.pcisa.org for more info.
Apr. 27-29 — 60th Lexus Newport to Ensenada Race, the largest international yacht race. Info, www.nosa.org.
Apr. 28 — Cheoy Lee Fire Drill Race. Join the fun as these classic beauties have their annual ‘race’ as part of Sausalito YC’s Twin Island Race. Info, Bob Wilson at (650) 678-7359, bwilson@modulusvideo.com or www.syconline.org.
Apr. 28-29 — Hobie Cat Kick-Off Regatta in Santa Cruz. Info, John Oleary at (831) 688-3068.
Apr. 29 — RegattaPRO Women’s Race #1, the first of a series. Call Jeff Zarwell at (415) 535-8364 for more info.
Apr. 29-May 4 — 40th Stanford Antigua Sailing Week, West Indies. Every sailor worth his salt owes it to himself or herself to join this world-renowned, week-long regatta at least once. See www.sailingweek.com.
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.
May 8-12 — Mercury NorCal Series. EYC, (510) 522-3272.
May 12 — Elite Keel Regatta for Etchells, J/24s, Express 27s and AE-28s. SFYC, (415) 789-5647 or www.sfyc.org.
May 15-19 — 43rd Congressional Cup. One of the oldest and most prestigious match racing events in the world. Long Beach YC, www.lbyc.org or (562) 598-9401.
May 19-20 — Svendsen’s Summer Splash (BAYS #1), for all junior sailors on Lasers, Radials, 4.7s, 420s, CFJs and Optis. EYC, (925) 283-3182 or sgrove01@pacbell.net.
May 19-20 — Stone Cup for PHRF, Islander 36s, other one designs, and IRC. StFYC, (415) 563-6363 or www.sfyc.org.
May 25 — Spinnaker Cup, leaving Knox Buoy at 11 a.m. and arriving in Monterey by midnight (hopefully). SFYC, (415) 789-5647 or MPYC, (831) 372-9686.
May 26 — Master Mariners Regatta at Encinal YC. A must.
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May 26 — 64th Swiftsure International Yacht Race, the big one for Northwest sailors. Six different race courses ranging from 78 miles to 140 miles. Info, www.swiftsure.org.


June 21 — Coastal Cup, a 277-mile sprint to Santa Barbara. EYC, (510) 522-3272 or www.encinal.org.

June 27 — SSS LongPac, a qualifier for next summer’s Singlehanded TransPac. Info, Rob Macfarlane (510) 521-8393 or www.sfbayss.org.


Summer Beer Can Regattas


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


HP SAILING CLUB — El Toro Races on Stevens Creek Reservoir. Every Weds. night through 10/31. Dan Mills, (831) 420-3228 or www.hpsailingclub.org.

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

LAKE WASHINGTON SC — Every Thursday night: May-September. Richard, (530) 304-7038 or rleijon@pacific.net.

LAKE YOSEMITE SAILING ASSN — Every Thursday night: May-Sept. Craig Anderson, cAnderson@planada.k12.ca.us.


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) 944-6022.

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

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during Daylight Saving Time. Larry, (831) 423-8111.


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


Mexico, The Season Ahead

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.

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.

March Weekend Currents

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Please send your calendar items by the 10th of the month to calendar@latitude38.com. If you’re totally old-school, mail them to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941 or fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don’t cost much to attend. The Calendar is not meant to support commercial enterprises.
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GRATEFUL DESPITE WHAT HAPPENED

I was temporarily shipwrecked and then nearly murdered in southern Mexico in early April. Now my boat has a bad leak and I'm having trouble trying to figure out how to fix it.

I've been at sea with my Gozzard 32 cutter since August. I started with a circumnavigation of the Channel Islands, then headed south to join the Ha-Ha, and continued on to mainland Mexico and beyond.

I stopped briefly at Salina Cruz in southern Mexico on February 10 to get fuel. When I returned to sea at 4 p.m., it was blowing 20 to 25 knots and, when I rounded the point, I ran smack into a Tehuantepecker blowing about 60 knots. In addition, there was a very strong northward current and six to eight-foot seas just seconds apart. I reduced sail to just a double-reefed staysail and, with the engine on to make headway, continued on about 2.5 miles offshore. But after taking a couple of waves over my transom, the engine died. I later found that water had gotten into the fuel vent and eventually migrated into the engine.

Without the engine, I lost headway, and the wind and current began to push me rapidly toward the shore. I tried to set the anchor, but it didn't hold. I ended up being blown directly onto Playa Bahia De Ventosa at 7:30 p.m. My boat was trapped by the breakers and was tossed back and forth by each wave.

After assessing the problem and trying to pry my sailboat off the beach, I concluded that I was going to need some help. I put out a Mayday on VHF 16, and was able to speak with the Marinero Capitan in Salina Cruz. He told me that they wouldn't be able to help me until at least 7 a.m. the next morning. Until then, I was on my own, period.

During the night I had two encounters with the locals. The first group consisted of four men who, while I was below attempting to get things back in order, helped themselves to my bike, which had been lashed to the deck. The second group, consisting of three men, was much more aggressive. They jumped aboard with knives and machetes, and I found myself literally fighting for my life. They cut me up pretty good, so I bled like a stuck pig. I finally managed to temporarily fend them off, at which time they regrouped on the beach to plan a second attack. Fortunately, I had enough time to go below and pull out an old shotgun — for which I unfortunately had no shells.

I hurried back out into the cockpit, from where I could hear their voices on the beach. I waited till they got close enough to hear me cock the empty shotgun, so they could hear the loud and distinctive sound. As soon as they heard me cock the empty shotgun, they turned and beat feet. I was sure relieved, but still had to tend to my wounds and clean up the blood — which was everywhere.

The marineros' launch showed up about 9 a.m. the next morning, and their first attempt to pull my boat off the beach failed miserably. Then the Mexican Army showed up with some Navy Seals. They built a bridle around the boat and said they'd be back with the launch at high tide to try again. True to their word, they returned at high tide, but after several failed attempts, it looked as if I would be spending another night on the beach. Then suddenly my boat pulled free, and she and I were on our way through 8 to 10-ft waves and back into deep water!

The marineros towed me back into Puerto Salina Cruz. They and the Mexican Army did such an excellent and professional job helping me, I am grateful to them beyond words, and that's a fact!

I, nonetheless, still had a major problem at low tide be-
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cause the bumpers on the pier didn’t go down far enough to protect my boat. I had to use my legs against the bumpers to keep my boat from crashing into the cement pilings and/or having the rigging get smashed. This went on for about two days, until the chief engineer of the Atlantico, a very large tug, noticed my predicament. He brought over some tires and rope, which provided protection for my boat at low tide. This happened just before Salina Cruz got hit by another three days of 60-knot winds. I am also grateful to the chief engineer of the tug, for without the tires and rope, my boat would have been destroyed.

I’m currently in Bahia del Sol, El Salvador, allowing me to heal and to track down a leak. It ended up coming from a lightening grounding plate located about eight inches from the bottom of the keel. One of the 2 3/8-in bolts was sheared off during the grounding, allowing water to enter the keel and then into the bilge. The only other damage sustained was some worn off bottom paint. Considering the beating the boat took. I was the only one who sustained serious damage. I have been sailing for the last 25 years and have never seen a sailboat fair so well in the conditions it was subjected to, period. Truly, this sailboat is absolutely amazing in its hull construction.

Meanwhile, I’m still alive.

Albert Eggert
Raven, Gozzard 32
Bahia del Sol

Albert — We’re terribly sorry to hear about both the grounding of your boat and the vicious attack. There’s something about a boat on the beach that seems to work people into a frenzy, and gives them the completely mistaken idea they are free to take whatever they want.

WHAT ARE YOU CALLING ‘OBSOLETE’

I was absolutely stunned at the quote made by a Coast Guard Petty Officer Russ Tippets in the February 21 San Francisco Chronicle with regard to lighthouses in and around the Bay Area. He called them “obsolete” and said “they are no longer relevant in today’s maritime realm.”

As a longtime ocean sailor and mariner, I can think of nothing more relevant than a lighthouse to mariner safety — especially if one is returning to port in a storm with damaged electronics. Maybe Petty Officer Tippets’ view of the Coast Guard is that it has morphed into a kind of police force that spends their time and money racing around in inflatables carrying weapons and harassing boaters. I still hold the view that the Coast Guard is dedicated to maritime safety.

I would like to see the Coast Guard issue a statement saying that lighthouses are officially considered not obsolete.

Mark Imus
Mill Valley

Readers — Imus is not going to get his wish about a revised statement. According to Jolie Shifflet, Chief of the Coast Guard’s Community Relations, “Tippets’ choice of words was harsh, but they’re reflective of the policy expressed by the Coast Guard and many other aids to navigation authorities around the world. With improvements to buoys and other visual aids to navigation, and the emergence of new technologies, such as GPS, radar, VTS and other unmanned structures, lighthouses are, indeed, becoming obsolete.”

Based on just reading the headlines, we think a lot of people got the impression that the lighthouses are suddenly going to go dark. That’s not the case, they are not going away — just
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control of the lighthouse structures themselves will change. The but Gate National Recreation Area (part of the National Park Service) will have control of the lighthouses at Point Bonita, Alcatraz, Point Montara and the smaller structures — which were primarily foghorn stations, although they were lit at night — at Lime Point (under the north tower of the Golden Gate) and Point Diablo (about a 1/2 mile farther west). Not because the GGNRA has any more money for upkeep and maintenance than the Coasties — which was basically zilch — but because they are interested in eventual restoration of these structures and opening the big ones to the public.

We travel the coast from San Francisco Bay to mainland Mexico and back every year, and in the process pass probably two dozen lighthouses. Yet thinking back, we’re somewhat surprised to realize that these lighthouses play almost no role in our navigation. To be sure, they are pleasant signposts along the way, and provide physical confirmation of our general whereabouts, but give very limited information compared to our main navigation tools, which are GPS, radar, depthsounder and the good ol’ Ouija board.

↑↑ THERE’S NOTHING AS COMFORTING OR USEFUL

In my opinion there is nothing that remains as comforting and genuinely useful to a helmsman as a good old-fashioned lighthouse to confirm and enable entry into a port at night.

Two years ago we sailed the Kauai Channel Race on a moonless night. We arrived at the double-hairpin Nawiliwili Harbor channel — the finish was inside the harbor — at 4:30 a.m. under scattered overcast without moon. How dark was it? Dark enough so that even the lowest light setting our mast-mount instruments was bright to the point of distraction. But it was blowing 25+ knots, and we were doing 12 to 15 knots.

We had our chart plotters up top, course angle on the mast-mount instruments, and multiple other digital aids, but there was absolutely nothing as helpful as that big light that was easy to steer to. The ground clutter of street lights, traffic lights, hotel lights, and port lights made the channel marks impossible to see until we
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LETTERS

were inside the channel. Without that light, I believe we would have stopped racing out of concern that there may be datum error on the chart plotters, we had mistaken a traffic light for channel light, or something else that could have put us onto the rocks with assured loss of boat and probably crew.

I, for one, do not believe lighthouses are out of date, and I know many other sailors and professional mariners who feel the same.

Tom Dick
Eau De Vie, Beneteau First 42s7
Honolulu

As mentioned before, the lighthouses aren’t being taken out of service, it’s just that the Coast Guard is relinquishing control of them to the GGNRA.

With regard to boats having to race through a double hairpin at night to finish at Nawiliwili, it’s hard to imagine how much a lighthouse helped. We remember being there for the finish of the first Pacific Cup, and many of the skippers were confused trying to come in — even though they were no longer racing.

↑⇑ THE OVERWHELMING MYSTERY OF EXISTENCE

With regard to the January Changes titled Pyramid Blues At Lake Atitlan by Antonia and Peter Murphy of the Pt. Richmond-based Mariner 36 Sereia, I have a few observations and questions of ordinary madness.

1) Contrary to what Antonia claims, several restaurants in San Marcos do serve meat. I like the one in the town square near the school. Of course, you would have to dine with the locals. If they were there for a month — sorry, 28 days — they would have seen these places. But if they had seen the restaurants, they would have had to contrive another excuse to kill the turkey — and possibly forgo the indulgent advertisement for themselves.

2) Las Piramides Meditation Center is best enjoyed by those who are interested in personal growth. In addition to the known benefits of yoga and meditation, Las Piramides further offers explanations of tarot, numerology, astrology and more. It’s quite the grab bag — kind of like a college survey course. I find these subjects provide an expanded vocabulary to lend expression to the perception of life in the face of the overwhelming mystery of existence. So even just on an aesthetic level these subjects are satisfying. As a supposed novelist, Antonia might be interested in that kind of mind expansion. Or perhaps not.

3) Chati, the principal spiritual teacher, who owns and operates the center, is a kind, funny, knowledgeable Mayan. She is involved with community affairs, and she’s initiated progressive projects in the community that benefit others. She never pushes her beliefs, she just shares them. While not all of my beliefs are reflections of hers, I could see her value to the community and her deep involvement in a committed life. It certainly provides for a great contrast to Antonia’s paean
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to poo and pee.

4) Antonia claimed that people hated her, but they probably just found her obnoxious — and for good reason, if her portrayal of her and Peter’s behavior is accurate. Although often tolerated, boors are seldom welcome.

5) Why did they kill the turkey, the only sentient being who would drink with her? If she’s not careful, she’ll have to start wearing a porkchop around her neck. Again.

6) Some folks travel to expand their experience and understanding, others to confirm their prejudices. Why does Antonia travel?

7) If the couple don’t care for New Age interests, why did they go to San Marcos? Would they go to Las Vegas and complain about the gambling? They could have stayed in San Pedro or Pana, where the atmosphere is more attuned to their antics and perceptions.

8) As a self-described novelist, is Antonia writing the Great American Novel or the great Ugly American novel? Will it contain ripped bodices and heavy cherry-tipped breasts? Or the integration of poo, pee and thee? Sounds like a title.

I also thought the article about the Philippines a few months before by the owner of the catamaran Cadence was full of B.S. too. Nonetheless, thanks for the excellent magazine. Although I’ll be walking through Southeast Asia for the next year, I look forward to returning to the United States to get a boat and go cruising.

Allen Sneidmiller
Chico

Allen — Thanks for the kind words, but we have to admit that you’ve really thrown us. For when it comes to contributors, we think Frank Ohlinger, the skipper of Cadence, and Antonia and Peter of Sereia are among our very best. They are both terrific observers, and their writings have always made us laugh out loud. In fact, Antonia is particularly hysterical. If you haven’t checked out Sereia’s website at www.svsereia.com, you’re really missing something.

One of the things we like about both Antonia and Frank is that they get right in there and mix it up with the local people, poking their noses into everything and, in Antonia’s case, even being a little obnoxious. And just because they don’t suffer from the progressive disease of necessarily assuming that primitive cultures are the most advanced, they obviously have an affection — no matter what Antonia might have written tongue-in-cheek — for the people they’d been around. Even those who prescribe pee to cure the sick.

(By the way, Antonia is certainly a better person than we are, for if we heard someone telling others that they could cure HIV by drinking pee — or by having sex with virgins, as is common in Africa — we wouldn’t be so circumspect. We doubt that we’d be able to stop ourselves from delving into what would no doubt become a heated discussion about the nature
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of murder.)
Why did Antonia and Peter kill the turkey? For the same reason you’re going to walk through Southeast Asia — to become more experienced and wiser. We’ll bet you a nickel that the couple learned more from that experience — on any number of levels — than did most of the people who attended the New Age seminars. Indeed, if everyone had to kill an animal to get meat, we think they’d give some serious thought to becoming vegetarians.

Despite the fact that we’re not much into New Age stuff — not since the late ’90s when a clairvoyant used to solicit our uninformed opinions about what dot com stocks to recommend to her clients — we bet we’d get on fine with Chati. For if she’s as knowledgeable and wise as you say, surely she’d appreciate the importance of being able to see the humor in oneself and one’s beliefs.

OCEAN WAVE DATA RULE OF THUMB

I enjoy going out the Gate for a daysail, but always worry about the wave conditions. Last April I learned that when there is a heavy run-off from the Delta, the ebb is significantly greater than advertised, and the resulting waves can be pretty nasty.

I have taken to reviewing the offshore buoy data to try to figure out which wave height/frequency conditions are good, fair or lousy. I’m having trouble figuring this out. Is there a rule of thumb that can be used when reviewing ocean wave data to tell when it would be best to stay at home? Based on the reported average wave height and frequency, what combination would indicate that the conditions might be dangerous for small sailing craft — such as a 30 footer?

I’ve heard that ‘square waves’ — when the height and frequency are the same, such as 9-ft waves every nine seconds — are trouble. But in looking at the offshore wave data, those conditions are fairly common.

It’s always a disappointment to get outside the Gate and find that the conditions aren’t what I expected.

Jim Kerr
Mill Valley

Jim — First let’s be clear on the nomenclature. According to the National Oceanic and Atmospheric Administration (NOAA), swells are what are caused by distant wind and eventually break on beaches, while wind waves are what are caused by localized wind.

Nine foot swells every nine seconds would indeed be awful. And yes, it’s not uncommon outside the Gate, which is why you don’t find as many boats out there as you do between Newport Beach and Catalina. In general, the greater the swell period — or time between swells — the less rough it will be. Consider the extremes. If you have 10-ft swells every 2 seconds, it would be like being in a washing machine. But if you had 10-ft swells every 14 seconds — which is about as
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long a swell period as you’re going to find — the swells would be large but gentle rollers.

We don’t know of any rule of thumb, but if the swell period is any less than 10 seconds, you’d better hope the swells aren’t more than two or three feet high.

Surface conditions, however, often can’t be characterized by just the swell size and period, for wind and wind waves can also be major factors. If the wind is strong enough — say 20 knots — and it’s been blowing for awhile, you’re going to get sizeable wind waves on top of the normal swell. Unfortunately, the wind and swell don’t always come from the same direction. If both are sizeable and running at 90 degrees to each other, you’re going to wish you were back in your berth. Fortunately, many weather buoys, such as the Lightbucket, provide a detailed wave summary that includes significant wave height, swell height, swell period, swell direction, wind wave height, wind wave period, wind wave direction, average wave period and wave steepness.

When sailing outside the Gate, there are even more things to evaluate than just the wind strength, swell period, and wave height, namely the tidal flow. The difference in surface conditions between a flood and an ebb can be very dramatic. And if you go past Land’s End, you also have to keep in mind that there are shoals all around the entrance to the Gate, so if there’s a big swell running, particularly during an ebb, the waves are likely to be steep or even breaking.

If you’re new to sailing, all this might sound a little intimidating. But once you understand it, it makes sailing a lot mor fun because you can usually select the intensity of conditions you want to play in. For example, if you know what you’re doing, you can have a great time surfing in swells and chop that have been greatly accentuated by a strong ebb flowing over relatively shallow water. Folks in places like Newport Beach, Marina del Rey and San Diego would kill to be able to do fun stuff like that.

The bottom line is that you have to be prepared for everything when you sail outside the Gate — including more fun than sailors have anywhere else on the coast.

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**LETTERS**

You had it all wrong with regard to the March 9 ‘Lectronic photo of the junk-rigged boat on her side in San Blas. The day I need help from Norm Goldie to enter San Blas Estuary — or anywhere else, for that matter — will be the day I quit sailing and take up knitting or maybe sitting around in a zo-cal50 somewhere blowing smoke.

If you have a better way to clean a prop in water that you wouldn’t swim in than car- reening your boat, please advise. Believe it or not, careening has been the way boat bottoms have been accessed and cleaned since before Travel-Lifts and rails. And we careened the boat next to the anchorage in the estuary, not at the entrance. While I’m sure there were nothing but good inten-
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On the part of the cruisers and photographer who were thinking there was a 'situation' with Bu’Kwiis when the photo was taken, we were actually just enjoying the sights from the fort at San Blas while waiting for the tide to drop. By the way, the cleaned prop gave me an extra half knot.

You suggested that the boat on her side might have been the British Columbia-based Bellavia because of the unusual on-deck hydraulic windlass. But my Bu’Kwiis is actually a steel Gazelle hull with a modification of the junk rig on Bellavia. Bu’Kwiis has a 510-sq- ft foresail of the Hasler/McLeod design, and a 450-sq- ft Colvin designed fanned sail — both fully battened junk sails. Bu’Kwiis’ keel has been deepened by six inches to about five feet to compensate for the higher center of effort on the sail plan. She has a full-length keel but no skeg. I have careened her three or four times before, but this was the first time since I deepened her keel. When careened, the water reaches the ports, but they don’t leak so it doesn’t present a problem.

I sailed Bu’Kwiis from British Columbia to Mexico in ’04 after an extensive refit, which included adding hydraulics, widening the foredeck, reinforcing the hull to accommodate the unstayed masts, adding the fully enclosed bimini and so forth. By the way, the deck-mounted, reel-type hydraulic winch is used on our British Columbia fishboats and, of course, Bellavia. My boat has spent the last couple of summers on the hard in Guaymas, and will do so again this year.

Steve Rankin
Bu’Kwiis, Gazelle
British Columbia

Steve — Our apologies. We received nothing but the photograph and went ahead and made some foolish assumptions. We’ll try to do better in the future.

↑↑ CAREENING DO’S AND DON’TS

In the ‘Lectronic photo and write up about Bu’Kwiis being careened in the estuary at San Blas, I’m a bit surprised that the skipper deliberately tipped his boat away from shore, thus putting more of the topsides underwater, as well as seeming to be broadside to the shore and potential waves.

You asked if any of your readers have careened their boats. The accompanying photo shows my Catalina 30 LaBoo careened in Desolation Sound, British Columbia. No matter if your boat is careened deliberately or accidentally, the first order of business is to remove your yacht club burgee and home country ensign. For instance, we replaced our Canadian flag with our visitor’s U.S. flag. Heh, heh!

After replacing the shaft zinc, we scrubbed the hull as far as possible. Once we were back afloat, our boat speed was half a knot faster.

Bob Beda
LaBoo, Catalina 30
Vancouver, B.C.

Bob — There is no doubt in our mind that the skipper of Bu’Kwiis knew exactly what he was doing. His careened boat
“We’ve been named ‘Boatyard of the Year’.”

“It’s pretty cool that we’ve been named Boatyard of the Year. Hello, my name is Bob Hennessey and I am one of the four project managers at KKMI. Over the past decade, we’ve taken this business to a level that no one has reached before. For example, each client has an individual manager who is their ‘go to guy’. In fact, it’s the blending of ALL of the talented Team members that has allowed us to offer you, the boat owner, the most complete range of services and the very best value possible.”

“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 know 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.”
UPHILL OR DOWNHILL — WHICH IS BEST?

Maybe it’s a 20/20 hindsight kind of thing, but the initial Lectronic report on what was believed to be Bellavia running aground did look like an act of careening. How else would one explain the slope of the beach in the background and the tidy decks?

But that’s not what I’m writing about. I have what might be a stupid question. Assuming one has a choice over a seaward or landward careening, which is the best? Bu’Kwis seems to favor washing the ports. Why is that?

Craig Moyle
Concordia
Carmichael

Craig — We suppose there could be a number of reasons, but when you careen the boat ‘downhill’, more of the bottom is exposed, which would make it possible to get to the prop easier and longer.

IT ALLOWS US TO WORK IN RELATIVE COMFORT

In the December issue there was a letter that asked if it was possible to heave to with just a main up. You responded that typically a foresail is backed to maintain balance. Having been caught out on the open ocean several times in winds between 45 and 60 knots, we’ve been able to heave to without having a headsail set. Our Pacific Seacraft 40 has both a roller furling jib and staysail, and we’ve found that, in high winds, the furled headsails provide sufficient pressure to offset either the triple-reefed main or trysail.

That being said, if someone is thinking of going offshore, the best thing they can do is go out and practice heaving to in varying wind and sea conditions to find out what works for their boat.

By the way, when things are getting boisterous at sea, we frequently heave to prior to going forward just to stop the seas from breaking over us. This allows us to work in relative comfort and safety.

Becky Swan & Chris Goode
Bonne Idée, Pacific Seacraft 40
San Francisco

Becky and Chris — The feedback from your firsthand experience is much appreciated.

FIRST THINGS FIRST

We are planning to do the ’08 Ha-Ha with friends from Europe. Do you know the dates yet?

Ed Evanish
Planet Earth

Ed — The Ha-Ha folks don’t come out of hibernation until May 1, but before crashing for the winter, they announced that the dates for the Ha-Ha 14 would be October 28 through November 10 this year.

Although Ha-Ha Honcho Lauren Spindler hasn’t made an announcement yet, based on past history, we’d expect Ha-Ha 15 to be from October 26 through November 8, 2008.

YOU DON’T KNOW YOUR LENNON

In his response to a letter by John Haste of the San Diego-based Perry 52 catamaran Little Wing, the editor said that he didn’t think that John Lennon was responsible for the
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LETTERS

line about "life is what happens when you’re making other plans."

The actual quote is, "Life happens to you while you’re busy making other plans," and indeed comes from the John Lennon song Beautiful Boy. Just thought you’d want to know.

Annie Bates-Winship
Photo Archivist/Darkroom Specialist/Production
Latitude 38

Annie — Thank you for the correction. We spent so much of the ’70s and ’80s banging on the Latitude keyboards that there are gaping holes in our knowledge of pop culture.

DHL vs JIM DIXON — IT’S A NO-BRAINER!

We’re anchored here at La Cruz on Banderas Bay, Mexico, having just spent five weeks trying to get parts for our Pathfinder diesel. Thanks to Bruce at Base Auto Parts in Oxnard, there was no delay in locating the parts and having them shipped to us. The hang-up came after that.

We had the stuff shipped DHL, whose customer service told us that the part would be delivered on a Monday and that the charges would be about 650 pesos or roughly $58. But when the delivery man showed up with the parts at Philo’s Music Studio and Bar in La Cruz, he wanted $1,880 pesos — nearly $170 — for just $75 worth of parts. We had him take the parts back to the DHL office in Puerto Vallarta so we could get things sorted out the next day.

When we got to the office, we were told that we’d either have to pay the 650 pesos in duty, or take it up with Customs in Guadalajara. Having not had an engine for three weeks, we needed the parts badly, so we paid the exorbitant duty. We then opened the package to be sure everything was there and, you guessed it, the main part was missing! So it was back to square one.

We got on the morning net and asked if anyone could recommend a better way to get parts to Banderas Bay. Dick Markie, Harbormaster at Paradise Village Marina, said that a lot of cruisers had good luck with Jim Dixon of San Diego, and that he could be reached at jim@jimmydixon.com.

We first called Bruce at Base Auto Parts to let him know that he needed to find another head gasket for us. We then called Jim Dixon, who said if we had the part mailed to him, he would have his contact carry it to Tijuana, pay the duty there, then put it on Alaska Airlines to be flown directly to Puerto Vallarta. Dixon would e-mail us the tracking number, and we were to pick up the part at Areo-MexExpress at the P.V. airport. Once we had the part, we were to pay Jim via Pay Pal for the duty, shipping and his fee.

Well, everything went exactly as Dixon said it would. We had our new part within five days of contacting him — with no hassles and no extra expense! Our many thanks to both Bruce and Jim, both of whom went out of their way to help us.

John & Debby Dye
Lovely Reta, Islander 41
Channel Islands / La Cruz, Mexico

John and Debbie — For what seems like forever, just about everything shipped through the Guadalajara Airport has been held hostage by the banditos in the Customs office. Their goal in life seems to be to try to make life as difficult as possible for cruisers. Fortunately, officials like that seem to be a dying breed in most of Mexico.

Dixon’s service seems to be a great way to get around the Guadalajara problem. We’re also told that UPS now flies
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Valiant 42
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LETTERS

directly to Puerto Vallarta, where Customs officials have a reputation for being very reasonable. If anybody else has any firsthand experience, we’d love to hear from you.

⇑⇓

I FELT EMPATHY FOR BARNES

The recent plight of Newport Beach sailor Ken Barnes, whose ketch Privateer was capsized and dismasted on his way to Cape Horn, and who was rescued from a spot 500 miles off the coast of southern Chile, struck a responsive chord in me. I was once also on a sailboat that was disabled as the result of a storm, and we crew found ourselves about the same distance from land as did Barnes.

After reading about the incident on Barnes’ website and in the L.A. Times, I have some observations:

1) There was no mention of his having done any previous bluewater sailing before he started his trip. I recognize Barnes’ courage and commitment, but question his level of preparation.

2) His comments and reaction to the dismasting of his boat seem to point to the fact he was not prepared to make temporary repairs to get himself to port for further repairs. Of course, even if he could have jury-rigged a sail plan, he didn’t seem to have an emergency rudder.

3) Based on the storm he experienced, and the one I experienced crossing the Atlantic in ‘86, there is no sailing in Southern California that can prepare a sailor for a real storm at sea. There just aren’t any storms here.

Twenty years ago, I joined the skipper of a 50-ft cutter to doublehand across the North Atlantic to Gibraltar. Our voyage was fairly normal except for the fact that the boat would not self-steer, so one of us had to be at the wheel at all times. Everything was fine until the day we heard the words ‘tropical depression’ over the short wave radio. It was passing over the coast of the Carolinas and traveling due east — right for us. Since we were still 1,500 miles away, we had several days to think about it. But nothing could have prepared me for what happened next.

As the leading edge of the storm became visible to us, and looked unimaginably evil, we sat in the cockpit in awe. I recall saying to each other, “What the hell is that?” It would blow 25 knots with gusts to 35 knots, and the swells were 12 feet. An astonishing thing about the storm was the noise — the roaring of the wind and rolling seas was beyond any experience that I’ve had.

During the storm we had to steer down the face of each wave — fortunately we were running with them. I can recall having to make a steering adjustment both at the first lift of the wave and then again at the bottom of the wave. We had some great surfing, often catching a wave that allowed us to ride down its face. After 24 hours, the winds calmed down.

The constant working of everything on the boat caused some trouble, as the next day our propeller shaft coupling parted and the shaft slipped aft. So far aft that it jammed the rudder and let water flow into the boat around the displaced propeller shaft. This meant we couldn’t steer and the boat was slowly filling with water! It was low on the scale of possible
Jill Stapleton – with help from her father, John Stapleton – readies her Newport 30, Lazy Lion, for new bottom paint. Jill has been helping her father with boat projects since she was ten, and he’s now returning the favor. The father-daughter team completed the project in just three days.
LETTERS

Chuck Herring
Los Angeles

Chuck — We don’t mean any disrespect, but what do you mean you were “low on the scale of possible disabilities?” The two worst things that can happen to a boat are not being able to keep water out and not being able to control the direction in which she is moving.

We don’t mean to be disrespectful a second time, but winds blowing a steady 25 and gusting to 35 knots are not — at least by the Beaufort scale — a storm, but rather a near gale. Those conditions can be found often — in fact, too often for northbound boats — along the Central Coast of California during the spring and summer. Come to think of it, a near gale is what participants in the annual Coastal Cup Race fantasize about.

The Beaufort scale defines a storm as Force 11, or winds of 64 to 72 knots. For what it’s worth, while the speed of the wind in a storm is double that of a near gale, the forces with which it blows are actually four times as strong. To be sure, 30 knots is a lot of wind, but 70 knots is an entirely different ball game.

Here’s a fun fact. The Beaufort scale was created by Irishman Sir Francis Beaufort in 1805, and the initial scale of 0 to 12 was not based on windspeed, but rather on the effects the wind had on the sails of a man of war. For example, Force 12 was “that which no canvas could withstand.” Now for the fun part. In 1946, the Beaufort scale was extended to include Forces 13 to 17. While these were later dropped in the rest of the world, they are still used in Taiwan and mainland China, both of which are commonly subject to typhoons.

Getting back to Barnes, we disagree with the claim that he didn’t have any previous offshore experience. If that was true, how did he get Privateer 6, 400 miles from Southern California to the spot off Chile where he was dismasted? That’s about the equivalent to sailing to Hawaii and back then back to Hawaii again.

IT DOESN’T END UNTIL YOU’RE BROKEN OR DEAD

My letter is in response to the sorry-ass state of affairs that surrounds the whole Ken Barnes episode, in which he had to be rescued at considerable effort and expense after his Gulfstream 44 ketch was dismasted off South America. I am a mountaineer cum sailor. When I started climbing, I took risks that would have caused ‘experienced’ mountaineers to quiver — and I quiver thinking back on those days. There was an element of luck and balls involved with those first climbs. There always is when you are dealing with objective hazards — which can be found in the mountains or at sea.
"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 damned comfortable).”

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“I’m Ron Romaine, and I have 33 years of experience in the marine electronics business. I’m glad to have joined up with a great team of technicians here at KKMI. I can’t tell you how much more efficient this facility is versus any other. When I can walk just a few steps from the vessel to where my supplies and workshop are, I can deliver unmatched value to our clients. Not to mention that we install every major brand of equipment, so why would you go anywhere else?”

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

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

Jeanneau 41 Sun Legend (1985) This Doug Peterson-design performance cruiser with kevlar hull and centerboard is a very comfortable, yet fast cruiser. The "Owner's" version has 2 cabins, each with its own head and a large salon and galley. Side opening port provides lots of light and ventilation. $98,500

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LETTERS

a matter of a few short years, I was ticking technical routes in the Himalayas and Alaska. Armchair mountaineers that I met were always flustered with my success. Those weak souls couldn’t stand the thought that some balls and a little luck could get me to the top of climbs that they wouldn’t even consider.

And you know what? Had I ever failed dramatically, as Barnes did, they would have been raising the same bullshit claims: “not enough experience,” “I told you so,” “how dare he,” “blah, blah, blah.” Or, “See honey, it’s better that I decided to install those cabinets instead of actually sailing — just like you said!”

Hey, guess what, armchair sailors — which would include anyone who is looking past Barnes’ spirit and balls, and those who are trying to look/feel better in light of his failure — yeah, Barnes’ failure sucks, but it is more glorious than anything you chumps could ever even dream of.

I have nothing but praise for a guy like Barnes — he risked his life, his boat, and apologized because others became involved of their own volition. That’s a man with a spirit for adventure. The world is a bit short of people like him.

In the off chance that Barnes himself isn’t tired of reading this shit, I would remind him that Molliessier was shipwrecked twice, bro, penniless and heartbroken. We all know he came through. It doesn’t end until you’re dead or broken — and there are far too few of us left for a warrior like yourself to call himself broken.

Steve Hyatt
Resolute
San Diego

WHAT DO YOU HAVE AGAINST WOOD BOATS?

We’re happy to report that our good friend and neighbor Pierre-Alain Segurel has returned to the Bay Area. You may remember that his boat, the Islander 36 Phileas Fogg, was T-boned while at anchor in Turtle Bay during the last Ha-Ha. The boat that hit him was an American-owned sportfishing boat with nobody on deck. The resolution is now in the hands of the insurance companies. But how do you compensate someone for the loss of their home and dreams? All of us wish Pierre-Alain a speedy return to the boating life.

We also want to know what Latitude has against wooden boats? One reason we decided to stay with wood is that, if you shop carefully and know what you are looking for, you can get a whole lot more boat for the money. And you can’t beat an old boat for personality and warmth.

We are the proud owners of San Souci, 1943 Block Island Cow Horn — see Creighton Smith’s letter in the March issue — that was built at the William Bennett Yard in Newport Beach. She’s 42 feet overall, 33 feet on deck and has a beam of 12.5 feet. Since she was built during the middle of World War II, we can only speculate on how she was finished and launched. But it’s rumored that she was used by the Navy along the Southern California coast during the war, and sometime in the ’50s competed in the TransPac. We know for sure that she’s been up and down the West Coast and in and out of San Francisco Bay for the last 60 years. She’s also had a stint in the South Seas and up to Alaska.

It’s true that San Souci is lacking in amenities — she doesn’t even have an ice box — but we see that as just having fewer systems to maintain. It also means that we have a very low energy footprint. Our monthly electric bill is $11, in part be-
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because we don’t have a television. We spend about $8/month on our diesel heater, and $7/month on propane because we use the stove all day. But we do spend more money on paint than most boatowners.

As far as being seaworthy, we would take San Souci over just about any other boat that we’ve been on. Last February we were caught out on one of those “all craft warnings” days when it blew over 80 mph at Angel Island. We got hit down by Hunter’s Point, where it was blowing 50 mph out of the south. Pointed into the wind, San Souci was one happy camper, even in those extreme conditions. Because of the unique shape of the Cow Horn — meaning extreme sheer and flare — waves breaking over the bow never made it anywhere close to the cockpit. Plus, her nice wide decks and forgiving nature make her ideal for a ‘mobility challenged’ sailor such as myself.

Soon we’ll be turning left and heading out the Gate. A wooden boat is the only way we could realize our dream.

Karleen Ohlhausen & Norm Harris
Sans Souci, Cowhorn
Oyster Cove, South San Francisco

Karleen and Norm — We don’t have anything against wooden boats, as demonstrated by the fact that we did an article in the March issue on Ira Epstein of Bolinas buying the 50-year-old 65-ft ketch Lone Fox. Our only proviso is that new or inexperienced boatowners have to understand the level of commitment wood boats require. The buy-in price can be very attractive for wood boats, but unless you’re willing to do all the upkeep, the difference in price can quickly be swallowed up by maintenance costs. It’s also important to realize that, while deferred maintenance is rarely a big deal with fiberglass boats, it can be the death knell for wood boats. Nonetheless, congratulations on your find, and may all your sailing with her be wonderful.

Lee Helm and Max bring so much to the sport/lifestyle. For example, in your February issue Lee brought forth the term “seapersonship.” I mean, person-o-person alive, how great is that! When I told my friend Norperson about the article, he was happy to hear that wopeople are making meaningful changes within the English language. I have to agree with him, it’s the age of the Woperson, they’ve been held back and personhandled for much too long.

My Grandmother for example, who was born in Personchester, England, left the oppression of English society behind and came to America in the late 1800s. Aboard ship she met a gentleperson named Personford Newperson, he played the persondolin. They fell in love, married, and settled down in Personhattan, New York. There they raised 13 chil-
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At 57, Grandma died of severe peoplestral cramps. After her passing, Grandfather bought a one-way train ticket and rode a Pullperson car out West. When he arrived in Oakland, his baggage was nowhere to be found. It seems his goods were not listed on the train’s personifest. He arrived with only the shirt on his back. This did not detract his enthusiasm for life, nor did it diminish his sense of personhood. He took small jobs, saved his money and soon bought his own fishing boat. He knew no more about fishing than the Person in the Moon. The first year was a tough one. Few fish were caught, and the nets mostly came up empty or with just a few squid or a Person-o-War or two. The story has it that he once jumped into the cold water to free a Personta Ray that had gotten into his nets. That’s the sort of seaperson he was. He was a kind huperson being, an enviropersontalist, a credit to personkind.

Once again, I want to thank Max, Lee and the rest of the crew for the many hours of enjoyment they serve up each month.

Latitude is by and large the greatest, I thank you for all the information and enjoyment your efforts bring.

L.D. Kliewer
Razmataz
Benicia YC

L.D. — We think it’s women, not children, who are the hope for the future of the world. Nonetheless, we’re still not in favor of over-the-top politically correct speech.

We’re so glad you posted the photo of the 310-ft schooner Eos in ‘Lectronic and Latitude. We saw her a couple of weeks ago anchored off Norman Island here in the British Virgins, but couldn’t see her name and didn’t know who she was. A few days later we read your report in ‘Lectronic. By the way, it’s seems that Eos and the 451-ft motoryacht Rising Sun have become fast friends, as we have seen them anchored together off Jost van Dyke and again at Salt Island.

It’s always fun to see these big beasts.

Lynn & John Ringseis
Moonshine, Lagoon 410
British Virgin Islands / Novato

Lynn and John — Those “big beasts” — particularly the motoryacht versions — have become so wildly popular that you have to get in line for a couple of years to buy one. The ultra rich no longer want to settle for their own island, they want to be able to have their own island anywhere they want it in the world, complete with all the ultra comforts of their own home. Officials and developers in places from St. Thomas to La Cruz to the Northeast United States have come to recognize what tremendous economic engines each of these yachts is, so they are rushing to approve and build extra large facilities to cater to them. The only downside is that the carbon footprint per person of such yachts is

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↑ FILLING IN THE BLANKS

To fill in the blanks on the tragic loss of three lives when the Voyage 440 Catshot flipped on a delivery from San Francisco to Seattle in December, it appears that two of the three crew were picked up in San Francisco. It’s my understanding that the older man was a 79-year-old truck driver from South Dakota. I don’t know about the other, but the English captain was about 50 and a severe diabetic, but had perhaps as many as 10 years experience with the South African Marine Rescue Service.

I’ve learned that during the storm of December 11, the gusts may have been as high as 150 knots. And sustained winds of over 100 knots were recorded along the coast.

This storm was forecast well in advance and was expected to be the worst of a series of storms that battered the coast last fall. Failure to know the storm was coming would have been negligence. The boat and the area of maximum storm intensity arrived at about the same time and place, almost as if it had been planned. In my opinion, having the boat there amounted to near suicide. There is no way to sugar coat it — an experienced captain putting his boat in that position is plain guilty of negligence.

With regard to the matter of the cat maybe having to make it to Seattle in time for the boat show, that doesn’t make sense because the show wasn’t scheduled to open for about six weeks. It’s no more than a week’s run from San Francisco to Seattle, which would have left five weeks for layovers due to bad weather. I took a Nordhavn 46 motor yacht up the Oregon/Washington coast during late November. That boat sat in Crescent City for three weeks because of weather concerns. When an opening of several days appeared, we were able to run up to Cape Flattery without incident.

The weather conditions along the Oregon/Washington coast can be brutal in the fall and winter, and sometimes the spring, but it’s only brutal when there’s a storm coming. We run boats along that coast all winter, just not during storms. With modern weather forecasting there is almost no excuse for getting caught unaware. Note that I said almost no excuse.

The worst storm conditions on earth probably exist in the belt around Antarctica, and South Africa lies on the edge of that belt. I figure the captain, having had experience with that stuff, might have thought he could squeeze by and make it to Seattle without stopping. That was a bad assumption.

Mike Maurice
Beaverton, Oregon

Mike — We prefer not to speak ill of the dead, particularly when nobody knows for sure what happened on Catshot. Nonetheless, it seems all but inexplicable that a captain and crew would have put themselves directly in the path of a brutal storm that had been forecast far in advance.

Incidentally, if we remember correctly, calculations indicated that 100-kt winds would flip the 110-ft Playstation/Geronimo even if she had no sail up.

↑ VON KÁRMÁN VORTEX STREET

On February 16, an approximately 40-ft cat flipped in huge seas about 200 miles northeast of Bermuda. Despite having to cling to the overturned cat and/or being in the cold water for close to nine hours, both crewmen survived, although the skipper expired about the time a rescue helicopter arrived. The incident is somewhat reminiscent of what happened to the Voyage 440 catamaran Catshot that was found, after a
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tremendous storm, overturned on a beach in Oregon in early December without any sign of her crew.

The question I ask is if a Von Kármán vortex street could have saved the capsized catamarans?

[Editor's note: A Von Kármán vortex street is a repeating pattern of swirling vortices caused by the unsteady separation of flow over bluff bodies. A vortex street will only be observed over a given range of Reynolds numbers, typically above a limiting Re value of about 90. The range of Re values will vary with the size and shape of the body from which the eddies are being shed, as well as with the kinematic viscosity of the fluid. They are named after the engineer & fluid dynamicist, Theodore von Kármán, who taught at Cal Tech.]

First, let’s be sure we’re using terms the same way. For me, ‘heave to’ means the boat is kept at an attitude of about 50 degrees to the wind. That 50-degree angle seems to be important in the generation of the protective slick upwind. Headway is stopped and the vessel is making a drift at a rate of half a knot to two knots to leeward, straight downwind. At that angle of heading, the flow around the hull and keel is stalled, and a turbulent wake will appear on the weather side. This turbulent wake has the effect of smoothing down breaking seas on their approach.

The scientific name for the turbulent field caused by the hove to vessel, with or without a para anchor set, is a Von Kármán vortex street.

I quote from the Pardey’s Storm Tactics Handbook: Modern Methods of Heaving-To for Survival in Extreme Conditions: “I have sat on deck during Force 10 winds and watched while almost Pipeline-like waves toppled onto our slick, then crumbled into heavy foam coming close to the boat. Yet the same Pipeliners, with their overhanging crests, kept their shape and power as they broke fore and aft of where our boat lay. To write this on paper does no justice to the drama of watching the slick sap the power of the waves.”

Although a boat produces its own Von Kármán vortex street, the parachute anchor, upwind some 300 feet or so, also produces a vortex street, so the protection from breaking waves is far better than without the parachute anchor.

The fourth edition of Drag Devices Data Base by Victor Shane has a lot of case histories of multihulls in storms for those who need additional opinions besides those reported in detail by the Pardeys.

Another good reference is Earl Hinz’s Heavy Weather Tactics Using Sea Anchors and Drogues. He spent a lot of page writing about the need to have the para anchor and the boat about one wavelength apart.

One more thing. I have not been misled into thinking that a bigger sea anchor would be better than one that is the correct size for your boat. The generation of the protective Von Kármán vortex street depends on the boat drifting slowly — quite slowly actually — straight downwind. Too large a chute, too slow a drift and, hence, no protective Von Kármán vortex street.

John Foster
Canting Crab Claw, J/24
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LETTERS

John — We don’t think there is any way to know if the Von Kármán vortex street could have saved either cat. In the case of Catshot, nobody knows exactly how or when the cat came to be upside down. For all we know she was flipped while hove to trying to benefit from a Von Kármán vortex street.

In the case of Haley, crewman Kevin Klinges of Ketchum, Idaho, reported that several hours before they flipped, a wave that was easily 45-ft high broke on the back of the cat, nearly flipping her then. So presumably the wave that did flip her several hours later was either bigger, steeper or somehow caught the cat in a more vulnerable position.

The question we have is whether or not a drogue could successfully be deployed and maintained in such a position for a long period of time. After all, the chafe and strains have to be incredible in such conditions, even assuming a wave didn’t break on top of the cat. And in the case of Haley, they’d successfully endured the huge seas for nearly two days before they flipped, so for a long time their strategy of running with it had been successful. If we recall correctly, neither of the two cats that survived the Queen’s Birthday Storm in the South Pacific in ’94 had hove to. Battered and without steering, they simply bobbed on the surface during the maelstrom.

Of course, different strategies would probably work better for different cats — and monohulls. In the case of Profligate, our strategy would be to run with it for absolutely as long as possible. Maybe that’s because we’re old surfers and because we made sure the bows are high out of the water and have lots of volume. A delivery crew got caught with her off Pt. Sur in 45 to 55-kts of wind and 23-ft seas a few years ago. While they wanted to continue to motor into the wind and seas at half a knot, we insisted that they turn around and run with it. According to skipper Bruce Ladd, as soon as they did, life became a lot better. They were able to ‘sail’ under structure alone at 5 to 12 knots with the autopilot steering, and the crew soon ceased to be seasick. They were partially pooped once. We suppose it’s possible at some point for the waves to become too steep to ride down, but our job is to make sure we and/or her crew never find themselves in that situation.

In the case of the Leopard 45 ‘ti Profligate, we’d probably prefer to lay to a sea anchor.

TURN IT OFF, LIVE IT UP, GO SAILING

I’m sitting in the cockpit of Catspaw reading the letters in the March edition and laughing. How ironic that I am reading letters regarding sailing with strange men, towing dinghies, whether to have televisions aboard or not, whether to take dogs sailing, and so forth.

I’m not really singlehanding this weekend because I have Gracie and Grey along as crew. Gracie is a rescued Border Collie mutt, and Grey is a rescued cat who has been run over by a car and rebuilt. ($$$!) For everyone’s information, titanium plates in your pelvis won’t mess up the compass.

Gracie barfed four times in the cockpit during our three-hour sail from Alamitos Bay to Newport Beach. We had steady sevens the first hour of that trip, even while towing the hard dinghy. We didn’t lose the dinghy either. Grey stayed below and glared at me, but no barf this trip.
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The animals usually both get sick the first day out, but after a night onboard they are fine. We've done trips up to three weeks in length with no problems. Gracie would rather pee and poop ashore, but will use the foredeck if we're stuck onboard. Grey, of course, uses the cat box at his leisure. The point is that they are happy to be with me 24/7, and easily adjust to life onboard. All 30 feet of it.

I'm anchored at the south end of Lido Island as part of a Women's Sailing Association cruise. Our group became members of the Southern California Yachting Association (SCYA) last year, and have about 50 members — including male Significant Others. A large percentage of the gals own their own boats, so there are lots of great people to sail with year round. There's no need to sail with creeps. Check us out at www.sailingchicks.com.

I still have a television in my house, but I don't think it works. No worries, as I haven't watched the tube since 9/11. I put television in the same category as drugs, credit cards, and crap on the internet. They all steal from your life. Oh, and microwave ovens, too.

I never want to go home after a sailing adventure, no matter if it's two days or two months. Everything seems so silly when you get back to our world.

You can sure use up a lot of energy on meaningless things if you let yourself slip. How about all the people living in houses where an association tells them what color paint they can use, what plants they can plant, what type of house numbers they can use, and what kind of light bulb they can put in the front door socket? Get a grip. Bless all the folks in the Caribbean with their crazy house colors!

Sunday night I'll send this off and re-up for the Classy Classified for my boat — I want to move up to a Cal 40. Since I don't have a laptop on the boat, I can focus on being out here. Monday I'm off to do a Moorings charter in the La Paz area with my pals for a week. Ain't life great?

Hey out there — turn it off, live it up, and go sailing. "Life's too short to stay in your slip!"

Captain Holly Scott
Catspaw, Cal 30
Alamitos Bay

††† THE BEST ARTICLE I'VE EVER READ IN LATITUDE

The Forty Five Days In The Tropics was the best article I've ever read in Latitude. Perhaps it's because the subject matter — putting a catamaran into a charter management program in the Caribbean — is so relevant to what I'm thinking of doing. Thank you for writing it. But a few questions, if I may.

1) Can you give me a big picture of the financials involved? For example, you indicated that the purchase price for 'ti Profligate was $270k, and that you paid for it via a refinance of your house. I would probably do the same. If you paid all cash, then you obviously have no loan payments to make. If you put X dollars down, there would obviously be some amount of debt to service. When you say you might even make a small profit, is that with or without the debt service?

2) How many other expenses do you think there will be?

3) What happens after three years? It seems that you'll be forced to take your boat out of charter. Do you expect to place it in yet another charter company, or will you seek to sell because the boat may no longer pay for itself? I'm aware that companies like The Moorings will keep a boat in their program for five years, and that a few companies will keep them up to eight years. Then what?

I'm 6'4" and hate to bang my head and shoulders, so the idea of a cat with that kind of headroom at the front of the
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salon seems like the way to go. The cat also seems like the way to go because I don’t like heeling over for hours at a time.

I just turned 52 and, having been in law and real estate for a while, want to get out of the biz. I’m very seriously considering retiring. Right now I own a powerboat that I berth opposite the Marina Green. I used to sail, but it was hard getting my wife to join me, as she was more comfortable on the powerboat.

But once again, you made an extremely compelling argument to have fun while you’re still able to.

Anonymous

Anonymous — Yacht management companies have very different policies. For example, The Moorings has a program that will guarantee you a certain amount of monthly income — even if your boat is never chartered. That’s fairly low risk, so we suspect when all things are considered there is also a fairly low rate of return on the investment.

We put our used Leopard 45 cat in an entirely different program at BVI Yacht Charters. We get to use our cat as much as we want whenever we want, and we get 70% of all charter income. However, we also have to pay for berthing, insurance, clean-up after charters, repairs and so forth. Our assumption is that, since we’re taking a greater share of the risk — we’re going to eat it big time if terrorists attack airlines or some drunk charterer puts the cat on a reef — we probably have the potential for a better return on our investment.

Almost all yacht management companies will show you projected — not guaranteed — financials. We suggest that you contact them for a copy, and to find out if they want any more boats in their fleets. But as we said, we know boats and we know the Caribbean, so we’re going to have to see a profit — beyond our substantial use of the boat — before we’re convinced there is one. And because we always assume the worst, we’ve braced ourselves for the chance that we may have to replace an engine and the boat will be out of service for several months, really stunting income.

Having said that, we can report that, despite not coming into service until very late in the season, ‘ti Profligate is already booked through BVI Yacht Charters for two weeks a month for March, April, May and June, plus for another eight days in November. We certainly have no complaints with a start like that. And if they somehow manage to squeeze another week in both May and June, we might even dance a little jig. Late summer and fall are the low season, of course, when the prices drop and business falls off significantly.

The bottom line is that we don’t know how it’s going to work out financially, but plan on letting you know a year from now. We can also tell you that if you suggest something like that as an ‘investment’ to a Suze Ormand or a Bob Brinker, you’d be booked for murder, because they’d die laughing. But we doubt you’re modeling your life on theirs.

When we mentioned that we intend to have the cat in the program for just three years, it’s not because she’ll necessarily be forced out, but rather because by that time we think we’d like to have a similar arrangement with a cat in the Med, the East Coast of Australia, or Thailand. But who knows, maybe we’ll keep her in the Caribbean. According to our agreement with the charter company, we can cancel our arrangement with three month’s notice, provided sisterships can be found to take care of the charters that had been booked for her. And, frankly, we don’t know how long the company will allow our boat to be in their program. We assume it’s as long as she’s popular with customers which, in the case of Leopard 45s, Caribbean charter all-stars for years, is going to be quite a long time.

There will be lots of charter outfits represented at the Strictly

LETTERS
Is there anything onboard to read?

How about the BayRisk policy?
Sail Boat Show in Oakland in April, which means it would be a great opportunity for you to investigate and compare programs.

†† WE USED A ZODIAC AS A LIFERAFT

I’m responding to Jean Winter, who wrote for advice about what kind of liferaft to buy when going cruising.

You may recall that my Morgan 45 Painkiller sank on April 30, 2000, when 120 miles north of Cartagena in the Caribbean Sea. We didn’t have a liferaft to get into, but used a Zodiac Yachtline RIB for that purpose. Since that incident, I’ve attended many of the major boat shows around the country and spent a lot of time with liferaft vendors. Before buying a liferaft, I think Winter needs to ask herself the following questions:

1) What kind of cruising will I be doing? Warm water, cold water or both. The answer to that will tell her what type of floor — single layer or double layer — she should get.

2) Do I want a canopy? Based on my experience, the answer to that should always be yes.

3) How many tubes? The more tubes, probably the safer and drier the liferaft.

4) Hard canister on deck or valise down below?

5) But the most important question is, what is the maximum number of people who might ever have to get into the liferaft. Everyone needs to know that a man, as in a four-man liferaft, gets four square feet. How big is four square feet? If you have an average size 14-year-old around, sit him/her on their bottom and wrap their arms around their legs, and he/she will occupy about four square feet. If you’re bigger than a 14-year-old, as most adults are, that’s nowhere near enough room. In fact, the three of us who had to survive in Painkiller’s RIB occupied about 20-sq-ft.

Liferaft buyers also need to ask themselves how long they would be comfortable sitting on their bottom with their knees toward their chin with their arms wrapped around their legs. If the answer is not very long, they might need to increase the number of men their raft will hold. My guess is that a couple would want to have a minimum of a six-man liferaft.

Also, should I ever find myself in the position again to have to use a liferaft, I’m going to:

1) Light off the 406 EPIRB/GPS early;

2) Call the Coast Guard Rescue Coordination Center in Miami on my fully charged Satphone;

3) Tie my RIB next to my double-walled, double-tubed, canopied, water-ballasted, eight-man (for a crew of three) liferaft;

4) Be wearing a long-sleeved shirt, a big floppy canvas hat securely fastened to my head, along with my polycotton pants and my reef-runner shoes;

5) Have lip and skin protection — and plenty of it — along with my jugs of water, food and other supplies.

6) While I’m waiting for help to arrive, I’ll double-check my flare gun and the three dozen shells that will go with it.
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18 we had last time were almost not enough.

7) I'll make sure that my fully charged handheld VHF is tied on to something secure, and make sure everyone is wearing a signal mirror, whistle and has a strobe light on their upper arm.

One last thing: The dollars and cents math on survival gear is simple — if you need it and don’t have it, your family will have to hold a memorial service rather than throw a party on your next birthday. But if you have what you need, chances are they’ll get to host another birthday party. As for the extra cost? Well, you’ll be around to get a job if need be to pay for all the safety stuff you bought.

Captain Ron Landmann
Minden, Nevada

Readers — Having had to go through a life and death experience in an inflatable on the rough Caribbean Sea, Landmann knows what he’s talking about. When he says that a six-man liferaft is about right for three people, we couldn’t agree more. You have to remember that if you need to get into a liferaft, the sea conditions are likely to be very rough as opposed to like those in a swimming pool.

“The other thing to remember is that, if you have an EPIRB, Satphone, VHF and lots of flares, you shouldn’t have to spend too long in a raft, and therefore the chances of your survival are greatly increased. This is a far cry from when we started Latitude 30 years ago, when it wasn’t unknown for cruisers who lost their boats to have to spend weeks, if not months, in liferafts waiting to be rescued or die. Articles were written about how to do things like give pee enemas to ward off dehydration.

I EVEN OFFERED TO PAY FOR NEW MOORINGS

With regard to the Angel Island mooring screw up, you guys are right in saying, “considering how long it took for them to install the new field in the first place, we aren’t holding our breath.”

The Ayala Cove mooring field has been dangerous for a long time:
— See the letter to Latitude from Louk Wijsen of Noordzee on page 60 of the October ’01 issue.
— See Kim Haworth’s December ’01 About the Bay column in Bay and Delta Yachtsman.
— One of our crew fell in the water, having been unable to easily secure a line.
— Sue Robba, a friend of ours, got her leg badly scraped while attempting to secure a line.
— My European stainless-steel version of the ‘Happy Hooker’ is useless on these moorings, although we were able to use these tools on two large Swans in Europe/Med.

Based on these ’01 items, I called the Park Service and offered to pay for new moorings — the tripod heads are $75 each — but they were too busy spending $300K+ to make the top of Mt. Anne Livermore politically correct and could not afford my offer.

It seems to me that they have done a hi-tech bureaucratic overkill, which will make Ayala Cove even more dangerous for the many novices who try to moor there. There is absolutely no need for flotation devices on the underwater mooring lines, as the heavy chain works perfectly. And if they ‘rotate’ the field, it will become a most uncomfortable anchorage, with large side swells at all times, leading to gear failure. Boats must be tied up pointing toward Richmond to survive the wakes from passing Bay traffic.

If experienced sailors require a diver to moor in Ayala Cove,
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LETTERs

then please omit the stop from your annual Cruising the Bay
recommendations.
The only good news is that the Park Service will re-install
the tripod tops, so Happy Hookers might work again. White
tires are a nice plus, but not essential.

Mike Chambreau
Impetuous, Cal 34
Los Altos

Mike — To be clear, the Department of Boating and Water-
ways was responsible for the new mooring field, not the Parks
Department. In fact,
Parks notified DBW as
soon as the issue with
the floats came up but
it took a few days to
get the official word
to close the field until
repairs could be made.
To DBW's credit, they
fast-tracked the proj-
ect and the field was
reopened within two
weeks. Now the moor-
ings are not only user-friendly but environmentally-friendly as
well. Check out Sightings
for a full report on the new mooring
field.

⇑⇓

IT'S OUR PLEASURE

Back in September of '03, I wrote to ask if you knew any-
thing about a boat I was thinking of buying for my first boat.
It turned out that I didn't get the boat. And it seems like cen-
turies ago, for since then there have been two more children,
two more graduate degrees, and symmetrically enough, two
more boats.

But I thought this would be a nice time to compliment you
on the steadfast support and encouragement that you've given
me since that autumn. Four years ago I was lucky if I didn't
accidentally hank the jib to a shroud — something I actually
did on a rental at Whiskeytown Lake. Ah, the humiliation! But
although I'm hardly a weathered seaman, I now find myself
becoming the sailor that I've always wanted to be. I'm taking
the Coast Guard Auxiliary's Basic Coastal Navigation course
at Dana Point. In addition, I now have a Pacific Seacraft 25
at Dana Point, and am bringing her back to bristol condition
as quickly as I can make it down to the marina. And, when I
can't get down to the ocean from Lake Arrowhead, which is
where I now live, I sail my Cape Dory Typhoon on the lake.

For these past years I have been an avid reader of Latitude.
Nowadays I make sure that I pick up an extra copy for my
neighbor across the street here in Lake Arrowhead, no matter
if I'm at West Marine or Minney's, getting the next bit of gear for
Valaskjálf, my Typhoon, or Sjöström, my Pacific Seacraft 25.
You folks are a wonderful, blessed group of people for whom
I am deeply grateful, and I want to thank you for working so
bloody hard.

Jonathan Eells
Sjöström, Pacific Seacraft 25
Lake Arrowhead

Jonathan — It makes our load a little lighter to know that
people like you appreciate what we do.

⇑⇓

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Jerry McNeil & Susan Felder
S/V Rocketeer & M/Y AnamCara

Jerry and Susan — We’re sorry to hear about your radio problems. We’re told that powerboats have far fewer problems with 802s than do sailboats because they have less clutter to interfere with the antenna. While it’s not likely to be a solution, it might be worth carefully going over your antenna and ground set-up, as poor set-ups are what cause the 802s to clip. They do that to protect ‘backwash’ from the antenna that would otherwise destroy the transmitter. We will have more on this issue as it develops.

Congratulations on the new boat coming down the pipe. As for your “loving life” comment, that’s the sentiment we got from an overwhelming number of cruisers when we were down in Mexico for the season. And they weren’t just loving life — but LOVING LIFE!

MORE ICOM PROBLEMS

I think the problems with the Icom 802 are pretty well documented already. I was on a friend’s boat in Fiji this summer — he and his wife are circumnavigating aboard their Hylas 49 — when he mentioned that they not only had problems with their Icom 802, but so did many of the other cruisers they’d met along the way. He brought his 802 back to Icom over the holidays for service. He’s back aboard now, but I haven’t heard whether or not the radio is working properly. I’ve also heard that the problems are limited to the early 802s.

Graham Macmillan
Richmond

Graham — For what it’s worth, our non-functioning 802 was purchased in October of ’05. Based on what we now know, later 802s have the same problem in certain installations as do earlier ones.

MAYBE IT’S THE MICROPHONE

Four boats equipped with Icom SSB radios had failures during the last Singlehanded TransPac. The symptom was clipped transmissions that became increasingly worse until finally the units wouldn’t transmit at all. Replacing the microphones fixed the problem.

Mark Deppe
Alchera, J/120
San Francisco

Mark — Your report is both interesting — and a little spooky. We don’t know of any other cases where the clipping problem has anything to do with the microphones.

CORROSION ON THE CONNECTIONS?

The symptoms you described in ‘Lectronic Latitude for the problems you are having with your Icom 802 SSB radio — “clipped transmissions and very limited range” — are almost always the result of corrosion on power connections. It may
Sailing Schedule

SPRING 2007

Voyages from the East Coast USA

EAST COAST USA to Mediterranean
Newport 05/07 → Palma de Mallorca 06/07
Newport 05/07 → Genoa 06/07
Newport 05/07 → Toulon 06/07
Port Everglades 04/07 → Palma de Mallorca 05/07
Port Everglades 04/07 → Genoa 05/07
Port Everglades 04/07 → Toulon 05/07

EAST COAST USA to Caribbean
Newport 05/07 → St. Thomas 05/07
Newport 05/07 → Ensenada 05/07
Newport 05/07 → Vancouver 05/07
Port Everglades 05/07 → Ensenada 05/07
Port Everglades 05/07 → Vancouver 05/07
Port Everglades 05/07 → St. Thomas 05/07

EAST COAST USA to Pacific West Coast
Newport 03/07 → Vancouver 03/07
Newport 03/07 → Oregon 03/07
Newport 03/07 → Ensenada 03/07
Port Everglades 03/07 → Vancouver 03/07
Port Everglades 03/07 → Oregon 03/07
Port Everglades 03/07 → Ensenada 03/07

EAST COAST USA to Northern Europe
Newport 05/07 → Cherbourg 05/07
Newport 05/07 → Stockholm 05/07
Newport 05/07 → Marmaris 05/07

Voyages from the Mediterranean

Mediterranean to East Coast USA
Palma de Mallorca 05/07 → Port Everglades 05/07
Palma de Mallorca 05/07 → Newport 05/07
Toulon 05/07 → Port Everglades 05/07

Mediterranean to Caribbean
Genoa 05/07 → St. Thomas 05/07
Palma de Mallorca 05/07 → Martinique 05/07

Voyages from the Caribbean

Caribbean to East Coast USA
Martinique 04/07 → Port Everglades 04/07
St. Thomas 04/07 → Newport 04/07
St. Thomas 04/07 → Port Everglades 04/07

Caribbean to Mediterranean
Martinique 04/07 → Palma de Mallorca 04/07
Martinique 04/07 → Genoa 04/07
Martinique 04/07 → Toulon 04/07

Caribbean to Northern Europe
St. Thomas 06/07 → Cherbourg 06/07

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 → Genoa 08/07

Mediterranean to Northern Europe
Marmaris 07/07 → Stockholm 07/07
Palma de Mallorca 07/07 → Stockholm 07/07

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

Voyages from the South Pacific

South Pacific to East Coast USA
Auckland 07/07 → Port Everglades 07/07
Brisbane 07/07 → Port Everglades 07/07

South Pacific to Pacific West Coast
Auckland 07/07 → Ensenada 07/07
Brisbane 07/07 → Ensenada 07/07

South Pacific
Auckland 07/07 → Auckland 07/07

Voyages from Pacific West Coast

Pacific West Coast
Ensenada 04/07 → Vancouver 04/07
La Paz 04/07 → Vancouver 04/07
La Paz 04/07 → Vancouver 04/07

PACIFIC WEST COAST to Mediterranean
Ensenada 03/07 → Palma de Mallorca 03/07

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LETTERS

be that the 802 is somehow more susceptible to this type of problem than the Icom 710.

Paul Mathews
Electronic Engineer
West Coast

Paul — We’re aware that corrosion is frequently the culprit when there are electrical and/or electronic problems, but we don’t think that’s the problem in this case. For one thing, we’ve had three radio professionals check for things like corrosion, and they didn’t find anything. Furthermore, there have been cases in which Icom 802s were swapped out with Icom 710s, and the 710s worked fine. We are following the situation carefully and will report as soon as we know more.

⇑⇓

SO IT’S NOT JUST ME?

I’m also having problems with my 802. My boat has a steel hull, so the experts tell me that I should, because of favorable grounding, have great transmitting power. Unfortunately, this is not the case. I’ve had my installation checked out on several occasions by very knowledgeable amateur radio operators.

Gosse Van Der Ploeg
Nakiska
Curacao

Gosse — Normally, steel boats would be expected to have better grounding. Ironically, the boat that convinced Icom that there was a problem with the 802s, David Masters’ Endeavour in La Paz, is steel. Nonetheless, her antenna set up had a terrible SWR which made it almost impossible for his unmodified 802 to work. More from him a few letters down.

⇑⇓

WE HAVE NO TROUBLE RECEIVING

We purchased an Icom 802 in ’05. We haven’t tried to use it much, but when we have, we haven’t had any problem receiving transmissions from long distances. Unfortunately, we’re only able to transmit for short distances.

Rich, Deb, Kyle and Ryan Farmer
Oasis, Mariner 48
San Diego

⇑⇓

MINE WORKS FINE

I have the Icom M802 and an AT-140 tuner, using a separate 12 AWG antenna wire — and haven’t had any problems at all. Icom says that the clipping occurs due to a high SWR. High SWR usually indicates a less than ideal RF ground, or perhaps an antenna problem. For insulated backstays, this could be a bad GTO connection. It’s really handy to keep a Yaesu YS-60 SWR meter onboard. This measures radio SWR and output power, and can be used to optimize the RF ground and antenna.

John Purins
Adventure, BCC #79

John — Thanks for the good tip. We’re glad that your 802 works fine, but have to caution you that a disproportionate number of 802s that have the clipping problem developed it after working fine for period of time. See the following letter for an example.

⇑⇓

MINE FAILED IN TAHITI

My Icom M802 failed almost two years ago while in Tahiti — with exactly the same symptoms as described with the 802 on Profligate — after almost two years of reliable operation. I used to be a radio engineer, so I did some measurements to
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characterize the problem before shipping it back to Icom.

Here’s a copy of the letter that I sent to them:

“This radio (IC-M802, serial number 01864) has an intermittent transmit power problem. With a power meter attached to the antenna port, I observed that the output power often starts at full (approximately 150 watts), then drops after a few seconds to about 5 to 10 watts, then randomly cycles up and down every few seconds. Sometimes the transmit power will stay at full for up to a minute, but more often it drops out after just a few seconds. This happens on low, medium and high power settings, and all across the frequency band. I have checked the radio’s installation carefully, and also tested the radio in another M802-equipped boat, with the exact same test results.”

Icom repaired the radio under warranty, although the one-year warranty period had expired several years before. They told me the problem was caused by dirty connectors between circuit boards that was caused by "smoke contamination." I never had any smoke on the boat, so that made no sense. The radio worked fine after the repair for two years, at which time I sold the boat.

It sounds like this is a common failure mode for the M802.

Lou Dietz
Ace, Passport 42
Mountain View, CA

SAME PROBLEM WITH OUR 802

Our new Icom 802 has also exhibited some of the signal clipping problems that you’ve experienced. We have been in contact with the Icom service department, and they are very aware of the problem. They are fairly confident they have come up with a fix. We are currently in La Cruz on Banderas Bay, and just shipped our unit to Washington for the fix. This way we’ll have a properly functioning radio for our crossing to Hawaii in April. Our plan is to return to Berkeley in July.

David Masters of the La Paz-based Endeavor has been working most closely with Icom’s engineers on the problem. Here’s a copy of an email I received from him in February:

‘Good news on the M802. The guys from Icom were down for another three days, and it looks like the problem with the M802 is pretty well cornered. We tested a number of antennas, several tuners, and even installed a 710-RT to compare performance. We got consistent performance through a wide range of frequencies. The mod-2, in which they replaced a very small resistor and capacitor on one of the boards in the 802, seems to fix a very large portion of the clipping problem. Icom tells me they can fix all the clipping, but the radio would work exactly like the 710. I prefer what I have with my 802, and will soon explain my take on it.

Initially, it looked like there was still a small residual problem on Endeavor in the 8MHz range. We tested all kinds of things over a two-day period to try and iron it out, but just couldn’t find the problem — although it seemed clear that it was something outside the radio. Swapping tuners, swapping cables, and swapping the 802 for a 710 didn’t make any difference. Everyone was very frustrated.

The Icom guys left, we moved Endeavor to the other end of La Paz and — magically — the clipping problem was much reduced. We tested several antennas, several tuners, and even installed a 710-RT to compare performance. We got consistent performance through a wide range of frequencies. The mod-2, in which they replaced a very small resistor and capacitor on one of the boards in the 802, seems to fix a very large portion of the clipping problem. Icom tells me they can fix all the clipping, but the radio would work exactly like the 710. I prefer what I have with my 802, and will soon explain my take on it.

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The Icom guys left, we moved Endeavor to the other end of La Paz and — magically — the clipping problem was much reduced. We are currently thinking that there was something either in one of the other boats at that end of town, or in the surrounding area, that was causing our headache. SWR — standing wave ratio — for 8MHz in our two days of frustrating testing was between 1.7 and 2.5 — which is very high. SWR for 8MHz at this end of town has consistently been
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1.1-1.2 for the last two days — although we did have a short period where it was back at 1.7. I’ll keep you informed of any progress we have in tracking down this gremlin.

I’m currently getting reports of clear signals for all of the frequencies I’ve been using. Weather guy Don Anderson of Summer Passage reports that he can still detect a light clipping on 8122 from me, but my signal is definitely usable. Now that I’m out of the marina, I haven’t heard anyone else report that I am clipping. I’m also getting much quicker connections to Sail-Mail, and much higher connection speeds for both uploads and downloads. I’m happy with this fix.

Of interest to some, we had a chance to compare the M802 and the M710 side by side. The rap is that the 802 clips while the 710 never clips. This is true, but read on. Both performed as predicted by the Icom engineers. When faced with high SWR, the M802 keeps output power high — above 100 watts — and clips off the potentially damaging voice peaks. This causes the clipping effect. The unmodified M802 is overly sensitive, and does this too readily in some installations — mostly on sailboats with backstay antennas. The M802 with the mod-2 does a good job, clipping only in pretty extreme circumstances, but still keeping up substantial output power.

The M710 — we tested the M710RT — deals with elevated SWR differently. Rather than clip off the peaks, it pulls back the power overall to protect the output circuitry. The result is that there is no clipping, but the output power drops to about 30 watts at high power and stays there. The result is no clipping, but a much weaker signal — only about one-third of the output power compared to the 802.

Given the tradeoff, I’m personally happier with the M802 approach — assuming the radio has the mod-2. Even with high SWR in the test situation, the mod-2 was putting out plenty of power with much reduced clipping. We had no problem getting through and carrying on a conversation with other stations, and nobody had trouble understanding us. The trade-off is between a strong signal and slight clipping in unusual situations with the modified M802 and/or a two-thirds reduction in output power and no clipping in the same unusual conditions with the 710. I would rather have the full power of the 802 than the reduced power of the 710, especially as we plan to head off to South America soon.

I’m certain that not everyone will see the trade-off the same way, but I am opting for the output power. There are also several improvements that have been made between the 710 and the 802 that make the M802 easier to use."

That’s the end of Master’s report. I hope it helps.

Greg Davids
Pacifica, Ericson 39-B
Baja Ha-Ha Class of ’06

Greg — Thanks for all the very helpful information. The report from Masters on Endeavour is excellent, and we think
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LETTERS

lays out the situation pretty clearly, making a difficult subject easy to understand.

We had a very pleasant and informative conversation with Rodney Grim, the head tech guy at Icom. There are only two things we found a little funky with his explanation. First, the business about the 802 clipping problems usually being associated with boats that use backstays for antennas. Profligate doesn’t have a backstay, let alone a backstay antenna. Even more troubling is that our 802 — as well as others — have worked fine, and then in as little as 30 minutes began to suffer from severe clipping problems. Are we to believe that our SWR suddenly turned much worse in 30 minutes?

⇑⇓

EAR EBOLA PREVENTION

I read about the problems — “ear ebola” — that surfer/sailor Liz Clark of the Santa Barbara-based Swell has had with her ears. I’m not a surfer, but as a diver I used to have a similar problem with my ears. But I haven’t had a problem since I adopted the following two practices:

1) I irrigate my ears every month with a solution of water (75%) and hydrogen peroxide (25%). To do this well, you need an ear syringe — available in just about every pharmacy — for sucking up the solution and then squirting it into your ears. Let the solution sit in your ear for a few minutes, during which time you’ll hear some fizzing as the hydrogen peroxide attacks the wax in your ear. Repeat this about four or five times, then vigorously irrigate and flush your ear with warm water. It’s easiest to do this in the shower. This process also eliminates wax build-up in the ear.

2) After each dive, I fill each of my ears with a solution that is 50/50 white vinegar and rubbing alcohol. I let it sit for five minutes, my head cocked so the solution fills one ear at a time. The vinegar is kind of smelly, but it dissipates in a short time. The theory behind this is that the vinegar alters the pH in your ear, killing all the nasty bugs feasting on the poopy saltwater in your ear. The rubbing alcohol makes your ear dry faster and more completely.

It’s the continuous ‘water-logging’ that causes the cells lining the ear to swell, which opens tiny spaces on the lining so bacteria can start festering. Following the two steps I outlined above each time you come out of the water might seem a little onerous, but the results are well worth it.

David Bereznai
Planet Earth

David — A surfing mishap blew a hole in our left eardrum so many years ago that it prevented us from being shipped off to Vietnam. We were told never to swim again, but found that doing something similar to what you suggest kept our brain lining from repeatedly getting infected. Nonetheless, since neither of us is a doctor, we highly recommend that Clark — and anyone else thinking of trying such cures — clear them with a doctor first. After all, what might be good for one kind of ear problem may be bad for another.

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

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

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

Everyone has a lost love they’d like to find again. For some, that lost love is a boat. For Dan Feldman, it was a Pearson Triton named Aquavit. Dan writes:

After crossing the Pacific from Mexico to French Polynesia and American Samoa in 1981, my wife Lidia and I sailed to Vava'u. As was our habit, we made fast friends with the native Polynesians — and of course made lots of yachtie friends drinking Fosters at the Paradise Hotel in Neiafu. The arrival of the King of Tonga and the ensuing festivities was a real highlight of our six-month stay and our lives.

When the time came to leave, I asked a fellow yachtie to climb the mast and inspect the rigging. He said we wouldn’t make it very far with our old rigging and suggested a place where we could get a new set — in Seattle. Somehow I became convinced that we should go back to the States to pick it up. So we chained Aquavit off to a large concrete block in Neiafu Harbor and came home. After three years away, returning to San Diego was a real culture shock, to say the least.

After spending months sorting out family issues and getting the rigging, we didn’t have enough money to return to our boat. Lidia was a teacher in her past life, so she started to substitute at local schools, and I got a job teaching statistics at San Diego State and a community college. A few months later, a big typhoon hit Tonga. We got reports that Aquavit had ended up on a beach, dismasted. We decided that she didn’t cost all that much to begin with, so it didn’t make sense to spend a lot salvaging her. However, we did want to recover some items. So we returned to the boat, got our stuff and eventually sold her to Don Coleman, who ran the local charter business. The money we got barely covered our return trip to San Diego, but it did allow us to part with Aquavit without feeling we had totally abandoned her. And I did get my precious Aries windvane, which I may use again someday.

A few years later, on a trip back from New Zealand, we stopped in Tonga to see if the boat was still around. She was — Don had sold her to a guy who ran an Italian restaurant.

That was the last time we saw or heard about Aquavit until I read the March, 2007, Latitude 38. In the Loose Lips’ section was the story of Cindy Russell, who runs a T-shirt company in Vava'u. The article mentioned she had bought and restored an old Pearson that had been sunk in a hurricane. Could it be our old boat? Cindy answered my email query right away — yes it was! It was great to hear about our old boat, now named Velenga, and trade photos.

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LOOSE LIPS

fromia in 1999. We now own a Ranger 26 and enjoy sailing her to Catalina or trailering her to Lake Havasu or even up to British Columbia to sail the Pacific Northwest. In the next few months, we are looking forward to buying an Irwin 42 or a similar boat, and plan to join the next Baja Ha-Ha, then head on down the Mexican coast. No current plans to sail back to Tonga, except on the deck of a ship, since I’m now 64.

To ‘complete’ the story, Cindy acquired Velenga after the boat had been savaged by a second hurricane, Cyclone Waka, which hit Tonga on New Year’s Eve, 2001. Cindy immediately fell in love with the spirited little survivor and helped with the repairs. When her then-owners left to run a charterboat base on another island, they surprised Cindy by giving her Velenga! She has since installed a new head, new galley, redesigned V-berth and done many other upgrades. Cindy sails and occasionally races the boat regularly.

Do you have a tale of love lost and refound (boats only, please)? If so, send it to John Riise at johnr@latitude38.com and perhaps we’ll run it in a future issue.

Excuse us, please.

In last month’s Letters, we mistakenly wrote that ’ti Profligate’s beam was 30 feet, which was reflected in the corresponding diagram comparing the two boats side-by-side. In reality, ’ti Profligate has a 24-ft beam, 6 feet less than Profligate, decreasing the smaller boat’s footprint considerably. At right is a more accurate comparison of the two boats.

Operator error.

Depending on which email lists you subscribe to, you may have received an alert about State Assembly Bill AB 1458. This is the one that will require all operators of “all vessels” to carry a state-issued operator’s certificate.

The prospect of a boating license has been around for many years, and gained much momentum during the ascendancy of the PWC and other small, fast and generally dangerous thrillcraft. We always assumed that when licensing came, it would only apply to powered vessels.

Assume again. AB 1458 as now written will apply to kayaks, canoes, outriggers, dragon boats and rafts. Rafts? Yes, rafts. Enforcement begins in 2011, affecting the youngest operators first. (Windsurfers and surfers are off the hook, but small boat sailors are not.)

Fortunately, this legislation is still a moving target. RBOC, an organization that generally opposes increased regulation of boating, seems to be endorsing the measure. But their position on many of the details remains unclear, and meetings are scheduled to hash out problems.

If reason prevails — and Department of Boating and Waterways look like the good guys on this one — then the certificate will only be necessary for boats powered by engines over 15 horsepower. Full text of the bill is at http://www.leginfo.ca.gov/bilinfo.html — search for “1458.”

— Paul Kamen

Last minute boat show reminders.

You will doubtless suspect from the massive insert in this issue that something is happening this month. That something is the Strictly Sail Pacific Boat Show, scheduled for April 18-22 at Oakland’s Jack London Square. The aforementioned massive
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LOOSE LIPS

insert is the show planner, and in it you will find everything you could possibly want to know about the show — except for stuff that was arranged after the planner was put together. Here are a few of those things and some last-minute highlights of what’s shaping up to be the best show in a decade:

* Renowned marine artist/sailor Jim DeWitt will not only be at the show, for $100 he will do a charcoal painting of your boat — while you wait! An oil or gouache rendition will run more, but you can leave a deposit at the show. For more on Jim’s spectacular work, go to www.jimdewitt.com.

* There will be over 100 new production boats at the show, ranging from inflatable dinghies to the breathtaking new Santa Cruz 53C. There is no other show on this coast where you can see this many boats in one place at one time all year, and many of them are making their West Coast debuts.

* The seminars alone are worth the price of admission. A few examples include Kame Richard’s presentations on Vallejo tactics and sail trim, and — what ho? — that Latitude Poobah guy with his multimedia talk on the Baja Ha-Ha. Also you may remember that Paul Simon (who won’t be there) enumerated the 50 ways to leave your lover, but Lin Pardey will explore “Sixteen Ways to Keep Your Lover” if you’re planning on voyaging.

* Special Guests — These come in two varieties this year: people and boats. Among the former are such luminary names as the aforementioned Pardeys, John and Amanda Neal, Barbara Marrett, Andy and Pam Wall — and many CEOs of marine-related companies who will be in their respective booths.

Among the latter:

— Taleisin, the Pardey’s self-built 29-ft Lyle Hess cutter aboard which they have cruised — engineless — for the last 24 years and 67,000 miles. This boat makes few ‘personal appearances’, so don’t miss it.

— Lynx, the splendid 122-ft replica privateer on an extended visit to the West Coast from her homeport in Maine. She will not only be open to the public at the show, but will be taking folks out for 2.5-hour sunset rides. The sails are $60 for adults and $35 for kids — all proceeds go to her education programs. Call 866-446-5969 to reserve a space. Log onto www.privateerlynx.org for more on the ship and her mission.

— Derek M. Baylis, the 65-ft Wylie-designed wishbone ketch, and the only vessel of her kind used in scientific research as well as education programs. You’ve read about this beautiful craft over and over in Latitude — now go and see her at the show. If you’re lucky, you can catch designer Tom Wylie on board, or skipper Dave Robinson (ask him about the white shark research the boat does at the Farallones), or one of a revolving group of EPA or NOAA experts in different fields. More information: www.wyliecat.com/yachts/models/wyliecat_65.html.

* Finally, ringing our own bell, remember the Baja Ha-Ha Cruiser’s Reunion at our booth at 6 p.m. Friday the 20th, and the very special Circumnavigator’s Get Together earlier the same day aboard the schooner Lynx. (See Sightings for more on that.)

And please folks — stop by our booth and just say hi. We’d love to see you all!

For more on the boat show: www.strictlysail.com.

We second the motion.

In the March 11 Parade magazine, the popular Sunday supplement listed the top ten Most Unwanted Inventions. Coming in at number two (right behind high heels) was: Jet Skis. “They are inventions that allow one person to enjoy a formerly quiet lake or beach while ruining the scene for swimmers, picnickers and sailors, not to mention wildlife,” said one respondent. Other winners included video games, car alarms, neckties, those really irritating ‘boom box’ cars, and TV.
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—Motorboating Magazine

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Paul Cayard has packed a lot into his 47 years — two Olympics, two round-the-world races, and five America’s Cup campaigns, not to mention several world championships. It goes without saying that the Kentfield resident is one of the most successful products of the Bay Area racing scene. So when he came back into town for a brief stopover in March, we thought it was high time to check in with him and see what he’s up to now.

No surprise that he has plenty on his plate. Months after returning from the Volvo Ocean Race last summer (he headed the Disney-sponsored Pirates of the Caribbean campaign, which finished second despite numerous challenges), Cayard and fellow sailing legend Russell Coutts officially announced their plans to start the World Sailing League, a 12-boat, 8-stop professional racing tour for 70-ft catamarans. Meanwhile, he was drafted by Desafío Español to help them prepare for their bid in the 32nd America’s Cup in Valencia this spring. And in the midst of all this, he lends his name and time to several sailing foundations on the Bay.

Interview with Paul Cayard

Even though Cayard’s team finished second in last year’s Volvo Ocean Race, he feels it was much more rewarding than his win aboard ‘EF Language’ in 1998.

Textmarks

Never mind that trusty, and usually waterlogged, tide book. There’s a new free tool in town for getting tide, current, and even wind conditions at several spots around the Bay. Meet TextMarks. By sending a text message to 41411 from your cell phone with a specific keyword (“sftides” for upcoming tidal info, “sf-currents” for max and slack currents, “aiwind” for the current and recent wind conditions at Angel Island, or “ggwind” for similar conditions at the Golden Gate), you can instantly have the info at your fingertips. When we tried it the other day, we had a reply faster than we could say “Where’s my tide book?”

The service is the brainchild of San Francisco J/105 and Laser sailor Ariel

SANDY COLLIN/BLACK PEARL RACING
Poler, a tech entrepreneur and founder of the company TextMarks. “Basically, our system takes information already available on the Web and puts it out on-demand via SMS or text messaging,” Poler explains. San Francisco wind, current and tide data comes from www.windandtides.com. The sailing-related TextMarks have only been up for a week, and at this time they’re only available for San Francisco Bay. But Poler says anyone can create their own TextMark for other areas without needing a degree in computer science.

If land-based information is what you’re after, there are TextMarks that give movie rankings or even tell you when the

cayard — cont’d

We talked to Cayard about the Volvo, the America’s Cup, his kids’ interest with sailing and, of course, the World Sailing League.

Bring us up to date on the World Sailing League. What’s happened since the announcement in Portugal last month?

We’re going forward full-speed ahead. We’re working on the technical and commercial parts simultaneously. We just met with the designers and builders recently. It’s such a large undertaking that we’ll have to spread the construction around several builders in order to get sailing by 2009. For now, we’re finalizing the boat design. The goal is to have prototypes sailing by the end of this year, but it’s more likely to be January or February, somewhere in the Mediterranean.

What are the next steps?

We’re getting much of the organizational side sorted now. Basically it’s a matter of getting budgets and numbers together so that we can give prospective teams and venues a package, and we hope to give them that information in June. The next step will be to go more public with the commercial side in June. Contracts with builders will be sorted around that time as well.

What kind of response have you seen so far?

We’ve had a lot of interest from both teams and venues. They’re waiting for us to get all of our cards in order. On the team side, the interest has come from people who already have teams for the French and Scandinavian multihull circuits. It won’t be exclusively multihull sailors; there’s some interest on the America’s Cup level, too. But the multihull world is in a bit of disarray since the ORMA circuit fell apart, so a few of those folks are interested.

Given the seeming availability of the ORMA 60s, why did you decide to go with a whole new design?

We chose the 70s because we wanted a one-design boat. The ORMA tris are somewhat complex, and we wanted a boat that is fairly simple and is easily powered up. We want to avoid the situation where you go out and there isn’t enough wind to race. With the cats, you’ll be able to sail in 6 knots of breeze or 35 knots. Of course, one of the issues will be how to de-power the boats.

How did you come to meet and select Mr. Lagos?

We met him when we were trying to get this off the ground back in 2005, and he was interested in having a Portuguese venue. We came back to him, and he agreed to be involved. Obviously, as a sports promoter, this is what he does.

What would it take from the City of San Francisco, or some other Bay Area city, to get the nod to host a stop on the tour?

It takes a certain amount of infrastructure. We’d need the city, or someone locally, to host the event — to set up the village and the team bases. And there’s a certain amount of financial value to bringing the event here. When we’re ready again in June, we may get in touch with them. San Francisco has value and interest to us as a venue because it’s such a natural sailing stadium. And, because of that, we may be willing to contact them, whereas other cities are really searching out events to bring people to them.

Your initial impressions about the America’s Cup after you arrived in Valencia were quite refreshing. Have they changed after two months in Valencia?

Not really. It’s an interesting game, but it’s just not exciting sail...
ing. That’s the thing that impressed me the most. The America’s Cup is about the organization, the teams, the painstakingly meticulous preparation for racing. But it’s not about the sailing.

**What will your involvement be for the rest of the event?**

I’m going back to Spain for another 10 days now to finish my contract with Desafío Español. But I won’t be racing with them. It’s not my program, and it’s not set up the way I would want it to be. I don’t really feel like it’s my team.

I’ve been offered the opportunity to do some work with the Italian TV coverage, based on my connections with the Italians during previous Cups. I’ll do some of the rounds with them. It’s a much smaller time commitment, and I can be over there for just a few weeks at a time.

**You seemed to really enjoy the Volvo experience this last time around. How did the 2005-06 race differ from the race you won in ’98, on a personal level? More satisfying? Less?**

Even though we got second on Pirates, I’d say it was a more satisfying achievement, particularly given the issues with the boat and how late we were getting started. I did it this time because of the canting technology, and Disney’s involvement. Professionally, to climb the hill and get second, and to have lived through the race, was pretty rewarding.

**Were there any particularly hairy moments when you wondered why you were out there?**

I don’t think I ever really wondered why I was there, but in the Southern Indian Ocean, when the boat was cracking and we were taking on water, and we were a couple thousand miles from anywhere, it was a little scary. We didn’t know if we were going to have to get in the life raft, or what was going to happen.

**After 35,000 miles on a canting keel boat, what’s your take on that technology?**

I think canting keels are a very smart thing — they reduce draft, add more horsepower. It’s going to stick around for any type of sailing, and I think it could be a really good technology for big cruising boats.

**Will the WSL preclude you from doing another Volvo?**

I’ve had conversations with a couple of teams for the next race in 2008-09. But I’m getting older, and you have to start evaluating things from a risk-reward perspective. I’ve learned not to say never. Anything is possible.

**Your son and daughter have taken up sailing recently. Are you pleased that they’ve embraced competitive sailing?**

My son picked up sailing when he started high school, and my daughter followed him into it. The fact that they like it is certainly pleasing to me, and I’m happy if they’re enjoying it. But that’s their thing. I learned a long time ago not to push my kids.

**We understand that you’re involved in several local sailing foundations. What is your take on the state of junior sailing in the Bay these days?**

San Francisco YC, St. Francis YC, Treasure Island Sailing Center — they’re all good programs and are good opportunities for kids. With my own kids’ involvement, I see that parents have to do a lot, too; it’s still a rather expensive sport, after all. But sailing seems pretty healthy in the youth age bracket.

**Where will we see you sailing next?**

I am sailing a bit on Moneypenny, Jim Swartz’s Swan 601. Otherwise, I don’t have any real plans at this point. In life you go through different phases and, right now, I’m putting a higher priority on my kids. My son graduates from high school in May, and my daughter is a junior, so one’s going off to college and the other is getting ready for it. Sure, I could work harder, and get right into another AC or Volvo campaign. And maybe, once they’re in college, I’ll get back into it, but for now I’m enjoying being around my kids.
what outside information you can receive on the race course. With TextMarks, getting the wind data at Blackaller buoy while you’re down at Blossom Rock requires little more than a basic cell phone. Is it considered free information in the public domain? Or will race committees care at all?

Go to www.textmarks.com to see a demo, browse the complete list of available TextMarks, or create your own.

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Since the late 1980s, the Northern California boat building industry has been more akin to a California raisin than a golden nugget. Long gone are the glory days of Santa Cruz’s ‘fast is fun’ scene, when Olson, Alsberg, Moore and Lee could barely keep up with the demand for new boats. It’s been even longer since a new sailboat came out of the Bay Area — 25 years, by some estimates.

But there are signs of a new era in a shed at Berkeley Marine Center, where Cree Partridge and a crew of experts, including his former business partner, John Palmer, and veteran boat builder Gordie Nash, are building a new 40-ft racer/cruiser for a Southern California family.

You may recall Antony Barran and his father, Nick, whose ILC 40 continued on outside column of next sightings page
Mureadritta XL now lies at the bottom of the Pacific Ocean after a whale hit the boat 400 miles northeast of Hawaii when they were on the way home from the Pacific Cup last summer. When the whale struck, the Barrans were already well into the process of commissioning a new, more family-friendly boat. The original plan was to use parts from Mureadritta XL on the new boat to save money. There was even talk of sawing the deck off the old boat to use on the new one. In an instant, that plan changed dramatically.

"Once we realized we were starting from scratch, we redesigned the chainplates, eliminated the running backstays, and decided to go with a carbon deck," Antony explained. "In the end, I think we'll end up with a much more modern and better boat. But I'm still disappointed with the way we lost the old boat, and I hope never to go through that again." The new boat, bearing the name XL and sporting the same sail number as its sunken predecessor, is expected to launch in May.

If you don’t believe that America’s Cup Management — the business created to oversee all things AC for the 32nd race for the Auld Mug — is a for-profit company, allow us produce our first piece of evidence: Television Rightsholder Programme Schedules.

In mid-March, ACM released the 21-page document, which breaks down the approved TV coverage schedule, including time, length of programming, and channel for each of 18 countries that will broadcast racing.

If travel plans will take you overseas between now and July, and you absolutely must watch the dial-ups and mid-race

Rick Wesslund, above, has been tearing up the Caribbean this winter aboard his J/120 ‘El Ocaso’, most recently winning his fleet in the St. Martin Heineken Regatta. He’s doing so well, he has decided to stay on the East Coast for the summer.
The new XL is nothing if not a local affair: East Bay yacht designer Jim Antrim drew the boat’s lines; Palmer, who now works for a company that makes precision cutting systems in Grass Valley, handled all of the patterns for the framing; the rig is from Ballenger Spars in Santa Cruz; and the rudder and bearings are by ACC Marine near Santa Cruz. “It’s great to have a Bay Area-built boat,” Antony said. “There’s a strong heritage here, and a lot of talented guys in Northern California wish they could have a boat to build.”

The father-son team could easily have gone outside California to build the new boat — to South Africa or New Zealand, for example, where the dollar is weaker — but that was never really a serious option. “Having Jim near the boat and having him work with a builder he knew was critical,” Antony explained. And, contrary to popular belief, keeping it local hasn’t added very much to the bottom line, particularly when inspection trips and shipping are factored in.

To say that Antony and Nick are pleased with the project so far is an understatement. “This is the first time I’ve watched a boat being built,” said Antony, who’s literally watching the construction from his Southern California office via Web cam updates every 15 minutes. “It’s almost as fun as sailing.”

Of course, it hasn’t been without some heartbreaks along the way, the biggest being the total loss of XL’s predecessor. “We had to take a six-week hiatus from the project while we recovered from losing the old boat,” Antony recalled. But as soon as the greiving period was over, construction began last October. “Cree and his guys are bending over backward to make this a smooth process,” Antony gushed.

Partridge, whose business shifted to refits and haulouts when the boat building industry moved offshore, admits the rules of the game have changed since he last built a boat 20 years ago. Back then, even with computer lofting, the process was imprecise, which meant more faring and fine-tuning when the various pieces of the boat were put together. “This time, the exact lines went from Jim’s computer, to John’s computer for framing, and then to my computer — in about six seconds,” he explained.

Although the boat will have a full interior and is intended to be comfortable for family cruises to Catalina — a full galley, forward stateroom and pressurized fresh water — there’s no question it’s a race boat. For the first year, XL will stick mostly to SoCal waters — the schedule calls for stops at Long Beach Race Week, the Santa Barbara to King Harbor race, and the Southern California PHRF championships. But the boat will come back north in September to make its IRC and Northern California racing debut at the Big Boat Series. — ss

SIGHTINGS

the learning curve

While our two crewing experiences last summer were valuable in many ways, the most important lesson we learned is that it’s probably best to meet and get to know your fellow crewmates before you join them for an extended cruise. On our coming voyage, we will certainly attempt to follow our own advice. That being said, it was a grand summer adventure for both Carolyn and me.

Our first crewing opportunity was with a fascinating and wonderfully eccentric couple in their 50s aboard their S&S-designed 48-ft ketch. We flew to meet them in Dominica in the Eastern Caribbean, and spent two weeks sailing with them from Dominica to Martinique to St. Lucia. We had a romantic anniversary — which included an impromptu serenade from a choir of French Catholic school children — and really got to know the fascinating and impossible-to-describe cruising couple. The wife was the tough and seasoned skipper, and ruled with an experienced and iron hand.

continued on outside column of next sightings page

on tv

catastrophic gear failures, then you’ll want to check out the 21-pager available at www.challengercommission.com.

But if you’re staying Stateside for the next few months, let’s cut right to the chase. In the U.S., coverage will be on Versus, the re-branded Outdoor Life Network that brought you all the action from Hauraki Gulf in 2003. Between April 16 and May 7, you can catch highlight shows of the Louis Vuitton Cup round robin races at a to-be-announced time.

Live coverage begins with race one of the LVC semi-finals on May 14 from 5:30-8 a.m., PDT. Broadcasts will be continued in middle column of next sightings page

— ss
learning curve — cont’d

For us newbie/intermediate-level cruisers, the opportunity to practice all the basics — e.g. dinghy up, dinghy down, cook-clean-store, anchor-anchor-anchor, maintain all systems, legal check in/out, etc. — was invaluable. After the two planned weeks, we parted as friends with the owners.

We enjoyed that cruise — especially when compared to the almost ‘racing’ style of sailing we later experienced while helping deliver a Cal 40 back to California following the Pacific Cup.

The delivery crew consisted of three seasoned sailors — a veteran Pacific Cup couple in their late 40s, and a single gentleman of 50 with about 35 years of racing/sailing experience. We were eager to soak up as much of their knowledge as possible.

After the grueling 19-day sail, we would have to say that, even if you think that you know somebody based on phone chats, emails, pre-meets and so forth, you just don’t know them until you are soaking wet and pissed after pounding/slamming hard for two weeks! Compared to Tarmadillo, our 40,000 lb almost-full keel Hans Christian, the 15,500-lb, flat forefooted Cal 40 is an excellent boat for surfing downwind, but she gave us a bone-jarring and teeth-rattling upwind voyage home.

It’s one thing to sail like this for more than two weeks with a wheel, autopilot and dodger, but this boat didn’t sport any of these common luxuries. I can’t think of a better first long passage test for Carolyn and me than to hand steer, by tiller, with no dodger, getting constantly slapped in the face by waves for 19 days. Through 23 squalls and 1 gale, we learned much about endurance.

Because the rest of the crew were racers, most of the voyage was spent with the boat greatly overcanvassed and with the rail buried. The challenge was increased by the captain’s three recently broken ribs, and the fact that his wife, an experienced sailor, thought she had the flu when we were leaving Hawaii. As it turned out, she passed a kidney stone mid-voyage! With the only painkillers available to her being the vicodin that we had brought in our own personal medical bag, she spent most of the voyage huddled miserably in her bunk. For watches, it just naturally fell out that Carolyn and I sailed at least 12 hours a day, cooked, kept the boat clean, and did the fishing. The other two men sailed the other 12 hours. Carolyn, who proved once again to have an iron stomach, was also the constant nurse for our fellow crewmember, and did it all with her amazing smile. Yes, gents, I am the luckiest guy in the world!

Of the beautiful sights, sounds, fun, and experiences that we shared, most are now fogged in an almost mystical memory. We try to talk about it to remind ourselves. Remember that night with a full silver ‘moon bow’ arc’ ing across the sky? Remember all the great sunsets? Who can forget the huge shark, caught in the translucent clarity of a giant wave, as it swam higher than my head beside me? Those delicious dorado and spicy tuna rolls that Carolyn served perhaps 20 minutes after the fish was landed. The magical time after the gale, alone in the cockpit, PFD still inflated, when the water was alive with dolphins dancing in the moonlight. A lot of great memories.

So, with our first big passage, and a kind and flattering letter from our skipper behind us, we look forward to our October departure on what we plan to be a 5- to 10-year world voyage. After 21 years in education — I’m a public school vice principal — and Carolyn’s years as a website/graphic designer, we’re both eager to set sail! We plan to sail south with the Ha-Ha in late October, spend a year in the Sea of Cortez, another year between Mazatlan and Panama, followed by a year that starts with a Canal transit and Caribbean crossing, with a few months on the East Coast. If all holds to plan, we’ll make visits to the U.K., Baltic countries, Med, Africa, Turkey and more. And we can’t think of a better boat to do it in than our oversized and overbuilt Hans Christian 43, with all her heavy and solid gear.

— Chad and Carolyn Carvey
don’t play with fire

Fire is always a dangerous proposition on a boat. Wood and resin are natural fuels and, once ignited, are hard to extinguish, as was illustrated by two boat fires in Mexico last month.

A 45-ft ketch caught fire at Marina Ensenada around 3 p.m. on March 10 when the owner, identified only as a ‘European cruiser’, forgot to turn off the propane camp stove. The fire spread quickly, and the owner couldn’t control it with his onboard fire extinguisher.

The fire department was called, and the Marina Ensenada staff quickly gathered every extinguisher in the marina to keep the blaze from spreading while waiting for the pros to show up. As a result,
there was very little damage to the marina and no damage to any other boats.

Two fire trucks arrived within 15 minutes, but the fire had progressed so quickly that the propane tanks exploded and the whole boat was engulfed. “The firemen really risked their lives,” reported Lynn Bradshaw aboard her Hans Christian 33T La Vita, “because there was diesel in the tanks, gas in the dinghy and possibly more gas stored on the boat.”

After about an hour of pumping water on the blaze, firefighters finally gained the upper hand, but not before both masts had fallen and the boat was gutted. Sadly, the owner only carried liability insurance on the boat, which was declared a total loss. He suffered a burn on his leg and was reportedly in shock over his loss.

Ten days later and a little farther south in La Paz, Port Townsend, WA-based Brian Jose (pronounced “yos”) was walking down a dinghy dock to return to his anchored Pearson Triton 28 Shelly B when he realized his home was on fire. The Mexican Navy tried to snuff out the flames, but it was too late. Shelly B burned to the waterline and

coverage will be unlike any racing you’ve seen before on TV. Production crews were in San Diego and Valencia last month recording team interviews and special effects, and folks in the know say it will be impressive. Think MTV, according to BMW Oracle Racing’s external affairs advisor Tom Ehman.

Frankly, if the sailing is good, it doesn’t matter how slick the post-production is. After all, ESPN’s coverage of the 1987 Cup races in Fremantle drew thousands of sailors and even a few non-sailors to the tube at ungodly hours to watch live coverage with little more than aerial views of the course and cameras on spectator boats. A little breeze can go a long way.

— ss
fire — cont’d

sank. The cause of the fire may never be determined, but it’s suspected to have been electrical in origin. Sadly, Brian was left with only his driver’s license, the clothes on his back and his flip-flops.

Cruisers are a tight knit group, however, and Club Cruceros, the cruisers club housed in a small building at Marina de La Paz, passed the hat for the now-homeless Brian. As this issue went to press, more than $1,500 had been raised from donations by cruisers and locals, and many more offers rolled in for temporary accommodations.

But a few ‘guardian angels’ took it a step further. On March 21, just a day after his home — and his dream of cruising — was destroyed, Brian Jose was walked blindfolded down the dock at La Marina del Palmar and presented with another Pearson Triton 28!

“It was owned by a local and had been at anchor for quite some time,” reported Club Cruceros webmaster Tomas Daly. The ‘angels’ negotiated a price, towed it to the marina, and worked feverishly to clean it up before surprising Brian. Though its rudder is missing, the new boat seems to be in better overall shape than Shelly B.

“A work party has already been formed,” reported cruiser Greg Delezynski. “A diver was able to salvage the rudder and winches off Shelly B, and others have volunteered to help re-rig the new boat, work on the engine and help with many other tasks.” If you would like to help out a cruiser in need, contact Club Cruceros at crucerosdelapaz@yahoo.com.

So what’s the name of Brian’s new Triton? There was really no other choice: Phoenix.

— ld

the clipper race

The Clipper Race — the British-run, pay-as-you-go, round-the-world race — has gotten short shrift in these pages in the past. Not because it’s not worthy: 10 identical Dubois 68 sloops crewed by 15-16 amateurs spend almost a year racing through all the oceans of the world; that’s exciting stuff. It’s because historically there have been few American participants and even fewer ties to the West Coast. And, frankly, with all the global racing going on, we have to draw the line somewhere.

Change is in the wind, however, and, come this fall, that line is likely to be erased. There is not only a West Coast angle, there is the possibility that the fleet might stop here in San Francisco.

You could call Robert Stephens, of Berkeley and Inverness, the agent of that change. The 68-year-old California native has been sailing since he was a youngster. He has owned and raced boats on the Bay since 1969, progressing up through a Pearson Triton and Newport 30 to his present boat, an Express 34 named Quartet. He’s even among the elite few who have been immortalized in these pages in photos of bone-rattling roundups.
clipper race — cont’d

In his professional life, Robert holds PhD in chemistry and eventually gravitated to a career at Cal/EPA as a mediator when big business and environmental groups sat down to talk. Both his personal and professional lives were turned upside down when his wife was diagnosed with cancer and passed away last year. Among her personal effects was a ‘secret note’ she had written to him, encouraging him to follow his dream of sailing around the world.

He had discovered the Clipper Race sometime before that, and quite by accident. He was looking for coverage of the Volvo Ocean Race and sort of stumbled on the Clipper event on TV’s Water Channel. Part of the intrigue was that it seemed very much like the Volvo Race, except for the amateur crews. Each boat wore the flashy livery of a title sponsor, each had a professional skipper aboard, and all expenses such as food and boat maintenance at the 9 or 10 stopovers was covered. The big difference, of course, was that you pay to go.

After finding the note and still unsure of what direction his life would take, he happened across the Clipper Race website while visiting his daughter in Portland. As he scrolled around the site, she looked over his shoulder and said, “Go for it, Dad.” And so he did.

The many aspects of the Clipper Race — which was started by Robin Knox-Johnston in 1995 and completed its fifth running last summer — are too numerous to recount here. Stephens is particularly interested in its program where Clipper boats take local people sailing during stopovers in various ports. The race also offers an extensive educational tie-in with schools around the world. Using real-time race information, teachers can apply math, geography and other curriculum to students, many of whom become fascinated with the race itself.

From the Latitude 38 perspective, perhaps the most intriguing aspect of Stephens’ involvement is the possibility that the race could add San Francisco as a stop. At this writing, the exact route and layover ports for the 2007-2008 race had not been firmed up. However, in the last race, the fleet ventured into the North Pacific for the first time, stopping in Victoria, British Columbia. That Canadian port is once again tentatively on the docket — and hey, from there it’s just a short hop down the coast to here!

“I don’t know how real this is, but the person I’ve been dealing with at Clipper Ventures has been upbeat about the possibility,” says Stephens, who adds he does not have the time or inclination to lobby much for the cause himself. “But it may be that, if there is an expression of real interest from local clubs and so on, then it’s something that could happen.”

At present, Stephens is paid up through Australia, which represents about the mid-point of the race. “I originally thought 15,000 miles would be enough, but I would say there is a very good chance I will continue on. If San Francisco is added, I will definitely stay.”

Stephens has gone through the application and interview process. The next step for him and other applicants is an intensive three- to four-week training session aboard the boats off England. This also represents the ‘final cut’ where race officials decide if a crewman is a go or no-go. Candidates can be rejected on the basis of health or

maud

On March 14, after five months alone at sea, Maud Fontenoy, the 29-year-old French wisp of a sailor who was dismasted in February just 2,000 miles from completing a westabout solo circumnavigation, crossed her outbound track at Reunion Island in the Indian Ocean. Fontenoy was met by a small fleet to escort her into port where she spent one last night aboard her 85-ft sloop L’Oréal Paris. The next morning, the resilient and resourceful mariner stepped ashore for the first time since October and was greeted by thousands of cheering supporters.

‘Cap’n Laurel’, Tim Litvin’s 9-year-old daughter, is completely at home behind the wheel of her dad’s Cheoy Lee Offshore 40 ‘Salma-Sond’. Her reason for preferring the helm should come as no surprise to many skippers (and parents): “Everyone has to do whatever I want!”

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makes it

“These last five months have had numerous hellish moments, but I don’t regret a thing,” Fontenoy said of her journey. “I’ve reached the conclusion that I’ve now come to my limit. It’s not a question of strength, but of determination.”

Having already spent four months at sea, Fontenoy was just 10 days from her destination when, on February 10, the carbon fiber mast on L’Oréal Paris snapped in half in benign conditions. After conferring with her shoreside support team, Fontenoy decided not to abandon

clipper race — cont’d

personality issues, but hardly anyone goes home for lack of skill. Like Stephens, most applicants are experienced sailors. But those with next to no sailing skills may also apply, and many go on to do the race.

Age is likewise not a big factor. Although Stephens will certainly represent the higher end of that demographic, sailors older than he is have done past races. Besides that, Stephens still runs marathons and bikes centuries — he’ll probably be in better physical condition than most of the younger guys.

The race itself starts off Liverpool on September 16. It will take 10 months and 35,000 miles to complete.

We will be bringing you updates on this story as they develop. In the meantime, if the prospect of having a round-the-world fleet stop in our own backyard is one that intrigues you, we encourage you to
clipper race — cont’d

get your yacht club, business or other organization to notify info@clipperventures.com to that effect. Stephens will be doing exactly this though his affiliation with the Inverness Yacht Club. Some businesses, such as KKMI Boat Yard in Richmond, have already expressed interest in making their services available if the Clipper fleet stops here.

Finally, if you have always wanted to race around the world, and have the time and money, there are still open slots. Rates currently run $7,500-8,500 per leg, depending on distance, or $53,000 for the whole circumnavigation. For info on this or any other aspect of the Clipper Round the World Race, log onto www.clipper-ventures.com. — Jr

maud

her goal. “I have always liked extreme situations, so here they are! I was in shock,” she said of the dismasting, “but finally, step by step, I managed to get to the top of the huge spiral staircase.”

Fontenoy spent three back-breaking days clearing the wreckage, completing repairs and jury-rigging a mast out of the boat’s 220-lb boom — a set-up which saw her home safely, if a bit more slowly. To keep herself motivated, she wrote her
continued on outside column of next sightings page

— cont’d

favorite saying on the jury-rigged main: “Make your life a dream and turn that dream into reality.”

“This trip has opened me up toward others,” Fontenoy replied when asked about her future. “I think it will very probably be the last one I do by myself. I want to devote myself to others. But now I am really longing to have a shower and dress up like a girl.”

— ld

**ayala cove open . . . again**

We reported in last month’s *Sightings* that the long-awaited mooring field at Angel Island was closed within days of its reopening in mid-February. The lines and floats that hold the eco-friendly moorings’ chains off the sea bed rose to the surface at low tide and fouled several boat props.

Angel Island Park Superintendent Dave Matthews immediately reported the problem to the Department of Boating and Waterways, the government agency responsible for the new mooring field, and the field was promptly closed. Matthews reported that DBW fast-tracked the repairs and, to the DBW’s credit, the moorings were fixed and open again within two weeks.

If you’re planning on checking out the new moorings, Matthews suggests tying up to the docks to register before taking a mooring. Park staff will advise boaters of the proper way to tie up in the field, but here’s a quick primer: Always secure lines to buoys fore and aft, facing northeast (pointing toward Richmond); only two boats can raft together on each pair of buoys — any more than that could be dangerous; and, like campsites at state parks, check-out is at noon.

— ld

**real lifesavers**

On February 27, Gig Harbor, WA-based cruisers Bruce Smith and Jan Hein, whom we featured in a November *Sightings* article, became real lifesavers. The couple were aboard their 34-ft gaff ketch Woodwind on the tail end of a 12-day passage to the Dominican Republic from Panama when, just before noon, Jan spotted something sticking out of the water. At first glance, it appeared to be a fishing boat. Aware that they were within 10 miles of Haiti, one of the more unstable and volatile areas in the Western Hemisphere, alarms went off. We’ll let Jan tell the rest of the story:

As we neared their position, the image of a fishing boat disintegrated. It was too high out of the water and too small. Finally, we could see we were looking at the bow of a boat standing six feet out of the water, pointing skyward; the rest of it was obscured by the sea. Clinging to it was what looked like two or three people.

“Bring her around,” Bruce shouted, as he went below to make a Mayday call. Bravo II answered immediately and was extremely helpful in relay calls between us and help onshore.

Woodwind was slowly coming closer behind the wreck, giving us the best look yet at who and what we were dealing with. We could see there were a man and a woman flung over the underside of the jutting bow. I took down the mainsail and Bruce doused the foresails.

“We’ve got to pick them up now,” I said. “We can’t leave them there any longer.” “I agree.”

— ld

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**SIGHTINGS**

**lifesavers — cont’d**

The couple was yelling the name of our boat with their arms outstretched, hands motioning us on. As we came closer still, Bruce muttered, “This may be the best thing we’ve ever done.” Still scared, I murmured back, “Or the worst.” Their boat, a dirty beige hulk, had obviously been on fire. Giant angular chunks were missing from the section standing out of the water and the underwater part showed charred sides, holes and shreds throughout. The stern seemed to be missing. The woman was thrown over the top of the boat wearing tiny shorts and a cotton T-shirt; the man, holding them both tightly to what was left of the craft, had on only a pair of white briefs. It was a horrifying scene.

Bruce grabbed the woman’s outstretched arms and pulled her weak body under the handrail and between the rigging onto our lurching boat, while the man pulled himself aboard. We cautioned them both to hang on while guiding them to sit on the empty cabin top while Woodwind slowly backed away from the wreck, an ominous sight that’s etched itself deep into our minds.

The man’s body was full of fist-sized burns. The two of them were talking, and we listened carefully, hoping to hear Spanish. Though neither of us remembers much from high school French, we immediately recognized it and knew they were Haitian. Even in a state of shock, the man tried to make introductions. Her name was Julie, his Djenson, and he wanted to know ours.

Bruce grabbed sheets off our bunks while I grabbed the first aid kit, water, Ibuprofen and a bottle of Pedialight. As Bruce tucked sheets around Julie’s shaking body, he told them our names and used hand gestures to try to get any thread of information that would allow us to understand their tragedy.

To warm them up, Bruce pulled out a cold-weather parka that had been stuffed around the engine controls as noise insulation. As Bruce laid it around his shoulders, Djenson worked his arms into the sleeves and managed to get it on and zipped. I worked one of my sweatshirts over Julie’s head, and they were covered in layers of our bedding and towels. Each time we gave him something, he looked in our eyes and said, “Thank you, thank you. God bless you.”

With the mainsail, jib and mizzen up, and the engine running wide open, Woodwind raced through the water on a direct course for Montecristi Bay in the Dominican Republic. We could hear Djenson talking to Julie, her weak voice occasionally answering back. Not knowing the full extent of their injuries, we first fed them only crackers and water, then hot tea. Seeing that they were handling the food well, we later gave them some dried fruit and nuts. I wanted to place a feast before them — anything to remove the pain on their faces.

Frank on Raffles Light was monitoring our position and assured us that he would guide us into the bay with his dinghy when we arrived. Arrangements had been made for an ambulance to meet the survivors at the Club Nautico dock and immediately take them to the hospital. Using hand signals, we told Djenson “Three hours, ambulance, hospital.” His smile indicated he understood. He pointed to the clouds, to us, to them and said, “Dio. God.”

It took us several hours to reach Montecristi Bay so it was dark when we arrived. Frank guided us in with his tender then transferred Julie and Djenson aboard. Djenson was now seized with pain and nearly unable to move himself, so Bruce and a crew member lifted his burned legs, laying them over the side before sliding him carefully into the boat. Frank looked at us and said, “You did good,” before speeding off to the waiting ambulance.

Frank returned quickly to collect us, taking us over to his beautiful yacht. As I stepped down into his dinghy, the tears that had pushed on the back of my eyes all day finally made their way out. “It’s been a long day,” I apologized. Bruce got in behind me.

“54 people died,” he said.

**watch out**

The staff of the Gulf of the Farallones National Marine Sanctuary (managed by NOAA) wants to remind boaters to keep a careful watch out for whales in and around the Bay. Gray whales travel north with their young this time of year, headed for their feeding grounds in the Arctic. They stick close to shore and occasionally make their way into the Bay.

“Very little of a gray whale is visible at the surface,” said Mary Jane Schramm of GFNMS. “Boaters should watch for ‘spouts’ and stay the distance of a football field from any whale.”

And never get between a mother and her calf. Antony and Nick Barran of the
for whales

ill-fated Mureadritta XL, the ILC 40 that was sunk by a whale strike on its way back from the Pacific Cup last summer, believe they accidentally passed between a mother sperm whale and her baby. Luckily, incidents like that are rare. More often the mother gets injured or killed, leaving the baby to fend for itself.

We’ve heard several reports by local sailors of whale sightings from Richardson Bay to Alcatraz to Red Rock. Have you seen any whale activity in the Bay this spring? If you’d like to share your story, email LaDonna Bubak at ladonna@latitude38.com.

lifesavers — cont’d

“What?!” He explained that they were refugees. They’d left Cap Hatien bound for the Turks and Caicos the day before on a 20-ft boat with six tanks of gas. They stopped in the middle of the night to transfer fuel and, when they turned on the ignition, the boat blew up, killing 54 people. Julie and Djenson were the only survivors.

“They’re going to be okay,” Frank said. “Thanks to you.”

Ed. note: Bruce and Jan later visited Julie, 23, and Djenson, 27, in the hospital. Both were expected to make full recoveries from their ordeal and now consider Bruce and Jan their family. Frank from Raffles Light, a developer in the DR, is paying for their care.

After enjoying the Dominican Republic for a time, the couple have since moved on and are now enjoying the Eastern Caribbean. If you’d like to follow this amazing pair’s adventures, check out their blog at www.brucesmithsvoyage.com.

— ld
**piranha lost on baja beach**

On Sunday, March 10, the Farr 40 Piranha departed Cabo San Lucas for the delivery home to Southern California following its participation in the Cabo Race. The boat was motoring north, hugging the coast when, about 10 p.m., the keel hit bottom, bounced a couple of times, and, before the three crew could get her turned around, wave action drove her onto a sandy beach about 60 miles north of Cabo.

Sad end to a pretty boat — ‘Piranha’ on the beach north of Cabo.

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**the three**

Regular readers of Latitude 38, and our online Lectronic Latitude, know by now that we’re hosting the second Circumnavigator’s Rendezvous at the Strictly Sail Pacific show, held later this month at Jack London Square. (See the show program...
amigos

and Loose Lips for more on the show.)

For the last few months, we’ve been periodically asking circumnavigators who have started and ended their roundabouts from the West Coast or Hawaii to let us continue in middle column of next sightings page

piranha — cont’d

Falso. No one was injured in the grounding.

Alerted to the situation by delivery skipper John Rosenfeld, Voss flew down the next day and then endured a several-hour ride over dirt roads and no roads (even part of the Baja 1000 course) to get to the boat. Upon arrival, his early hopes that Piranha could be saved quickly evaporated.

“I saw the first chunks of red hull almost two miles from the wreck,” he said, “and more as I got closer. Ultimately we figured out that the starboard side was no longer there.”

From that point on, the recovery crew battled to get — in order — personal gear belonging to the delivery crew or left aboard by the racing crew, as well as sails, spinnaker poles, lines, etc. They didn’t get much.

“Even though we could see this stuff, and get a line around it — and were using a 3” diameter seawater pump to blow sand away — we got almost nothing,” said Voss. The “maddeningly fine” sand might as well have been concrete. “We even put a rope around the top of the jib, hooked it to a tow cable on a winch on a Mercedes 4WD and pumped seawater into the sand around it. All that happened is we ‘towed’ the car 8 feet closer to the boat.”

After four days of salvaging what little they could, the bruised, cut (from the broken fiberglass and jagged pieces of carbon hiding in the sand) and exhausted crew said their good-byes to the boat and left her to the elements. She was sinking so fast into the beach that Voss felt she’d be gone in a few more days.

There were lots of conflicting reports coming out of Mexico in the days following the grounding. One thing Voss did confirm is that Rosenfeld had agreed to deliver two boats home, Piranha and the SC 50 Hula Girl. Voss was advised of this situation ahead of time and, if anything, “I thought it was an advantage, as the two boats could travel together on the way home.” The only change to the plan was that Rosenfeld ended up on Hula Girl, while another skipper he had hired was on Piranha.

We were not able to corroborate the exact sequence of events which led to the grounding so will not add to that speculation here. Voss did confirm that, contrary to early reports, Piranha did not hit a submerged object before the grounding.

“The bottom line,” said Voss, “is that Piranha is no more. For now, how she got there doesn’t matter. No one was hurt, the insurance company has been great and I look forward to having a replacement Farr 40 sailing in Southern California before you go to press. We will see you at the Big Boat Series in September!”

Voss joined the Farr 40 class in 2004 after a very successful Shock 35 program in SoCal. He’s been active with Piranha (ex-Quintessence, hull #83, launched in 2001) ever since, trucking her as far north as San Francisco for the 2004 Farr 40 Worlds and Big Boat Series, and as far east as Newport, Rhode Island, for the 2006 Worlds.

— jr

circumnavigator’s rendezvous

Latitude 38’s second Circumnavigator’s Rendezvous is a ‘go’ and getting better all the time. Just before deadline, the super folks of the nonprofit Lynx Educational Foundation came on board as sponsors — so this special get-together will take place on the Lynx, which is a privateer-replica, topsail schooner. We don’t know where exactly she will be docked during the Strictly Sail Pacific boat show at Jack London Square, but at 122 feet, she shouldn’t be too hard to find.

Official date and time for the Circumnavigator’s Rendezvous are Friday, April 20, from 2:30 p.m. to 4:30 p.m. We apologize for the odd timing, but Latitude personnel have several other commitments that continued on outside column of next sightings page

continued in middle column of next sightings page

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rendezvous — cont’d

day, and Lynx herself will be doing sunset sails during the show starting at 5 p.m., so we’ll have to ‘clear the decks’ so they can prepare.

If you’re planning to attend the Rendezvous and want a special treat afterward, it’s $60 per adult ($35 for kids) for a 2.5-hour sail. If you’ve never sailed on a traditional schooner, it’s a fabulous experience, and all the money goes to support the Lynx Foundation mission to educate children in an enjoyable, hands-on, maritime program that will stimulate their desire to learn more about American history. Reservations are required for the sails, and you can make them by calling (866) 446-5969.

But not everyone needs to make reservations — as part of our salute to those who have sailed around the world, we’ll be awarding two free tickets to one lucky couple for that evening’s sail.

This special event is for West Coast (and Hawaii) circumnavigators who know about themselves. At this writing, we are receiving at least one a day, and some of them are pretty interesting.

Take, for example, Ed Hart, Bob Case and Al Lien. All were members of the Navy Yacht Club in San Diego, all are disabled — and all three completed solo circumnavigations! Even stranger: they didn’t know each other or about each other prior to their voyages!

Ed was first, taking his Cascade 29 Hooligan around between 1995-1999. Bob was next, with his Endurance 37 ketch Suntrekka from 1998-2001. Al was the latest, tying the knot off Waikiki with
SIGHTINGS

In the January issue, we told the sad tale of how Alex Skillman lost her right Dolce & Gabbana gold pump one night while walking down the dock in Sausalito’s Clipper Yacht Harbor. We also mentioned that Alex was “holding onto the other one . . . just in case.” Good thing.

Early last month, we received a note from Kelly Geiser relating how, while walking the dock at low tide, she spotted a blob of mud in the shape of a high heel. “I remembered how badly I felt for Alex when I read that story, so I grabbed a boat hook and pulled it free.”

We quickly coordinated a meeting with the women and took full advantage of the opportunity to snap a few shots. For having spent nearly six months in the muck of Richardson Bay, the wayward sole looked in remarkably good condition, though we noticed Alex didn’t slip it on.

Meanwhile, Kelly, her husband Toran and their six-month-old daughter Mila left aboard their Freya 39 Candide just a week later for points south. Last we heard, they’d made it as far as Catalina and everyone was still smiling. We hope to hear more from the Geisers on what it’s like to take an infant cruising, but in the meantime, you can keep tabs on them at http://sailcandide.blogspot.com.

— ld

rendezvous — cont’d

only, and the ship has limited room, so we ask that circumnavigators attend with spouses only. If you have to bring kids, they must be well behaved — they cannot run unattended around the ship. For planning purposes with the ship, we also ask that you RSVP to LaDonna Bubak at ladonna@latitude38.com if you plan on attending.

For those of you who hope to sail your own boats around the world and want to meet those who have, you’ll have a chance. After the Lynx, all circumnavigators are invited to the Latitude booth for more food and drink at our Baja Ha-Ha Reunion party. At some point, we’ll ring a bell and toast the circumnavigators, so you’ll know who they are.

As for the Rendezvous itself, beyond munchies and refreshments, it will be, for the most part, unstructured. There are only a few things we have planned. The first is a group shot, so practice your smiles. Next, we would like everyone attending to bring photos from your circumnavigation that we can keep. Preferably, these would be in digital format and recorded in high resolution on a CD or DVD. But we can also work with copies of original photos. Please, no slides. If you only have original photos or slides, we will try to have the means to scan them right there on the ship and give them back to you. As an absolute last resort, we can ‘borrow’ them, process them and send them back to you. In that case, please hand them to us in a self-addressed stamped envelope. We deal with huge volumes of material every month and need all the help we can get to keep it organized.

We also want one more thing from each of you: a story. One story that illustrates or typifies the era in which you circumnavigated, a particular favorite destination, a funny anecdote, a favorite personality, a ‘learning experience’ — or just a really great story.

We’ll see you there!

— jr

go for the gold

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— ld
As the map below confirms, there’s an enormous patch of open water between the west coast of the Americas and French Polynesia — roughly 3,000 miles of it. In fact, if you were to circumnavigate the globe via the tropics, this vast, blue expanse would be the longest stretch of ocean you’d have to cross without any possibility of making a pit stop at some remote landfall.

This fact explains why we dedicate so much ink to the annual spring-time migration that we like to call the Pacific Puddle Jump. Since we first coined that phrase 10 years ago, hundreds of West Coast sailors have completed this ambitious crossing, most often making landfall beneath the dramatic, sculpted peaks of the Marquesas. We’ve made it an annual tradition to meet with as many of them as possible — starting with the PV group this month. As a follow-up, we hope many of them will occasionally report in from ‘out there’, in order to keep the cruising dream alive for those of us who hope to someday follow in their wake.

For the first time, Latitude 38 held two send-off shindigs this year. The first was hosted by the Vallarta YC, and was generously co-sponsored by Paradise Village Resort and Marina and — another first — Tahiti Tourisme. The second was hosted by Rick’s Bar, Zihua’s ‘cruiser central’, and, again, co-sponsored by Tahiti Tourisme.

These Polynesia-bound cruisers were practically dumbfounded by the fact that the Tahitian government sent lovely Stephanie Betz all the way out to PV and Zihua to welcome them and share firsthand cruising info — not to mention the fact that she raffled off black pearls and overnights in swank hotels. Accompanying her was Laurent Bernaert of Polynesian Yacht Services, who clarified rules and fees for immigration and other government regulations.

Neither had been to Mexico before and they loved it — even the bona fide adventure of getting from PV to Zihua by bus. That 12-hour trip turned into 20 due to an engine breakdown, and the fact that Federales had to hold it for six hours while they cleared the route of banditos! Nevertheless, our Tahitian friends hope to return next year to welcome members of the 2008 fleet.

Historically, the Puddle Jump has never really had a structured gathering in the islands to celebrate the crossing. But this year the Tourisme folks have designed an event exclusively for Puddle Jumpers called the Tahiti Tourisme Cup (July 7). In addition to a cruise-in-company from Tahiti to Moorea and exhibitions of traditional music and dance, entrants will have a chance to test their paddling prowess in authentic dugout canoes. (Look for a report in August.)

With that as background, we now introduce you to the Pacific Puddle Jump Class of 2007. Smooth sailing!

**So Searcher — Trans Pac 49**

Ray & Peggy Wilson, Long Beach

You might think that all who attempt the Puddle Jump are longtime sailors with saltwater in their veins. Not so. Meet Ray and Peggy. Although she spent some time around waterski boats as a kid, Ray had never even set foot on a boat until twelve years ago, at age 40. "Growing up in New York," he explains, "my 'backyard"
was a fire escape!

Ironically, they were heading for a comfortable retirement, having just completed an extensive remodel of the home they expected to live in for the rest of their lives, when they began asking each other, "But what are going to do in retirement?" Neither playing golf nor sitting on the couch fighting over the remote was very appealing. "In 2000 we were literally paddling around in kayaks in Huntington Harbor when we decided to do this," says Peggy, despite the fact that they were both novice sailors at the time.

Within months they had bought this boat, moved aboard and rented out the house — selling it not long afterwards. "We never even looked at it again," recalls Ray. This season they'll island-hop to New Zealand, then reassess.

Terry won't have to singlehand after all. His crew showed up just before the end of the party.

"Why am I going cruising? 'Cause there's more ocean than land, and you can go anywhere on the ocean," explains Terry, a retired auctioneer.

When he says he's been planning for this cruise for decades, he isn't kidding. He was on the verge of making a similar trip back in '64 when he fell and broke his back. "I've been waiting ever since to get going again." And this time, he's determined that nothing is going to stop him — "Even if I have to singlehand!" His young crew, Jeremy and Michelle, were MIA at the time. They did finally show up, however, in time to get their 15 minutes of photo fame.
You might say that Mike is following his father’s lead, as Ira Fulmor’s Staghound was the corrected-time winner of the TransPac in both 1953 and 54. Although Mike has been sailing all his life, this will be his first ocean crossing and he’s rarin’ to go — ultimately he’ll travel much farther afield than his dad did back in the day.

Mike and Barb have already been cruising Mexico for four seasons. Now, though, the game plan is for Mike and two buddies, John Higbie and Bob Edmonds, to make the crossing to the Marquesas, where Barb will fly out to join them. The couple will then work their way to New Zealand, with an open-ended itinerary afterwards. To the wannabes who want to join them. The couple will then work their way to New Zealand, with an open-ended itinerary afterwards. To the wannabes back home, Mike advises, “Just go for it! This life is not a dress rehearsal, it’s the show!”

Mark’s voyaging dreams were kindled when he was a teenager back in his native South Africa. He volunteered to help a neighbor build a boat from scratch, and when the guy finally took off, Mark vowed to someday follow his lead.

After moving to San Francisco, he honed his sailing skills in classes at Spinnaker Sailing of San Francisco. Then last fall he and his wife, Molly, and three-year-old daughter, Kendall, headed south with the Baja Ha-Ha fleet and went on to explore the Sea of Cortez together.

On the crossing to Tahiti, Mark will be joined by Michael Sullivan, his best friend’s dad, plus young bucks Andy Jenkins and Kurt Talke, as Molly and Kendall have adopted the philosophy that “nothing goes to weather like a 747.” At the end of the Pacific cruising season, the family plans a two- or three-year respite in New Zealand before venturing on over the top of Oz and through the Indian Ocean to South Africa.

Cutthroat — Island Packet 52
Elise & Roger John, San Diego

Having grown up sailing along the Eastern Seaboard — as far north as Newfoundland — Elise has been dreaming about long-term cruising for decades. By contrast, Roger explains that he “just found out this was my ‘lifelong’ ambition three years ago!” You guessed it, that’s when he hooked up with Elise after moving to San Diego.

They lived aboard for a year, taking every ASA sailing course that was offered, then headed south last fall. Their plan is to jump the puddle, but not the whole puddle. That is, this time around they’re headed for Hawaii with a fairly complex plan afterwards to cruise the Pacific Northwest, then return to Mexico, transit the Canal, gunkhole through the Caribbean and along the U.S. East Coast, eventually crossing to the Med.

Although Roger is fairly new to sailing, he’s no stranger to adventure and physical challenges, having spent 28 years in the U.S. Army, most of which was in Special Ops. He and Elise will be joined on the crossing by another Green Beret, John Mirus, plus retired LAPD Captain Sheira. The ‘Southern Star’ crew are rarin’ to go: L to R are Cap’n Mark, Michael, Andy and Kurt.

Arabella — Swift 40
Mike & Barb Fulmor, Oxnard

Ed Washington. Whoa! Father Neptune better not mess with this crew!

Moonshadow — Ta Yang 50
Howard & Sheira Hudson
Auckland, NZ

Moonshadow’s route to French Polynesia hasn’t been what you’d call typical. But then Howard and Sheira, aren’t exactly typical cruisers either. Howard, a Kiwi airline mechanic, met Sheira in her native NYC when he was there visiting his “best mate” (her former brother-in-law). One thing led to another and, well ... fast forward ahead a couple of decades and here they are about to jump the puddle, bound for his native New Zealand to rendezvous with their two adolescent daughters.

During the uneasy aftermath of 9/11, Howard decided to act on a long-held dream and bought this vintage cruiser with the idea of packing up the family and heading out — although Sheira and the kids knew nothing about sailing at the time. During the past 4.5 years the couple and their daughters cruised the Caribbean, transited ‘the ditch’, explored Ecuador and the Galapagos, then sailed north to Mexico. Having just shipped the kids out to stay with their Kiwi grandparents, Howard and Sheira intend to reach Auckland by Christmas. “Having the kids on board was amazing,” says Howard. “You drop the anchor in a new anchorage and within seconds the other boat kids are all around.”

Cardea — Vagabond 38
Jim & Ryan Todd, Muskegon, MI

Jim and his 26-year-old son Ryan have only been in Mexico for a few months, but during that time they’ve struck up many new friendships — one with the father/son crew on No Regrets. We congratulate both duos on orchestrating such
a meaningful way to spend ‘quality time’ together — no doubt many Latitude readers would love to be in their shoes.

Unlike most folks in this year’s fleet, the Todds’ previous sailing experience was on the Great Lakes, where they cruised Lake Michigan and Lake Huron extensively during the past 15 years.

So how long will the they stay ‘out there’? “It depends on how I feel,” says Jim, “but I could be gone two to 10 years.” Ryan, however, says, “I’m planning on rejoining the world in October, 07,” quickly adding, “but I have no real need to if I don’t want to!”

Both in their early 30s, Gar and Nicole are one of the youngest couples in this year’s fleet. “We believe in living life now and making the big adventures happen while we still have our health, drive and wonder,” says Nicole.

Both having worked as outdoor educators, they have a keen interest in the environmental issues facing our planet, and they hope their trip will give them a clearer perspective on the current challenges facing the ocean realm. Also, they regard cruising as a “more environmentally sustainable way to travel and live,” noting, “We have significantly reduced our environmental footprint.”

In recent years, they both took classes at OCSC. This season their game plan is to make the milk run to New Zealand. Next year, they’ll head up through Fiji, Vanuatu and New Guinea, then on to Palau, a favorite destination from Nicole’s previous travels. Yeah, they both love the underwater world.

This comfortable 44-footer has been mentioned in Latitude so many times in Pacific cruising articles that we can now actually pronounce the name without getting tongue-tied! (It’s a Northwest Indian name for a legendary snake-spirit.)

Longtime readers may remember how Bob and his then-wife Laurie were first smitten by the cruising bug. In 1999 they were vacationing in Cabo when the Baja Ha-Ha fleet came in. They watched with envy, deciding then and there to pursue the cruising lifestyle. Four years later they did their first Puddle Jump together. Today, although Laurie is now on another path, Bob has jumped the puddle three times, logging over 30,000 ocean miles in the process — enough to have circumnavigated. “This time, though, I’m going all the way ‘round,” says the retired computer consultant. “I’ve gotta get out of this whirlpool!”

Crewing for him this year are two wide-eyed 25-year-olds who met Bob by chance at a recent Puddle Jumper meeting. Although they are neophyte sailors, they both come with useful talents: Mark makes his living as a clown — perhaps he can charm some uncooperative gendarmes! — and Isabelle, being a native of Quebec, speaks perfect French.

For more than one reason, David and his 20-year-old son Patrick have dedicated this voyage to Grandpa — David’s dad. Lying on his deathbed, stricken with cancer, he awoke briefly from a coma, looked up into David’s eyes and simply said, “No regrets.”

David took that as his mantra, symbolic of his intent to make the most of the rest of his life. Because he and Patrick had both been involved with the Santa Cruz Sea Scouts for several years, they were invited to crew on the communications boat for the 2004 Pacific Cup, a 65-ft trawler named Steves. That trip ignited their dreams of bluewater voyaging, and within a year they bought this vintage Cal with the inheritance Grandpa had left them.

The past five years: Alaska, the Queen Charlottes, all around the Gulf and San Juan Islands, and the Oregon Coast. But their trip along the Northern California coast was "just God-awful!" They recall being so elated when they rounded Pt. Bonita and saw the Golden Gate that they were literally jumping up and down with glee!

Although they were both novice sailors at the time, a year later, in the fall of ’06, they entered the Baja Ha-Ha and were one of only a handful of boats that sailed the whole way — for which Cap'n David earned a coveted lime-green T-shirt. The plan now is to island-hop to Kwialand.

Patrick’s girlfriend, self-proclaimed wench Carly Dennis, is a recent addition to the crew: "Hey, every boat needs a wench," she explains. "Patrick is the boat bitch, because he does all the work. David is the skipper, and I’m the wench!"

Wintersea — Kelly-Peterson 46
Dr. Jack Wynters, Victoria, BC
Dr. Jack and his longtime mate Linda have done a lot of sailing together during the past five years: Alaska, the Queen Charlottes, all around the Gulf and San Juan Islands, and the Oregon Coast. But their trip along the Northern California coast was "just God-awful!" They recall being so elated when they rounded Pt. Bonita and saw the Golden Gate that they were literally jumping up and down with glee!

2007 PACIFIC PUDDLE JUMP FLEET

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<td>Custom 47-ft sloop</td>
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With any luck, though, that will be the worst weather they'll see on their entire proposed trip to New Zealand and back — as has been the case for many long-haul sailors who've preceded them.

As cruising sailors often do, Jack and Linda radically changed their plans — just in the past few weeks. "We actually had intentions to sail south to Ecuador and Chile," explains Linda, "but the more we thought about it, we said, 'Why not head west instead and see the beautiful South Pacific?'"
Sassona — Truant Triad 37
The Alger-Smith Family
Quadra Island, B.C.

When this good-looking foursome set out from British Columbia last September, they were careful not to establish cruising goals that might be impossible to attain. Instead, they just completed one leg at a time, checked their pulse and took a vote: "After completing each step of the trip, we decided to go farther," explains Leslie, a former B.C. park ranger. “Sometimes the big picture seems overwhelming. One step at a time gets you there.”

She and husband David, who worked with the B.C. Fisheries Dept., bought their first boat 11 years ago, but they credit the recent circumnavigations of two other cruising families — former island neighbors — with inspiring their current globe-trotting wanderlust.

Both Genoa, 13, the boat’s Ham radio ‘officer’, and her sister Jordyn, 9, are following a standard B.C. home schooling curriculum, in addition to the education they’ll gain from ‘the school of life’.

Far Niente — Island Packet 420
Eric & Gisela Gosch, Hemet, CA

For the past two years, Eric and Gisela have had one foot in the cruising life while keeping the other firmly planted in the U.S. mainstream. That is, since bringing Far Niente south with the 2003 Baja Ha-Ha fleet, they’ve been commuter cruising — ‘doing the Mexican yo-yo,” as they say.

Having kindled their cruising dreams through a series of bareboat charters all over the world, they bought this sturdy 42-footer in ’95 and began working toward ‘the big cruise’ shortly afterwards.

Their hero, they say, is Eric’s brother, who has agreed to run the family business while they leap-frog across the Pacific to New Zealand. (Thankfully, he’s not a sailor, so he’s not even jealous.) Speaking of heroes, when nobody volunteered to act as the PV fleet secretary, Gisela accepted the role, spending hours assembling the fleet database, as well as other organizational chores.

Where Far Niente will ultimately end up is anybody’s guess, but Eric and Gisela have a long list of far-flung destinations on their wish list.

Dirigo — Morgan 44
Denny Mosher, Napa

Denny’s inspiration for crossing to
French Polynesia is a bit different than most. While in college in ’73, he had a chance to join a shark research team in the Tuamotus. “For six months I lived on a 45-ft sailboat and dove with sharks every day,” he recalls. Although based in Rangaroa, he also visited many other islands. “Throughout my working career [in the construction biz], I often thought fondly of those times, and I’ve always wanted to relive them.” He’ll soon get his chance to do just that.

Joining Denny on the cruise will be two highly-experienced salts, Dale Anderson and Terry Kane. All three men have done Baja Ha-Has and crossings to and/or from Hawaii.

Unfortunately, Denny’s family isn’t into the boating life, so he’ll keep his travels relatively short. Plan A is to dive and explore French Polynesian waters until July, then head north to Hawaii, returning to the Bay Area by September.

**Surprise — Schumacher 46**

*Steve & Susan Chamberlin  
Pt. Richmond*

Although already a decade old, *Surprise* is undoubtedly one of the more high tech boats in this year’s fleet. Her composite (glass/Kevlar) construction was done by the Ian Franklin yard in Christchurch, New Zealand — an island nation where she’ll probably return to in a year or two. Carrying a fractional rig with masthead spinnakers, she was designed and built for cruising, including her 145 gallons of fuel tankage.

Both Steve, a real estate developer, and Susan, an architect, have many years of racing and offshore sailing under their belts, as have their crew: AJ Benham (aka Nurse Ratched) and John Gillespie (aka Silly Goose).

Wisely, the Chamberlins have chosen not to rush through the South Pacific in a single season. They’ll cruise French Polynesia until October, then put *Surprise* on the hard through the cyclone season. Next year, they’ll push on to the Cooks, Tonga, Fiji and “who knows?”

**Nereida — Navad 361**

*Jeanne Socrates, Hamble, UK*

A retired math professor turned ocean voyager, Jeanne’s sailing history is probably the most remarkable of anyone in this year’s fleet. She took her first sailing course in 1994 and three years later she and her late husband George bought this boat in Sweden and did a shakedown
cruise through the North Sea. After two years in European waters, they crossed to the Caribbean, sailed north as far as the Canadian Maritimes, and back to the Eastern Caribbean islands and west to Bonaire. While there, George lost his two-year battle with cancer, and Jeanne decided to continue on alone, as her husband had hoped she would.

Tracing the tracks of her singlehanded endeavors since then would be a dizzying experience: she gunkholed up to Florida, shipped Nereida to Vancouver, cruised British Columbia, sailed south to the Sea of Cortez, shipped the boat to Ketchikan, explored SE Alaska, sailed to San Francisco where she joined the Singlehanded TransPac as a late entry, raced to Kauai, then north to Sitka — having to repair her engine en route — and south again to California.

Recently, somewhere along her route, she decided to radically change her style and make a beeline around the globe, beginning with the Puddle Jump — as allowed ourselves 11 months to enjoy Mexico and Hawaii before returning home to start preparing for the next one!"

Greg claims he’s been dreaming about the cruising life ever since he read his first Latitude years ago. Melissa got the bug — and the reading habit — shortly after meeting Greg. The serious prep started 4.5 years ago when they upgraded to this 39-footer, which they’ve been living aboard full time ever since.

To the wannabes back home they strongly recommend their ‘practice cruise’ concept: ‘It will give you a big taste of what long-term cruising is all about. And, if nothing else, you’re virtually guaranteed to make some great friends who will enrich your life.”

With that thoughtful comment, we’ll take a break until next month, when we’ll introduce you to Puddle Jump contingents leaving from Zihuatanejo, La Paz, Mazatlan, Ecuador and California.

— Latitude/at

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“...it is with sad hearts that we have to give you some very bad news,” wrote former Sausalito sailor Holger Kreuzhage in a recent email. “We sank the boat.”

We cannot imagine a tougher sentence for a sailor to write, especially this sailor, about this boat.

During the past 31 years, this German-born photographer-turned-ocean vagabond has shepherded his renowned Alden schooner, Lord Jim, through high and low latitudes, completing four circumnavigations, and surviving all manner of adventures — including a punishing Southern Ocean knockdown. Preceding Holger’s tenure, this venerable lady had first been a gentleman’s racing yacht, followed by a period of neglect, then a long stint as the pride of the Antigua charter fleet. Within her 71-year sailing history, there have been many highs and lows, but there’s never been a chapter as sad as this one.

Holger and his longtime ladyfriend, Tracy Brown, had set sail from Sausalito in the fall of 2005, bound around South America via the Strait of Magellan. They’d spent a number of months in Argentina and Brazil catching up on repairs and maintenance — among other chores, they had to have the boat’s solid bronze steering gear brazed back together, as it had failed on the approaches to the Strait. In mid-March, they finally got underway again from Angra dos Reis, just south of Rio, on a 4,000-mile voyage to the Eastern Caribbean. They had high hopes of arriving in time for the 20th Antigua Classic Yacht Regatta.

Barely two hours out, though, while skirting the island of Meros, a fishing boat suddenly changed course ahead of them, and they veered inshore to steer clear of her. Minutes later, they felt the gut-wrenching impact of Lord Jim striking an uncharted rock. “It was just plain human error,” admitted Holger, taking full responsibility, “especially since we knew the waters and hazards around us.”

In contrast to the life-threatening sea conditions Holger and Tracy have seen elsewhere, it is darkly ironic that in this tragic moment there was little wind and the sea was flat calm, apart from a long, lazy swell coming in from the open ocean.

“This swell in turn caused the boat to roll violently on the submerged rock several times before I managed to turn the stern into the swell, and thus got off the rock,” Holger explained. “We checked the bilges immediately and turned on all our pumps, including the big pump driven by the main engine. Despite that, we could see that the water was rising steadily, and at a fast rate. It was clear that we were sinking and the boat would go under shortly.”

One small bit of luck was that they had hired a young Brazilian woman from the Amazon River region as crew. She quickly took on the role of translator, as they weighed their options with a man who approached in a small boat. “We asked if he knew of a shallow spot along the shore where we could run the boat aground. The shore-
ing boat which had caused our course change had finally come to our aid and gave us a line attached to his anchor which they had dropped well to our stern.

Tracy was gathering our most essential belongings, while I managed to shut down the engine before it could suck in sea water. I also shut down all our electric systems and closed the fuel tanks. By that time the water was gaining rapidly and the boat was laying heavily in the water with less than two feet of freeboard.

"The water was crystal clear, and we could see that the aft portion of the boat was over a sandy bottom about 40 feet below the surface. The very front of the boat rested on three smaller rocks, with the dolphin striker mostly supporting the weight up front. It was obvious that the boat would slide backwards once she went under."

When there was less than a foot of freeboard remaining, they stepped aboard the fishing boat, which had come alongside. Stunned and deeply saddened, they watched helplessly as water rolled over the legendary schooner's teak decks and newly-varnished house.

"I ran the boat up onto those rocks and as far into the shore as we could make it."

Spread: Slightly crippled by the loss of her steering gear, 'Lord Jim' enters the frosty Strait of Magellan. Left: Steering via emergency tiller. Below left: The wheel in 'deep freeze' awaiting future service.
DOWN, BUT NOT OUT

Decked out with new sails and fresh varnish 'Lord Jim' was in fine form during the memorable 1978 Master Mariners Race.

Then, shortly before she slid completely under, they heard the sharp sound of breaking timber. "It stabbed into our hearts," recalls Holger. But they soon realized it had only been the tree ashore to which the bow line was tethered.

"Lord Jim" then slid quietly to the bottom, which was 25 to 45 feet deep, rolled about 30° onto her wounded port side and came to rest. From the moment of impact, less than 20 minutes had passed.

"The masts were sticking out of the water and she looked beautiful — even under water," recalls Holger. "They were maneuvered into place, partially flooded and sunk, and then filled with air from a compressor."

Once afloat, suspended by the drums, the hull was slowly towed — with decks still awash — to a nearby island which offered shelter from an impending threat of bad weather. Moving at a snail’s pace, they eventually arrived safely late at night.

The following day, divers began the process of sealing up the area where most of the water was coming in, between the massive lead keel and the keelson, using caulking material and underwater epoxy. More drums were then positioned in order to balance the load, so she could be pumped out. Two portable commercial pumps driven by gasoline engines did the job.

"Slowly, she came up and the decks began to dry," says Holger. "There was still a lot of water inside and we could not yet see the devastation the sinking had caused to the interior." As Holger explains, there was a great sense of urgency: "We were concerned that over the first night gear would float away. Plus, bringing the heavier items up would help lighten the load for the salvage operation we were organizing."

Refloating this 72-ton classic was no small feat. In addition to the helping hands of friends, a salvage company was contracted and heavy equipment was made available by local marine resources. "The strategy to raise the boat to the surface involved divers, heavy strops around the boat and about 130 empty 55-gallon plastic drums," reports Holger. "They were maneuvered into place, partially flooded and sunk, and then filled with air from a compressor."

Once afloat, the crew refloated the boat and towed it to a nearby island where they eventually arrived safely late at night. From this point, the team began the process of cleaning out the interior and returning the "Lord Jim" to her original condition.

"The water was perfectly clear," recalls Tracy, "and as odd as it sounds, she really did look beautiful down there."

Meanwhile, other friends had been searching for a shipyard within a reasonable towing distance. The best choice was a small yard at Mangaratiba, some 30 miles away, which caters to local fishing boats.

"The tow to Mangaratiba was done in two stages, over two days, and also involved a second go with a diver and underwater epoxy."

Although relieved to have arrived, they had to wait several more days for the tide to rise high enough so that the battered hull could be hauled out. They finally did get her safely into a cradle, free from the threat of sinking again, but, clearly, no part of the process was easy. "We could not get her completely onto dry land since the cable to the cradle broke two times. The equipment they are using is hard to believe," reports Holger, "but the workers seem quite capable and are hard-working. They obviously know how to repair wooden boats, albeit more in the framework of local fishing boats (rather than yachts)."

At this writing, Holger and Tracy are proceeding on an 11-step process that they've outlined to get the old girl sailing again. Although her interior is
trashed and all her electrical systems are ruined, her rig and sails are still in excellent condition.

The couple is currently weighing their options, but one idea is to get her sailing, throw on a few kerosene lamps, some manual pumps, a rudimentary electrical system and some handheld electronics, then sail her to a first-class yard in the Caribbean or New England.

Tracy confides, "It’s been two weeks, but we are still in shock." Although determined to get Lord Jim sailing again as soon as possible, the prospect of undergoing a complete interior refit — again — is extremely daunting. "Tracy and I look at each other and cannot believe the huge job we are facing," says Holger. "Sometimes we think we are too old for this." They reluctantly admit that it may be time to find "another caretaker" for their beloved schooner. "It is not just a question of money," explains the gray-haired skipper. "It would have to be someone who will continue the legacy."

As the sad news had spread throughout the international sailing community, an ever-increasing ground swell of support has emerged among a disparate group of classic yacht aficionados, all offering words of encouragement and suggestions, at the very least.

In yacht clubs, boatyards and sailors’ bars from Rockport to English Harbor, 'friends of Lord Jim' are swapping tales, comparing restoration strategies and, hopefully, helping to find a resolution to this tragic chapter in the life of a true sailing legend.

More determined than ever, Holger vows, "We will not let the boat perish. She is a beautiful boat, especially at sea. She has been our home and part of our lives for a long time. We will make sure that she can continue to grace the open waters of the world’s oceans. She deserves nothing less."

— latitude

Serious suggestions, proposals and offers to help may be directed to: moanarere.marine@yahoo.com.

As seen on her way out the Golden Gate decades ago, 'Lord Jim' is a classic beauty that has survived many grand adventures...
BIG DADDY REGATTA

‘Wet Spot’ charges for the weather mark.

The Wylie Wabbit ‘Keala’ on the way to a win in Saturday’s first race.
It's not often, when talking to regatta winners, that you hear 'babysitting' invoked as part of the victory formula. But that was the case with Andy Costello, whose 1D-35 Double Trouble won on both days of Richmond YC's 25th annual Big Daddy Regatta, held March 10-11. On Saturday, Double Trouble won PHRF 1 with a 2,1,1, score. They returned to the winner's circle on Sunday with a squeaker victory in the pursuit race. The babysitting duty was for Andy's two sons, 5-year-old Andrew and 2 1/2-year-old Nicholas, who rode along on Sunday. Talk about 'double trouble'!

Okay, okay. Most of the credit goes to Trouble-maker regulars Patrick Whitmarsh, Dave Morgan, J.V. Gilmour, Morgan Gutenkunst, Archie Massey and Rick Reagan — most of whom were also aboard for Trouble's Big Boat Series division win last September. However, considering the boat usually sails with eight, with six she was about 500 pounds lighter than normal and, says Andy, "I think that was also the key to winning." They compensated by tuning for heavier air, basically downsizing one sail size to keep the boat flat and fast. In the medium breeze, it was the perfect combination.

In fact, the 101 boats that showed up for the Big Daddy Regatta once again enjoyed a perfect combination of a lot of things — great racing, great committee work, great competition, absolutely spectacular warm weather, and that great Saturday night party. Pretty much exactly what the event's...
Big Daddy action — 1) Strong currents had boats going way wide to round marks. 2) Why you don’t second guess a “starboard!” call in the Ultimate 20 class. 3) ‘Breakaway’ sets a hammock. 4) ‘Petard’ (left) and ‘Vivace’ charge to weather. 5) ‘Jazzy’ on a beat. 6) Setting the kite on ‘Sweet Ness’. 7) Dueling bow guys. 8) Downwind on the Southampton Course. All photos latitude/jr.
The pirate-themed Saturday night festivities at RYC included music by the band Shark Sandwich and awards for the best buccaneer attire.

On Sunday, luck was as much a factor as sailing skill. As always, the reverse handicap pursuit race went from the Richmond breakwater, around Alcatraz and Angel Islands (either way), and back to Richmond. In most years, it’s a roll of the dice whether to go clock-wise or counter-clockwise. This year, the dice-roll was whether you even finished. For most, the shifty breeze of morning only got lighter and shiftier through the day, and by afternoon, they were dropping like flies. Of 95 starters, only 39 boats finished — led, as mentioned, by the babysitters on Double Trouble.

“We used the tide behind Angel Island to create apparent wind to get to Alcatraz,” says Andy Costello. They were ‘apparently’ one of the only boats to pull that off, which launched them on their clockwise circumnavigation of the islands. On the way home, they were threatened by the rapidly gaining SC52 Kokopelli® and the new LightSpeed 32 catamaran, helmed by Trevor Baylis, but managed to hold them off for the win.

— latitude/jr

RESULTS

SATURDAY

SOUTHAMPTON COURSE

WYLIE WABBIT — 1) Kwazy, Colin Moore, 6 points; 2) Mr. McGregor, Kim Desenberg, 7; 3) Keala, Ron Tostenson, 10. (7 boats)

ULTIMATE 20 — 1) Cloud Nine, Jim Carlsten, 6 points; 2) Riccochet, Geoffrey Gardner, 6; 3) Cinderella Story, John Andrews, 8. (10 boats)

J/24 — 1) Casual Contact, Edward Walker, 4 points; 2) Running With Scissors, Jim Yares, 6; 3) Little Wing, Luther Strayer, 11. (7 boats)

PHRF 5 — 1) Paramour, Moore 24, Rowan & Marina Fenell, 4 points; 2) Pearl, Olson 25, Tom Blagg, 7; 3) Vivace, Olson 25, Larry Nelson, 11. (9 boats)

OLYMPIC COURSE

PHRF 3 — 1) T0R, Beneteau First 10R, Chris Corlett, 4 points; 2) Mintaka 4, Farr 38, Gerry Brown, 6.5; 3) Mistral, Beneteau First 36.7, Ed Durbin, 8. (7 boats)

58ER — 1) Razzberries, Olson 34, Bruce & Lina Nesbit, 10 points; 2) Dragonson, Olson 30, Sam McFadden, 11; 3) Two Scoops, Express 34, Chris Longaker, 13. (9 boats)

PHRF 4 — 1) Dianne, Express 27, Steve Katzman, 6 points; 2) Uno, WylieCat 30, Steve Wonner, 8; 3) Expressway, Express 27, Mike Robinson, 10. (9 boats)

SF 30 — 1) Shameless, Schumacher 30, George Elison, 5 points; 2) Takeoff (Peggy Sue), Laser 28, Joan Byrne, 10; 3) Elusive, Olson 911, Charles Pick, 10. (6 boats)

DEEPWATER COURSE

IRC — 1) White Fang, Beneteau First 40.7, Mark Howe, 7 points; 2) Swiftsure, Schumacher 54, Sy Kleinman, 9; 3) Bodacious, Custom Farr 40, John Clauser & Bobbi Tosse, 9. (8 boats)

PHRF 1 — 1) Double Trouble, 1D-35, Andy Costello, 4 points; 2) Great Sensation, 1D-35, Bogo Pehiavanov; 8; 3) Bustin Loose, Sydney 38, Jeff Pulford, 9. (9 boats)

PHRF 2 — 1) Desdemona, J/120, John Wimer, 6 points; 2) Bullet, Express 37, Michael Maloney, 8; 3) Jarlen, J/35, Bob Bloom, 10. (7 boats)

J/105 — 1) Wonder, Tom Kennelly, 9 points; 2) Orion, Gary Kneeland, 10; 3) Larrikin, Stuart Taylor, 12. (13 boats)

SUNDAY

Encinal Yacht Club Coastal Cup
San Francisco to Santa Barbara Race ~ June 20-24
Notice of Race and Entry form at www.encinal.org

Encinal and Santa Barbara Yacht Clubs invite ocean-qualified vessels with closed cabins and overall length of 20 feet or more to participate.

Entries may be under IRC, PHRF, or One-Design with specialty classes in Double-Handed and Cruising (start June 20), Non-Spinnaker, and Multi-hull. IRC and PHRF start June 21.

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EYE ON THE BAY
Daylight Saving Time sprung early this year, and so did spring-like weather. Bay sailors are no dummies — when they get the chance to sail under fog-free and sunny skies, they jump on it. Boats came out in droves on March 10, the lovely day we snapped these shots, presumably to make up for the hour they were about to lose. In fact, most of March seemed more like summer than, well, summer. If the trade-off for losing an hour of sleep is weather like this, we'll take it!

——— latitude ——–

Spring forth and multiply — insets, l to r, ‘Sequestor’ ketches the wind; on a day like this, ‘Sea Angel’s crew is all smiles; ‘Encore’ sees red; Raccoon Strait provided a perfect course for an unofficial race between ‘Mabrouka’ and ‘Breezy’. Spread, ‘Arowana’’s skipper enjoys a solo sail in the afternoon sun.
COMMODORE'S 75TH

Commodore Tompkins and wife Nancy returned to the Bay Area last month, taking a break from cruising on Flashgirl, their Wylie 39. After 18 months in the South Pacific, they say they have only just begun, but they came back to celebrate Commodore’s 75th birthday with some old friends. We were honored to be among them.

For those of you who don’t know, Warwick ‘Commodore’ Tompkins is perhaps the last active sailor whose roots stretch back to the days of wooden ships and iron men. Raised aboard Wander Bird — an 85-ft German pilot schooner his father converted to a voyaging boat — Tompkins had literally rounded Cape Horn by the time he was 4. (His nickname was bestowed early on when a visitor aboard Wander Bird remarked to his father, “If you’re the Captain, this must be the Commodore.”)

In later years, he became sought-after crew, skipper and project manager for countless racing campaigns ranging from 6 Meters to Maxis. He’s sailed in Olympic trials and America’s Cup elimination rounds. And he has sailed with and against virtually all of sailing’s greats of the last half-century: Blackaller, North, Melges, Cayard, Kiskaddon, even Ted Turner! At some point, on some patch of water, they’ve all traded tacks with Commodore.

For the last three decades, Commodore has run Sailing Yacht Service, a yacht consulting, rigging and delivery service. We’d cross paths with him frequently in our travels about the Bay, sometimes spotting him working away at the top of a mast. But not from a constricting bosun’s chair. If he was going to spend a lot of time up there, Commodore would fabricate a plywood platform with strategic cutouts so it could be ‘wedged’ between the mast and rigging, allowing him to stand comfortably 80 feet above the deck. Although he sometimes employed grinders and tailers at deck level, if they were unavailable, Commodore could build this thing, get it and himself to the masthead, and rig/unrig it — all by himself.

Commodore always intended to go cruising, but it wasn’t until a few years ago that he started preparing his boat and gear. His boat of choice was a Wylie 39, which he modified with a deeper, lifting keel with bulb, a lofty fractional rig with cutter capability and water ballast. He and Nancy took off for points south in May of 2005.

At his birthday party, Tompkins was way too busy pressing the flesh and posing for photos to be interviewed. (And learning, to nearly everyone’s surprise, that he shared the same birth date as Skip Allan). So we caught up with him a few days later for a chat. Here’s some of that conversation.

“This takes a great deal of pleasure in the boat itself, how it responds to the elements, how it responds to me...”
What's your earliest sailing memory?

My earliest memory was when Wander Bird was in hard weather in the North Sea. My father was taking the schooner offshore for sea room. I was about 3 years old. I don’t remember details, but I was told later that a ‘chance sea’, as my father used to call them, stoved in 30 feet of the port bulwarks abaft the main shrouds. Now the ship was vulnerable, so he decided to turn and run for shelter up a river someplace in Britain. I remember it was nighttime and we were sailing hard. But mostly I remember the tension on board. Sailing hard on starboard tack put the damaged port side deep underwater as we drove for shelter. There were gaping holes and the pumps were going flat out. As the family story goes, William, the bosun’s mate, finally came to my father and reported, “You better do something else, skeeper, cause the pumps aren’t keeping up.” My father tacked under a lee, and later told me that with all the water she was very sluggish, and had she missed stays and fallen off on a starboard tack again, we might well have sunk. But she fell away on port tack and we made it to safety.

Who were your sailing mentors?

Myron Spaulding, Peter Fromhagen, Dick Hannan. Mostly Myron. Oh, and C.S. Forester. I never met him personally, but there was a connection through his writing, particularly the British Navy concept that “Nothing that happens on a ship is outside the captains responsibility,” even if he didn’t know about it. I think that statement speaks volumes, not only about sailing, but about life.

Who is the best sailor today?

I don’t know them all. The best sailor that I know personally is Paul Cayard. He did his first ocean race with me when he was very young. We were racing in the Pan Am Clipper Cup in Hawaii, and he was in Kenny Keefe’s watch. He had great sensitivity to everything that was happening. Later, he did a Bermuda Race with me. And still later I sailed as crew with him in 6 Meters.

What are the biggest changes you’ve seen in sailing over the years?

Wow, there’s a multi-edged question! One of the most obvious changes is top end boat speeds. It used to be that 12 knots was good for a big, serious racing boat. Now it’s 35 knots! Many of the big changes are technological: new fibers, composites, cordage, sails — huge difference. There is also a big swing toward professional sailing.

Locally, there seems to be a drift away from ocean racing as we used to know it here in San Francisco. Yes, you have the Pacific Cup and some coastal races, but most of the long local ocean races like the Buckner or Waterhouse — and the shorter ones where you’d sail to Drake’s Bay, stay overnight and sail back the next day — are gone. I think it’s partially because no one seems to want to do this anymore. But I also attribute it to most of the modern, competitive boats being unliveable, whether it’s in them or on them. I mourn the passing of that stuff. There is more to sailing and racing than merely winning.

But don’t you think modern boats are better and safer?

When I was mentored by Myron, he had a safety margin of 3 to 1. In other words, make your gear or cordage three
You’ve all read the mantra of an increasingly health-conscious populace: “70 is the new 40.” And guys like Commodore could be walking poster boys. He may look a tad north of 40, but Commodore has lost little of his energy or intellect, and anyone who knows him will tell you his wit has only sharpened with time.

He’s not the only septuagenarian sailor out there; not by a long shot. And we’re talking active sailors here, not ride-alongs. At 72, Hank Easom is out most weekends racing his beautiful 8 Meter Yucca (and winning most of the time). Bob Van Blaricom, 76, got back last year from an attempt to take a sailboat through the Northwest Passage and recently published a book about growing up sailing the Bay. Then there’s 70-something Jim Tantillo, who sailed the Baja Ha-Ha a few years ago and still teaches sailing. Emil Carles, who turns 79 this month, is still the scourge of East Bay racing with Lelo Too. Those are just a few locals who come to mind.

The 70-somethings who are cruising the oceans of the world are so legion we couldn’t even begin to list them all here. The oceans of the world are so legion we could be talking about a lifetime of sailing. Of course, they’re all mere kids compared to Doc Mebine, who still sails his 1918 R-Class sloop Machree out of the Corinthian YC a few times a week. Yes, he’s an old boat, but at 92, Doc is a few years older!

If you sense a pattern here, yeah, so do we: Perhaps there is a touch of the fountain of youth about sailing. Perhaps something about being propelled by the wind — call it fun, satisfaction, stress reduction, harmony with nature, simple joy (or all of the above) — might well help some people live longer, happier and more active lives.

We plan to implement full testing of this hypothesis at every opportunity.

— jr

Are you a ‘Sailing 70’ or know one? Please let us know about him or her at johnr@latitude38.com. And please include a short bio and contact information. If we get enough, we’ll do a feature on this subject in a future issue.

times as strong as you think it should be. Today, it’s about 2 to 1, and we see the results — masts coming down, all kinds of gear falling.

On the positive side, all the principles of the dinghy guys from Uffa Fox on have been brought to big boats with a vengeance. And it’s shown in their performance.

How do you like the cruising life?
I like it a lot. I take a great deal of pleasure in the boat itself, how it responds to the elements, how it responds to me. Nancy takes more pleasure than I in the people we see and places we go. And so far, we’re pretty spoiled on both counts. I mean, here we are anchored off Papeete or Moorea and Nancy says, “This is so beautiful — why go anywhere else?” I didn’t have a good answer.

Have you been happy with Flashgirl?
Very. Although like everyone else I wish she were a little bigger.

You haven’t actually owned that many boats. Was that by design?
Yes. When I started sailing I recognized pretty early that most people worked hard, saved money, bought a boat, and went sailing later in life. I made the conscious decision to do a lot of sailing when I was young, healthy and vigorous, and the only way to do that was to sail on other people’s boats. I learned a lot doing that, sailing with people like Myron. He would never just sit there. If he wasn’t busy doing something else, he’d go up forward and watch the way the wave came off the bow. Not to daydream — he was studying the entry and thinking about how to make it better.

What are some of the boats you have owned over the years?
I like to think of Wander Bird’s double-ended tender as ‘my’ first boat. I’ve also had a 101 (a 13-ft modified Whitehall sloop), a Finn, a Thistle, a Soling and the quarter-tonner Invatable. That was my last boat before Flashgirl.

There’s much ado these days about making sailing more ‘accessible’ to all sorts of demographics, as well as more exciting and ‘watchable’ to TV audiences. What’s your take on all that?
There is a disconnect between professional sailing and just regular guys going out and having fun. I think I’m a pretty good sailor, but this stuff with canting keels and foiled multihulls is downright alien to me. It might as well be astronauts going to the stars. It’s certainly funded like astronauts. It is great spectacle, of course, but no one can readily associate with that stuff! I couldn’t race against those guys. Nobody could, with any hope of winning. So in the space of 15 years, I’ve gone from leading edge to feeling obsolete, at least as a racer.

At a more down-to-earth level, I think sailing today suffers from a lack of satisfaction and fun. We need to return joy to it, along with a sense of responsibility. In other words, you no longer have to be as careful because, if something goes wrong, you can call somebody on VHF, SSB or your cell phone to take care of it or come rescue you. I think the rise of shorthanded sailing may be partly in response to this. In shorthanded sailing, there’s nobody to blame but yourself — and nobody to take credit, either. This is gratifying. More people need to take full responsibility for their own actions and their own safety.

We’ve been dying to ask you this for years. There are literally dozens of books on knots. There are videos and DVDs, there are websites. What knots does a sailor really need to know?
There are six — the bowline, clove hitch, figure eight, a good rolling hitch and the sheet bend. Also an excellent fisherman’s knot: two overhand knots jammed together, used for joining like-size lines.

As the saying goes, you’ve forgotten more than most sailors will ever know. After all you’ve seen and done, are you happy with your life at this point?
Voyaging — practicing your skills on the sea with a well-found boat — is every bit as good as you dream about. The key to this enjoyment is understanding your own skills, the capability of the boat and the nature of the elements. You will never understand all of it, of course, but a good grasp of the basics is essential.

The real answer to your question: I’m having the time of my life.

— latitude / jr
The Swedish architect, Einar Ohlson, designed the Ohlson 38 in 1967. The Tyler Boat Company of England molded it to Lloyd’s specs. Of moderate displacement, it is built of solid (non-cored) fiberglass, with 14 full-length foam-filled fiberglass stringers to strengthen the hull. *Dark Horse* is hull #P122, finished by Brodernia Ohlson AB.

LOA 37’6”   LWL 26’6”   Beam 10’3”   Draft 5’6”
All new Egyptian Dacron sails from Port Townsend Sails.
All new standing and running rigging done by Svendsen’s Boat Yard.
New Schaefer roller furling genoa and staysail.
1994 Yanmar 3GM30F diesel with less than 100 hours on the meter.
30 gals diesel. 50 gals water. Fiberglass tanks, in excellent condition.
Located in the San Francisco Bay Area.

There are fewer than a handful of Ohlson 38s on the West Coast. This one has been completely restored and rigged for singlehanded sailing, as described in the July 2004 issue of *Latitude 38*. *Dark Horse*’s replacement value has been appraised at $250,000.
TAPPING INTO SHORE-BASED WI-FI

The use of laptop computers with Wi-Fi connections has become as common aboard cruising boats these days as sextants were fifty years ago.

With that in mind, we’ve tapped the knowledge of sailor and Wi-Fi expert John Navas, on the issue of maximizing the effectiveness of Wi-Fi while aboard a boat. (Navas recently created the Wireless Wiki website, http://wireless.wikia.com, a relatively easy-to-digest resource for laymen.)

Common Problems

In locations where shore-based Wi-Fi signals are strong, using them for Internet access on a boat is comparable to using Wi-Fi hotspots on land. However, the marine environment tends to exacerbate general Wi-Fi problems and create other problems of its own, such as:

- Boat hulls and sailboat masts can block radio signals, reducing range.
- Movement of other boats can cause interruptions of Wi-Fi connections.
- Locating a Wi-Fi antenna below decks can further reduce range.
- It may be difficult to get close enough to the Wi-Fi access point for sufficient signal, especially when anchored.
- Boat movement can result in aiming problems with highly directional antennas (even when tied to a dock).
- Moisture in the marine environment can result in electronic failures.

Improving Wi-Fi

Higher Power — While it may seem that higher power Wi-Fi might help to improve your range, that’s not necessarily true, since higher power only helps on transmit, not receive. Thus, it’s only likely to help if the other end of your connection is using higher power as well, which is often not the case. In other words, what you may well wind up with is an ‘alligator’ — a big mouth but small ears. Also, unnecessarily high transmit power will tend to increase your interference with other Wi-Fi users, making you a bad neighbor. It’s usually much better to just improve your antenna, which helps both transmit and receive.

Better Antennas — Usually the best way to improve range is to use a better antenna (or reflector with a standard antenna), which helps both transmit and receive.

Better antennas work by being directional. Generally, they 1) concentrate radio energy/sensitivity to/from the desired direction instead of wasting it in pointless directions, and 2) reduce interference from other radio sources not in the desired direction (path).

The improvement in antenna performance is referred to as gain, where a higher number indicates the amount of performance improvement expressed in dBi. It takes an increase of 6 dBi to double range; e.g., as compared to a typical 4 dBi antenna, a 10 dBi antenna has double the range.

However, a highly directional antenna can be problematic on a boat, since it must be kept aimed accurately at the remote end of the connection, which can be difficult on a boat floating in the water (even when tied up). The width (angle) of the directional pattern (both vertically and horizontally) can be used to see how accurately the antenna must be aimed.

The simplest and easiest improvement is to use a higher-gain omnidirectional antenna (4-8 dBi), thereby avoiding the need to aim the antenna horizontally (point it at the shore-based wireless access point).

Such an antenna works by concentrating energy/sensitivity in the horizontal direction that would otherwise be wasted vertically (up and down). Beyond about 8 dBi the vertical beam angle becomes so narrow that vertical aiming can be problematic on a boat.

Antenna Location — Higher antenna locations tend to have less interference (e.g., from other boats) than lower locations, so in general it’s a good idea to locate the antenna as high as is practical. On a sailboat, the ideal location is at the top of the mast.

Since signal loss in the cable between the radio unit and the antenna increases rapidly with the length of the cable, it’s better to locate the radio unit next to the antenna, and use lossless cable to support the radio unit, either USB or Ethernet, both of which have advantages and disadvantages (as noted below).

Temporary Setup

Set up your system as needed, packing it away when not in use. Ideally, the radio unit and antenna will be located together as high as possible (outside on
the top of the cabin), usually connected by either USB or Ethernet cable. The advantages of USB are its simplicity, lower cost, and it draws its power over a standard USB cable. A typical USB setup might utilize a device such as the Hawking HWU8DD Hi-Gain USB Wireless-G Dish Adapter (8 dBi, must be aimed). One caveat here is that the maximum length of a USB cable is 5 meters (about 16 feet), although that distance can be multiplied by means of one or more USB active extension cable(s) — effectively a standard USB cable married to a one-port USB hub. Note, however, that USB Internet connections can be shared by means of Internet Connection Sharing and a separate network (e.g., Ethernet connected to the hub). The advantages of using a direct Ethernet connection to your Wi-Fi setup are that you can run a long cable (up to 100 meters), you do not need a USB driver, and it can support multiple clients with a hub or switch. In this case, one caveat is that not all Wireless Ethernet (client) bridges support multiple clients. Check manufacturer specs.

Permanent Installation

Permanently installed will give far more range than regular Wi-Fi at the deck or cabin level.

- Install a weatherized high-gain omnidirectional antenna as high as is practical. If on a sailboat, ideally at top of mast.
- Install a weatherized Ethernet 'client bridge' as close to the antenna as possible, in order to minimize signal loss in the antenna cable.
- Run weatherized CAT5 cable from the Ethernet client bridge (if on a sailboat, down/inside the mast).
- Power the client bridge via Ethernet.

Managing a Wireless Ethernet Bridge

— When using a wireless Ethernet (client) bridge, IP addresses of networked programs have an easy way to update their data files, so do that when you first get Internet access and every day after that. It only takes a few seconds. Two more things to watch for: Email messages can be used to transmit viruses, so if you get a message with a file attachment, don’t automatically open it. If you don’t know what it is, send a note back to the sender and ask if they really sent it — faking a friend’s email address is the easiest thing in the world to do. Also watch for ‘phishing’ attempts. For example an email (purportedly) from your bank, asking you to go to their (alleged) website and enter all of your secret information and passwords may well be a fake. Some are masterfully done, so be suspicious and trust no one.

COMPUTER SECURITY

Now that you are connected to the Internet, what’s the first thing you should do? That’s easy, update your computer software and anti-virus software.

The Internet has a lot of dark alleys and dangerous neighborhoods, and you need to be careful. There are two things that are needed: One is a barrier or ‘firewall’ between you and the outside world to limit access to your computer. The good news is that Wi-Fi networks all include routers which also act as an incoming firewall. That’s great, but look around the marina — those folks are all on the inside of the wall with you, and if their computers are full of nasty stinking viruses then you can be infected also. The Windows XP firewall works just fine, there is no need for anything else — just be sure it is turned on. And also turn off file-sharing, unless of course you want to share your secret information with anyone who can guess your password. (You mean it isn’t the name of your cat?)

The second thing you need is anti-virus software to detect and, hopefully, kill anything that does happen to get in. There are lots of anti-virus programs. It’s not especially important which one you use, as long as you use something, and keep it up-to-date. Our preference is to avoid the ‘all-in-one’ Internet security solutions which combine firewall, email and virus protection. Firewalls and anti-virus are two separate things, and there is no need to combine them — doing so just makes everything more complicated.

Did you notice the ‘up-to-date’ comment? An anti-virus program is only as good as its virus definition file and, with a bazillion new viruses being created every week, this is not something that can be forgotten about. All anti-virus programs have an easy way to update their data files, so do that when you first get Internet access and every day after that. It only takes a few seconds.

If there’d been a clean Wi-Fi connection in the anchorage, this cruiser could have made his nearly free Vonage call from his boat.

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If there’d been a clean Wi-Fi connection in the anchorage, this cruiser could have made his nearly free Vonage call from his boat.
clients on the boat (wired or wireless) are normally assigned by a shore-based DHCP server.

The problem is that the wireless Ethernet bridge will typically have a fixed IP address for management that won’t necessarily be on the same subnet as IP addresses set by shore-based DHCP servers, preventing networked clients from directly managing the wireless Ethernet bridge.

Two possible solutions to this problem are 1) to use a multi-homed Ethernet adapter with both a static address and a DHCP address. Or 2) use a multi-homed Ethernet adapter configured manually just like a DHCP bridge.

Wired versus Wireless Clients — It’s important to note that in order to minimize possible interference, a boat Wi-Fi access point should ideally be on a different minimally-overlapping channel (1, 6, 11 in the USA) from the shore access point.

Power — Many stand-alone low-end networking devices that use separate brick-style power supplies are able to tolerate a relatively wide range of input voltage, and can be run directly from 12 volt DC boat power with an appropriate adapter cable. Check manufacturer input voltage specs if possible.

Relaying and Mesh Networks — When some boats are too distant from a shore access point for a direct Wi-Fi connection, it may be possible to setup nearer boats to repeat or relay the Wi-Fi signal to more distant boats. (See info on Navas’ site.)

International Use — Wi-Fi channels are standardized, but vary slightly in different parts of the world. Many Wi-Fi devices will work properly anywhere in the world, either by means of a configuration option (preferable), or by means of different firmware loads (clumsy).

— john navas

On his website, Navas lists a wealth of useful resource links. Among them are:

- Wi-Fi Internet solutions for boaters and marinas — www.wifimarine.org
- RadioLabs — www.radiolabs.com
- MarineLabs Wireless — www.marinelabs.net/wifi
- HyperLink Technologies — www.hyperlinktech.com
- Linksys — www.linksys.com
GEEK-SPEAK GLOSSARY

- **Access Point (also AP)** — Basically a wireless hub. An access point provides a central point for wireless clients to connect to, in order to exchange information. An Access Point typically also includes a connection to a wired network, to extend the wired network to wireless clients.
- **Bridge** — A box that connects two networks together, for example your local wired network to a marina Wi-Fi network. In the Wi-Fi context a bridge will act as a wireless client connected to an access point on one side, and an ethernet connection on the other to connect to a computer network card.
- **Client** — In networking terms, your computer. The other end is a server.
- **Client Card (also Wireless Adapter)** — A network card (or box) to connect your computer to a network. Traditionally a client card was a connection to a wired network, but common usage is now as a wireless (e.g. WiFi) network client connection.
- **dBi** — Decibels over Isotropic, a measure of effective power compared to an Isotropic radiator, i.e. an antenna that radiates equally well in all directions. A directional antenna will have gain in one direction, at the expense of signal in other directions.
- **DHCP Server** — A service that assigns dynamic IP addresses. A DHCP server can be a background program running on a computer (for example a Windows computer with ICS), or an internet router, or a server on a WAN connection.
- **Ethernet Adaptor** — A device that connects a computer to a network. This can be a built-in network adaptor, a PCMCIA card (‘PC card’), a USB-connected network adaptor, or (for desktop computers) a card in the computer.
- **Gain** — In radio/Wi-Fi antenna terminology, refers to the increase in signal strength in a particular direction. Antenna gain is usually measured in dBi, which is gain measure in dBS over an isotropic radiator (i.e., one that sprays signal equally everywhere).
- **Hub** — A device for connecting multiple wired ethernet connections together to form a local network. A hub is a ‘dumb’ device, basically a network ‘party line’ where everyone interferes with everyone else.
- **NIC** — Network Interface Card. Same as ethernet adaptor although usually refers to a plug-in card in a desktop computer. Also called a ‘network card’ or ‘client card’.
- **Port** — A network connection. Each computer or network device can carry on multiple simultaneous connections, with each connection using a different port number. Some ports are standardized, for example a POP3 email server always uses port 110 for connections from email client programs.
- **Router** — A device, typically a hardware box, that acts as a gateway between a local network and the Internet.

— jim corenman
2007 BIG CREW LIST —

We don't want to jinx anything, but it appeared at press time that the summer sailing season had arrived. (If you're reading this with the rain pounding outside and no wind, we apologize.) But whether the westerlies truly have returned or there really is something to that groundhog deal, it's high time you started at least thinking about sailing. Not to brag, but there's no better place to think about it than in these pages, and there's no better place to plan it than right here, in our biggest Crew List of the year. Whether you're looking for a boat to crew on, or for crew for the boat you have; whether you're male, female or a couple; whether you are experienced or a 'newbie'; whether you are interested in cruising, day-sailing, co-chartering or boat swapping — there is no better place to do it. But if it's racing you're interested in, you can't do it here; Your Crew List appeared in last month's issue.

If your name appears here, chances are you already know the drill — look for the listing showing the type of sailing you want to do, decipher the 'code' beside each name using the information in the gray boxes (highlighting the most desirable aspects using a red pen), and then start making calls. Of course, if you're listed here, you will most likely be receiving calls, too.

If you don't have a clue what we're talking about, it's easy enough to figure out. Plus, you don't have to be listed here to take part. If you were late getting your name in, didn't bother, or are looking at your very first issue of Latitude — no problem. All we ask is that everybody wanting to take part in the Crew List first read and acknowledge the disclaimer in the skinny box at the bottom of this page. Or, as we said in the very first Crew List, which appeared in the April, 1982, issue, "If using this list leads to your getting hurt, killed or married, it's not our fault. If you aren't something of a risk-loving swashbuckler who can handle him/herself in any situation, don't use this list."

DIRECTIONS TO THE GOLDEN GATE YC

The Golden Gate YC is located in a modern two-story gray building in the San Francisco Marina. From the East Bay, cross the Bay Bridge, get on the Embarcadero and go north. Turn left on Bay and right on Laguna. Laguna turns into Mariposa. Right on Lyon and follow the parking lot around to the right, past the St. Francis YC and all the parked boats to the very end. Park near the old to wer. From the clubhouse, turn right on Harold Street and go through three stoplights. Left to the Fremont exit. Turn right on Harold Street and go through three stoplights. Left on Embarcadero, then follow directions above. From the north, it's a bit tricky. Take 101 across the Golden Gate Bridge. Bear left after going through the Golden Gate toll plaza and follow the "Marina" signs. The first light as you approach Marina Green is Lyon, but you can't turn left there. So turn right, and another immediate right into the parking lot of the Exploratorium. Bear right. Follow the parking lot to the far end and turn right on Marshall. Pass under 101, then turn right on Mason. You'll now be on Presidio property. Marina intersects Lyon at the first stopsign, and this time you can turn left. Proceed as above. Note that you cannot drive all the way up to the GGYC clubhouse. Park at the far end of the parking lot and walk out the jetty to the club.

IMPORTANT NOTICE: The Latitude 38 Crew List Advertising Supplement is for informational purposes only. Latitude 38 does not make nor imply any guarantee, warranty or recommendation as to the character of anyone participating in the Crew List, or the conditions of their boats or equipment. You must judge those things for yourself.

So what do you say when you get called or make calls? The interviews you will conduct with your prospective skipper or crew will vary with each situation. Folks getting together for occasional daysails will naturally remain a lot more flexible than those heading over the horizon for long periods with the same group of people. Here are some general guidelines for the more involved Crew List situations.

If we were looking to crew on a cruising boat, we’d certainly ask a potential skipper about his experience, planned destinations and itinerary — and how flexible those latter two are. We’d ask about financial arrangements, accommodations, how the watch system works, how much (or little) stuff to bring and what non-sailing duties he expects of the crew — shopping, painting, cooking, etc. We’d ask when the boat was last surveyed, how much the skipper prefers to sail vs. motor, amenities aboard (hot/cold water, refrigeration, etc.) and what primary and back-up navigation systems he uses. Don’t forget the ‘little’ stuff, either, like on-board rules regarding smoking, drinking, snacking, playing music, entertaining guests, bathing and so on.

A skipper, of course, will be more concerned with skills, experience level and compatibility. It’s worth noting here that, to some skippers, people with little or no experience are preferable to those with lots of sea miles — they’re easier for the skipper to ‘train’ to do things his or her way.

By the way, it’s a good idea to make a list of questions, make copies of that, and pull a fresh copy out for each new ‘interview’ you do. Otherwise, by the fourth or fifth call, you’ll start to fuzz out over who said what. Trust us on this.

The Crew Listing process has put together thousands of crews over the last two decades. Most of them who ‘wrote home’ told us nice things about their various experiences. Some said it changed their lives. Some — to the head-scratching of friends and family — quit good-paying jobs they didn’t like to pursue low-paying ones in sailing that they did like. Some even got
Don’t tell them moronic things like “sex is required” to crew on the Crew List. (Many of them have chosen to list themselves.)

If you’re a man, please don’t be a jerk to any of the women—particularly for the strength and exuberance of youth. And the steady hand of experience usually brings better music. Give everybody a chance.

If your name appears here (or in last month’s Racing Crew 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. It will help everyone if you bring exact change.

Now for a medley of our greatest Listing tips:

• Call prospective crew or boat owners no earlier than 8 a.m. and no later than 10 p.m.

• If you’re looking to crew, be realistic about the commitment involved. Even daysails can start earlier and end later than you think (the “time flies when you’re having fun” principle). Cruising, of course, requires that you put your life ashore on hold for long periods of time. Plan accordingly.

• Be honest.

• References. A lot of people, particularly women, appreciate references before getting on a boat with a bunch of people they don’t know. For skippers, this can be as simple as giving out two or three phone numbers of crew who can vouch for your skills or character (clear it with them first, of course). References might also prove useful for experienced crew looking for new boats.

• 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 for the strength and exuberance of youth. And the steady hand of experience usually brings better music. Give everybody a chance.

• If you’re a man, please don’t be a jerk to any of the women on the Crew List. (Many of them have chosen to list themselves by first name only in the event any jerks disregard this notice.) Don’t tell them moronic things like “sex is required” to crew on a boat—an actual quote, we’re sorry to say. 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.

• We’ve been asked to address the issue of shyness, particularly for people attending the crew parties. Here’s a suggestion: bring a friend. It’s always easier to walk up and start talking to somebody when you have some moral support. It would help if the friend is at least somewhat interested in sailing, and even better if he or she was willing to take part in the Crew List. However, if the friend happens to be George Clooney or Carmen Electra, find a different friend or come alone.

Well, that’s about it. The whole thing’s pretty intuitive once you get going, and if you’re a typical Crew Lister, you’ll be doing just the type of sailing you want this summer—and wondering why you didn’t try Crew Listing years ago.

— latitude

CREW LOOKING FOR CRUISING BOATS

MEN TO CREW ON A CRUISING BOAT

Alex Peters, 57, alexpeters@earthlink.net

Bob Macomber, 63, (619) 888-2834, bobarete@prodigy.net

Ben Hackett, 21, (514) 913-1931, enjambim@yahoo.com

Blake Rogers, 37, (374) 374-5716, greensaucer@yahoo.com

Bob Barrow, (408) 354-1960

Bob Woolihan, 21, (415) 867-9348, 1323-34th Ave., S.F., CA 94122

Bob Pezzoli, 62, (925) 438-4573, pezzoli@comcast.net

Bob Whelihan, (215) 760-2746

Calvin Smith, 52, (775) 250-8421, calsmith3@sbcglobal.net

Chuck Beattie, 62, chuckles44@yahoo.com

Coby, 50, (971) 235-4268

Craig Emmes, 20, craig Emmes@hotmail.com

David Barke, 42, (408) 458-6044, daveberke@sbcglobal.net

David Castillo, 55, (408) 499-0327, davidcastillo@comcast.net

Ed Kangaelter, 60, (707) 338-1923, edkangaelter@earthlink.net

Eric Deckler, 51, (831) 234-4110, cire@soe@ucsc.edu

Frank Donahue, 62, (603) 493-2659, gaudatesite@hotmail.com

Frank Shallenberger, 60, (775) 450-6229

Greg Weckenbrock, 25, located Prague; best contact is: wildswock@yahoo.com, phone # (9 hrs ahead of PST) is: 420 776 846875

Herman Haliza, 57, (415) 706-9227

— ANY WAY YOU WANT IT
2007 BIG CREW LIST—

“WANT TO CREW” CODE

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

I/ WE WANT TO CRUISE:
1) SF Bay and/or Delta
2) Monterey Bay
3) Southern California
4) Mexico this fall/winter
5) Hawaii and/or South Pacific
6) Pacific Northwest or Alaska
7) Caribbean
8) Mediterranean
9) Anywhere warm
10) Other destination(s)

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

MEN TO CREW, CRUISING — CONT’D

J.C. Reynolds, 60, (510) 222-9235, jcsstaff@aol.com, POB 20277, El Sobrante, CA 94802... exp 3/wants 1,2,3,4,5,6,7,8,9,10/offers 1,3,4,7,8 (engineer, sailing, top deck, kitchen, mate, cook)

Jeff Broman, 50, (909) 554-6934, saylormart2@earthlink.net
................................................................. exp 3/wants 4,5,8,10,11 (Marquesas)/offers 1,4,6,7,8 (nav. & sail).

Jeff Vickers, 49, (415) 454-6507, jvickersdesign.com
................................................................. exp 3/wants 1,2,3,4,5 (CA coast)/offers 2,3,7.

Rod Piety, 46, (310) 463-8975, whosedream@earthlink.net
................................................................. exp 2,3/wants 3,4,5,6,7,8 (USCG license).

Romeo Danais
wants 4,5,10/offers 1,2,3,4,5a (some),7,8 (liveaboard 5 yrs, sailing instructor 3 yrs.).


................................................................. exp 3/wants 4,5,6,7,8,9/offers 1,2,3,4,5b (woodwork, scuba - w/surf instruction).

................................................................. exp 3/wants 5,6,9/offers 1,4,7,8 (seamanship).

................................................................. exp 2a/want 1,2,4,6,8,10/offers 1,2,3,7.

................................................................. exp 2a/wants 1,3,4,8,9,11 (So. & central America)/offers 1,3,4,7,8 (fun person; boating entire life).

Monk O’Maille
............................................................... exp 3/wants 4,8 (Baja Ha-Ha 14)/offers 1,3,7.

............................................................... exp 2a/wants 1,3,4,8,9,11 (So. & central America)/offers 1,3,4,7,8 (nav).

................................................................. exp 3/wants 1,2,3,4,5,6,11 (west coast)/offers 1,3,4,5a,7.

................................................................. exp 3/wants 1,2,3,4,5,6,8,9,10/offers 1,2,3,4,5,7 (German),8 (splices & knots).

................................................................. exp 3/wants 1,2,3,4,5,6,7,8,9,10/offers 1,2,3,4,5 (French),7,8 (splices & knots).

................................................................. exp 3/wants 5,6,7,8,9,10/offers 1,2,3,5 (German),7,8 (seamanship).

................................................................. exp 3/wants 3,5,8,10/offers 7.

................................................................. exp 3/wants 3,4,5,6,8,9/offers 1,3,4,7,8 (wood, carpentry, sails, woodwork).
COURTLED CREW SEEKING CRUISING COMPANY

Bryan & Valerie O’Hara, 58/66, bryanohara@yahoo.com
... exp 3/wants 1,2,3,4,5,6,8,9,10/offers 1,3,4,6,7,8 (ASA coastal cruising certified).

Carol & Charles Fallon, 55/60, (530) 644-0522, apphil@swcglobal.net
... exp 3/wants 1,2,5,10/offers 1,2,5a,5b (French), 7,8

Carol & Howard Keiper, 65/68, (707) 746-7163, thekeip@comcast.net
... exp 3/wants 3,4,5,10/offers 1,2,3,4,5,6,7,8,9,10 (2005-2007)

Gary Wiens, 46/36, (707) 965-1729, garyinpopev@jelly.toast.net
... exp 2/wants 1,2,3,4,8,9,10/offers 1,2,4,6,7 (ASA coastal cruising cert.)

Carol & Howard Keiper, 55/60, (530) 205-3303
... exp 4/wants 1,2,4,5,6,7,8,9 (high Latitudes)/offers 1,2,3,4,5a (some),7

MEN WITH BOATS FOR DAYSAILING

Andy Kurtz, 48, (707) 953-0434, andy@sailingbiz.com, Columbia 57, Mexico/Halifax, Halifax, Nova Scotia, 2007...

Alain Simonneau, 56, (209) 981-8042

Bernard Slabeck, 70, (651) 282-2534

Bruce ‘Breezy’ Roseman, 53, (415) 286-2534, mkrwert@osp.com, Columbia 57, Mexico/Halifax, Halifax, Nova Scotia, 2007...

Eliot, 47, (707) 688-1940

Jay Slupesky, 49, (925) 351-8447, jay@tailoreak.com

John D. O’Connor, 59, oconnors_at_sea@hotmail.com, Vagabond 47, Med. then Carib., April ’07 to ’09 (This is the 8th year of world cruise)...

John D. O’Connor, 59, (510) 278-2936, CD27118@aol.com

Michael Cohen, 66, (707) 483-4956, michael@cmcn.org, Yorktown 33, Delta & Bay Area, Soon ??...

Michael Fritts, 62, (206) 949-7587, fritts.m@comcast.net, Pacific Seacraft 34, Baja & Sea of Cortez...

Michael Kurtz, 42, (707) 290-3434, mkurtz@osp.com, Ericson 347, Monterey, May-Sept...

Paul Lempert, (619) 293-3489, 50-kt-ketch, S.D. Bay & So. Pacific...

Tom Longmore, 46, (360) 241-0560, MacroGregor 26, San Juans, Pas. NW Gulf, Desolation Island...

Tom McCall, 76, (831) 452-6258, Hunter 29, 1 to 3-day local destinations, June-Oct...

William Hogarty, 42, (925) 200-2010, whogarty@oifo.com, 97 SY, Mexico, Nov-11/07...

WOMEN LOOKING FOR CRUISING CREW

Sandra Ilkenhons, 59, (415) 259-1703, vessel lies San Rafael, CA, 47’ Steel ketch, Juneau, AK, June ’07. (you’ll need a passport)...

John Jerry Campbell, 62, (831) 278-1143, pays510@yahoo.com, Valiant 40, Mexico, Oct. 1, 2007...

Ken Geiser & crew, 35+, (408) 356-2884, (408) 210-6686, ken_geiser@ars.aon.com

— ANY WAY YOU WANT IT

COURTLED CREW SEEKING CRUISING COMPANY

Bryan & Valerie O’Hara, 58/66, bryanohara@yahoo.com
... exp 3/wants 1,2,3,4,5,6,8,9,10/offers 1,3,4,6,7,8 (ASA coastal cruising certified).

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... exp 3/wants 1,2,3,4,5,6,8,9,10/offers 1,2,4,5a,5b (French), 7,8

Carol & Howard Keiper, 65/68, (707) 746-7163, thekeip@comcast.net
... exp 3/wants 3,4,5,10/offers 1,2,3,4,5,6,7,8,9,10 (2005-2007)

Gary Wiens, 46/36, (707) 965-1729, garyinpopev@jelly.toast.net
... exp 2/wants 1,2,3,4,8,9,10/offers 1,2,4,6,7 (ASA coastal cruising cert.)

Carol & Howard Keiper, 55/60, (530) 205-3303
... exp 4/wants 1,2,4,5,6,7,8,9 (high Latitudes)/offers 1,2,3,4,5a (some),7

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John Jerry Campbell, 62, (831) 278-1143, pays510@yahoo.com, Valiant 40, Mexico, Oct. 1, 2007...

Ken Geiser & crew, 35+, (408) 356-2884, (408) 210-6686, ken_geiser@ars.aon.com
DAYSAILING CODES
I/WE HAVE A BOAT, WILLING TO TAKE OTHERS OUT.
I AM/WE ARE:
1) Single to take singles out
2) Couple to take couples out
3) Singles, couples or small groups okay, but leave kids home
4) Kids okay as long as you can control them

WANT TO JOIN OTHERS FOR CASUAL DAYSAILS.
I AM/WE ARE:
1) Single
2) Couple
3) A group of _____ (state number) friends interested in sailing

Michael Cohen, 66, (707) 483-4956, michael@mcn.org ..................................... 1,4.
Michael Kurty, 42, (707) 290-3434, mkaroh@ap.net ............................................. 2.
Mike C., 67, lac385@yahoo.com ............................................................................. 3.
R. Becker, 54, (510) 882-6607, rangerstellablue@yahoo.com ............................ 1,4.
Tom McCall, 76, (831) 425-6528 ................................................................. Inquire.

COUPLES WITH BOATS FOR DAYSAILING
Bob & Lina Irby, 60, (415) 713-9515, dede@mcn.org ........................................ 1,2.
Dick & Suzi Mahoney, 50+, (805) 217-3939, dick.mahoney@gmail.com ........... 2,3.
Tom & Susan, 56, (925) 963-8503 ................................................................. 2,3.

MEN FOR CASUAL DAYSAILING
Alex Peters, 57, alexpeters@earthlink.net ............................................................. 1.
Bob Barrow, (408) 354-1960 ................................................................. 1.
Boz Johnson, 21, (650) 359-6933, ryanboz8@hotmail.com ......................... 1.
Bruce Bartolf, 42, bgbartolf@gensler.com .......................................................... 4,5.
Bruce Hood, 71, (510) 846-4306 ................................................................. 1.
Dennis McCloy, 51, (415) 261-5477 ................................................................. 1.
Fred Christensen, 30, (248) 688-5773 ................................................................. 1.
Jim Silver, 49, (510) 749-6709, jsilver@sbglobal.net ....................................... 1,3(1),4,5.
Larry Block, 60, (415) 425-3005 ................................................................. 1.
Lewis Lehnus, 55, (510) 489-6199, lewislehnus@hotmail.com ...................... 1.
Mark Lazar, 46, (650) 346-9792, mark@lazarfamily.com .............................. 1.
Michael, 26, g.m.sawade@gmail.com ................................................................. 1.
Norm Winters, 66, (707) 994-4242, nwi3@allvantage.com ........................... 1,3(2-3).
Peter McKenna, 47, (415) 331-2766, pmckenn@earthlink.net ....................... 1.
Richard Shoemaker, 53, (707) 468-5779, greennion@sbglobal.net ................ 1.
Rick Felton, 59, (925) 575-4970 ................................................................. 1.
Scott Davis, 50, (530) 265-5089 ................................................................. 1.
Stephen Baloglu, (San Diego), stephenbaloglu@hotmail.com ....................... 1.

WOMEN FOR CASUAL DAYSAILING
Andrea Nelson, 29, andrea andreaneelson.com ................................................. 1.
Betty, 50+, mypetgoat@sbglobal.net ................................................................. 1.
Cathy, 43, (415) 252-9322, 4scy@yahoo.com ................................................. 1.

THE BOAT YARD AT GRAND MARINA
Formerly Mariner Boat Yard
"Where Service Has Meaning"

IT'S SIMPLE!
Call The Boat Yard at Grand Marina for the Lowest Bottom Prices!
~ COMPARE US WITH THE COMPETITION ~

<table>
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<th>BOAT LENGTH</th>
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The Boat Yard at Grand Marina's pricing includes Pettit Trinidad SR paint, which we brush on.
All other yards roll their paint.

CALL FOR A RESERVATION
Located at Grand Marina  •  2021 Alaska Packer Place, Alameda
(510) 521-6100  •  Fax (510) 521-3684  •  www.marinerboatyard.com
I / WE WANT TO CO-CHARTER

I/WE WANT TO CO-CHARTER FOR ___ WEEKS IN THE (SPRING, SUMMER, FALL, WINTER) _________________________ OF 2007.

SAILING EXPERIENCE:
1) Little or none
2) Moderate. I sail regularly and have charted before
3) Lots. I’ve sailed and/or charted many types of boats and am a competent skipper
4) a) I’d like co-charterer to skipper and give me direction
    b) Prefer co-charterer of at least equal proficiency
    c) Would be willing to co-charter with less experienced party
5) With other couples
6) With other singles
7) With my/our well-behaved kids, age(s) _____________
8) A smaller (30 to 40 ft) boat with one or two other people
9) A medium (40 to 50 ft) boat with four to six other people
10) A large (60 ft or more) boat, the more co-charterers the merrier

I/WE WANT TO CHARTER IN:
1) San Francisco Bay
2) Monterey/Santa Cruz
3) Southern California
4) Mexico
5) Hawaii
6) Pacific Northwest
7) Caribbean
8) Mediterranean
9) Other: ______________

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

WOMEN FOR CASUAL DAYSAILING — cont’d

Dede Thoma, 58, (707) 888-4103, dede@mcn.org .......................................................... 1.
Fran S., 58, franst8@msn.com .......................................................................................... 1.
Johanna, 29, jerahman@hotmail.com .......................................................... 1.
Joy, 37, joydds@sbcglobal.net .......................................................................................... 1.
Joyce Jones, 50+, (415) 939-3150, cookiebaker2004@hotmail.com .................... 1.
Katharina, 28, (415) 490-7878, katharina78@gmail.com........................................ 2,3(2).
Laura Falls, 48, C: (209) 247-8844 or (209) 522-8422 ........................................... 1.
Leslie & Angelica, 40s/50s, Leslie: (916) 529-7260, W: (916) 782-8875; Angelica: (916) 247-7689 ................................................................................................. 1,3(2).
Marlaina L.P., over 45, aspenseer@yahoo.com, P.O. Box 1018, Twin Bridges, CA 95720 ............................................................................................................. 1,3(1-2).
Niki Simpson, 56, (530) 676-1277 ......................................................................... 1.
Pat, 49, (916) 801-5956 .......................................................................................... 1.
Patricia Cole, 57, patriciacolesf@hotmail.com .......................................................... 1.
Rebecca Walsh, 52, H: (925) 829-4647 .......................................................... 1.
Renee, 58, (510) 532-1935, oakcat6@hotmail.com ..................................................... 1.5.
Ruth, 72, (925) 875-0828 .......................................................................................... 1.
Toni Sarch, 38, (408) 540-8635, tsarch@comcast.net ................................................ 1.
2007 BIG CREW LIST

COUPLES FOR CASUAL DAYSAILING
Brian Cross & Michele Badker, 33/38, (925) 383-4196 or (925) 408-1021 .......... 2
Bryan & Valerie, 58/66, bryanohara@yahoo.com ............................................. 1,2,3,4
David Castillo & friend, 55, (408) 499-0327, dcisur@comcast.net .................... 2
George & Colleen, 49/47, (925) 239-8247, g.northstar@earthlink.net .......... 2
Jason Duell & Susan Hunsicker, 36/34, (510) 508-1084, jcduell@gmail.com ..... 1,2,4
Jeremy & Nadja, 29, (650) 212-7966 ................................................................. 2
Mike Messer & Tammy D., 43/36, T: (805) 610-8235; M: (805) 674-1830 ....... 2,4,5
Pam & Geoff Danker, 41/43, (707) 254-9697 ....................................................... 2,4,5
Ron & Pam Piotrowski, 40s, (415) 307-4773, ronp@best.com ....................... 1,2
Roy & Kelly, 50, (925) 570-0071 ....................................................................... 2
Steve & Kathi Minden, 51, C: (650) 892-7719, H: (650) 966-1799, mindens@samtrans.com ................................................................. 1,2
Toni & John Fabretti, 52/62, (530) 672-8510 .................................................... 1,2

PEOPLE WANTING TO CO-CHARTER
Holly & Gary Dowling, 49/53, (707) 965-1729, garyin popev@jelly.toast.net, 1+ wks in 2007 ............................................................. exp 2b/prefers 1,2,3,4,7/wants 4,5,7,8,9 (open).
Lisa Sheffield, 57, lisasheffieldid61@gmail.com, 2-3 wks summer 2007 ......... exp 1,2/prefers 1,4,6,7/wants 4,8,9 (Croatia).
Norm Winters, 66, (707) 994-4242, nwint3@allvantage.com, 1-4 wks anytime in 2007 ............................................................. exp 1,2/prefers 1,4,6,7/wants 4,8,9 (Croatia).
Stan Starkey, 70, (510) 412-0822, stanselene@hotmail.com, 2 wks Sept. 2007 .... exp 3c/prefers 1,3,4,7/wants 9 (Whitsunday Isl., Australia).
Tom McCall, 76, (831) 425-6528, 1 wk May 20-26 (I’ve paid) ................................ exp 3c/prefers 1,3,4,7/wants 9 (Croatia).

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I/WE WOULD LIKE TO CRUISE THIS AREA FOR ABOUT _____WEEKS IN THE MONTH OF ______________________, 2007.

PEOPLE WANTING TO BOAT-SWAP
Brian Howard, 42, akwildcardhi@yahoo.com ........................................................ has 35’ motorsailer in HI – wants Carib and Micronesia area 2 wks summer 2007.
Cindy & Rich, 56, moonpearl@yahoo.com ................................................................. has Islander 36 – wants Mexico 2 wks anytime in 2007.

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Some day I will learn to follow my own advice and always go to art galleries, museums and boat shows alone. I have yet to go to any of these places with someone who wants to spend the same amount of time at each painting, exhibit, boat or accessories booth as I do. Once again, I had made the mistake of arranging to meet someone at the boat show.

"It's not like Lee to be this late," I fumed as I checked my watch yet again, thinking that, if the wind came up early, she might have blown off the boat show entirely to go windsurfing. But at least we had selected a sensible meeting place — the booth for the Pacific Cup. I knew some of the volunteers staffing the booth that day, so I had a place to leave stuff, and could even sneak behind the counter to sit down and rest my feet for a while. But that was later. Now, I was eager to make the rounds before everything got too crowded.

Finally, I gave up and left a note for Lee that I'd be back in an hour, and set off for the boats. I was about to exit the accessories tent when she spotted me.

"Sorry I'm late," she apologized as she ran up, almost out of breath. "Amtrak was behind schedule again."

"You came here by Amtrak?"

"For sure. The train station is, like, closer than the parking lot and much faster than the bus. Best part is that they don't even check for tickets on the short leg between my station and here, so it's, like, a totally free ride."

"But if they do check," I reminded her, "there's a stiff extra charge for buying a ticket on the train."

"The trick is to get on at a station with no ticket booth," she explained. "No extra charge that way. Anyway, what should we look at first?"

"Big boats!" I said. "Before they get too crowded."

But, the way the show was set up, we had to walk through both accessories tents before we could get out to the docks, and we were making heavy weather of it.

First, I had to stop and discuss a new spinnaker with my sailmaker. Then Lee had to check out a new trapeze skiff, and sign up for a demo ride. I wanted to discuss an electronics upgrade. An hour later we were almost out of the tent when we came across a huge Hawaiian outrigger canoe, big enough for six paddlers. Lee seemed to know some of the people running the booth.

"So like, how are the new digs working out?" she asked. This was a reference to the fact that the club had moved to a new facility across the Estuary since last year.

"It was touch and go for a while," answered a young woman, "but I think we landed on our feet. No help from the City or the State, though. We tried to write a grant, but it was our first and probably only try. They say you never get a grant the first time out."

"For sure," said Lee. "But, like, keep trying. Cal Boating is finally coming around to funding some projects for non-motorized boating. It used to be that, since they collected most of their revenue from the marine gas tax, they thought they should only fund things for powerboats. I mean, for the last couple of decades it should have totally been called 'Department of Jetskis and SUVs' instead of Department of Boating and Waterways."

"You mean because of all the boat ramps they funded?"

"All over the state," confirmed Lee, "and mostly far from population centers, where only people who could afford road trips with their boats had access."

"I guess because it's all gas tax money," observed the young woman, "the big tow vehicle, the two-stroke engines, and the hundreds of miles of driving to the lake and back became the Cal Boating vision for how boating was supposed to work in California."

"Not to mention the driveway or garage or the backyard that the boat is supposed to be stored in," added Lee. "I mean, who were they serving, and how much more fuel does that kind of boating cause to be burned?"

"If their budget is based on fuel tax," I suggested, "you can't blame them for encouraging more consumption."

"I can and I did," said Lee emphatically. "But they finally seem to be coming around, and, like, I don't just say this because my sailing club finally got a Cal Boating grant."

"Aha!"

"No, really. Cal boating is finally looking at urban launch sites for non-motorized small craft. Sure, it took them way too long, but you gotta give them credit for finally figuring it out, sort of."

"Powerboating via trailer to the lake isn't exactly going away," I said.

"For sure," said Lee, "but think a few years down the road, to post-peak-oil. What kind of cars will we be driving? Will they be capable of pulling trailers on the..."
freeway? What will our land use patterns be like? Will most people have a garage to, like, spare for boat storage, let alone a driveway or backyard?"

"Paradigm shift!" suggested the paddler (who also pointed out that, as a public policy student, she was allowed to use that phrase).

"Point is," said Lee, "if boating facilities are really going to serve the public interest, then the focus has to shift to the urban waterfront. And, like, urban populations need on-site storage, ramps or tidal steps along city shorelines, parking and, most important of all, some minimal support for non-profit co-ops that can offer access to boating at way below market prices."

"I couldn't have said it better myself," said a man in a suit who had been inspecting the big outrigger canoe. He had a file folder in one hand, and with the other he passed out sheets of paper to the three of us.

"I'm with the California Department of Boating and Waterways," he said, "and this survey is designed to help us determine what kind of facilities for non-motorized boating we should be funding. And I agree with everything you just said. Our new focus is on urban access."
“Great!” exclaimed the outrigger paddler. Maybe we’ll try again for a facilities improvement grant next year. I’ll fill this out right now.”

We all found pens and set to work. The questionnaire was reasonably well crafted, asking the usual questions about what kind of boating we engaged in and what kind of facilities we needed.

“Um, there’s, like, a serious flaw in this method of data collection,” noted Lee. “If there are very few on-site storage facilities for kayaks, for example, you will find very few people reporting that they use on-site storage facilities for kayaks, so your statistics will show very low demand. I mean, it may be true that ‘If you build it, they will come’ but, like, if it ain’t built yet, no one will be there.”

“Well I think it’s fantastic that you’re ready to finally fund some small boat facilities,” said the outrigger paddler. “Kids today really need this, especially the ones who are being left behind by the culture of traditional school athletics and field sports.”

“You know, when I was in school,” I recounted, “I was the only overweight kid in my class. (And a good thing, too, because I never had to worry about being picked last when we chose up teams.) But now, when I take the kids from the youth center out for sailing rides as part of our yacht club’s public service obligation, it seems like half of them are working on some very serious personal tonnage.”

“We had GenX, then GenY . . . now we have GenXXL,” said Lee.

“Between the kayaks, outriggers and dragon boats, I think we can actually make a dent in that problem,” predicted the Cal Boating and Waterways rep.

“And the windsurfers,” added Lee. “Once kids are exposed to any kind of boating they are much more likely to stay in the game. But, like, first they have to be shown where the marina is. Paddle sports are the easiest entry point. For a small but important fraction of those kids, something clicks in their brains and then they’re, like, hooked on boating for the duration.”

“Someone brought a pile of very interesting statistics to our last yacht club board meeting,” I noted. “The sailing industry is flat, windsurfing is leveling off, but paddle sports are booming. The suggestion was to actively solicit paddlers as yacht club members, the idea being that eventually they would move up to real boats.”

“Ahem,” coughed the canoe club paddler. “Check your yacht club constitution. Odds are it doesn’t say anything about sailing versus paddling.”

“Actually,” I admitted, “my yacht club was founded by a bunch of powerboaters. But it’s a sailing club now.”

“But what if you could double your membership,” argued Lee, “by giving some space to the sea kayak and outrigger crowd? It would sure help lower the average age around that place. And, like, paddlers hate stinkpots even more than...”
sailors, so they can't be all bad.”

"And they'll all buy sailboats," predicted the paddler, "as soon as their elbows give out."

The man from the Department of Boating and Waterways was still standing there waiting for us to finish the survey, so we all got back to work. Lee didn't get very much further along.

"Why all these questions about the amount of money I spend on my boating activities?" she asked as she looked up again from the paperwork.

"Oh, that's a very important part of the survey, mandated by the state. We need to know the economic importance of non-motorized boating to the California economy."

"Like, thud," said Lee.

"What do you mean?" asked the bureaucrat, confused.

"You people still don't get it!" she practically shouted. "The whole point of simple, local, non-motorized boating is that it doesn't cost a lot! I mean, excuse me for going apoplectic, but when I'm talking to people with rectal-cranial inversion I have to crank it up so the sound can make it all the way up to their ears."

"I think what she is trying to explain," I volunteered, hoping to head off more shouting, "is that by putting importance on economic activity, you imply that priority goes to the forms of boating that involve spending more money."

"Exactly!" said Lee. "Like, by this measure, Cal Boating would rather fund a market-rate commercial operator at some chichi phoney waterfront promenade that charges $20 per hour for a soggy old Lido 14, instead of a non-profit sailing co-op down the road that charges the same $20 per month for unlimited use of much better equipment. Now I ask you, which model better serves the public? The one with all the 'economic activity' that's priced so high that half the local city demographic is out of the market, or the one that runs on unpaid volunteers and costs almost nothing?"

"Commercial sailboat rentals aren't too expensive for the general public" asserted the Cal Boating guy.

"I'm not so sure," I said. "It's a highly discretionary thing to spend money like that if you're taking a stroll along the Bay Trail. You and I might spend $40 to take out a boat for a couple of hours, but ask any student. Or even the average yuppie who perceives it as overpriced for the value offered."

"$20 per hour, that sure puts me out of the market," said the paddler. "But my outrigger club gives me three afternoons a week of team practice, plus the use of our carbon fiber OC-1."

"That means a single-person outrigger," Lee translated. "It's 25 feet long, only a few inches wide, a very sophisticated and expensive machine compared to..."
to the soft plastic rental ’yaks."

“And how much do you have to pay in dues to your outrigger club?” I asked.

“It’s $150 a year, normally, but I do enough maintenance work and teaching to get a deep discount. It’s the only way college students like me can afford to get on the water. After I graduate, then maybe I’ll be able to buy a boat, but we also have some older retired people on fixed incomes who can’t afford their own equipment.”

“That’s why you should give them a grant next year,” said Lee, directing her comment to the Boating and Waterways person.

“Right!” said the paddler. “Then we could offer more low-cost memberships to people who have no other water access. We also want to buy a pair of dragon boats for our youth program, because nothing beats a dragon boat in terms of bang per buck.”

From the guy’s expression, it was clear he didn’t even know what a dragon boat was.

“These are giant canoes,” she explained, “powered by 20 to 24 paddlers. Up to four times the capacity of the OC-6 outriggers, so you only need 1 or 2 grownups to keep 20 kids occupied.”

“And, like, I gotta admit,” said Lee, “For city kids going on a one-time outing, it can be a better experience than a sail-

“Okay, okay,” said the bureaucrat. “Don’t take the economic stuff so seriously. It’s only a questionnaire, not a policy statement. We just want to learn.”

“You know, if you really have to show that this new focus of Cal Boating lines out economically,” I suggested, “why not figure in the value of the health benefits from youth paddling programs?”

“Or the hospital and health care costs related to high-speed boating accidents,” added Lee. “I mean, like, any kid that’s diverted from powerboats or PWCs into a human or wind-powered activity is one less basket case in the ER.”

“We are addressing the powerboat safety issue in a very direct way,” said the Cal Boating guy. “We have solicited applications for a Cal Boating grant to fund a safety course for powerboats, waterskiing and personal watercraft. We recognize the high hazard and the high accident rate, and the answer is
education. Cal Boating is ready to fund the purchase of the boats needed to run this educational program."

"Hmm," said the paddler, thinking out loud. "We could run that program from the outrigger club, and get two nice coach boats out of the deal."

"Sorry, the grant stipulates that the hardware has to be used only for instruction, and can’t double as support boats for another program."

"Rats," she sighed.

"Still," said Lee, "does anyone really think that a program that brings more kids into high speed powerboating is going to reduce the accident rate? I mean isn’t this sort of like opening a bartending school because there are too many drunk driving accidents?"

"Lee, I think you miss the point," I said. "I’m willing to bet that this isn’t for kids, this is for repeat offenders. The courts can’t sentence anyone to a powerboat safety school unless the school actually exists somewhere."

"That does make a certain amount of sense," she admitted. "But, like, I still think if you could get those clowns out of the overpowered brain-donor machines and into something they had to paddle or sail, the effect on public health and safety would be much more positive."

"If Cal Boating wanted to do something useful that wouldn’t cost very much," suggested the paddler, "it would make on-site storage for kayaks, outriggers, windsurfers and small sailboats a requirement for each new marina or marina rebuild project it funds. It’s much cheaper than funding new facilities, because marinas already have the water access, the parking, the bathrooms, the gangways and the docks. All you need is a wide spot in a dock and the right kind of rack with spaces for rent at a reasonable price."

"Is Cal Boating funding marina construction in the Bay Area?" I asked.

"We offer below-market loans," he explained, "for both municipal and private marinas. Currently, in the Bay Area we are supporting several major marina rebuild projects."

"See? All you have to do," said Lee, "is ask the recipients of these loans to draw in the kayak racks, and/or make a little space for a non-profit sailing, paddling or windsurfing club, and/or dedicate some otherwise unmarketable inside-tie dock space for dragon boats, large outriggers or small sailboats. So it, like, hardly costs anything to make a big impact on low-cost public access to boating if you’re smart about it. But noooooo, Cal Boating looks for ‘economic activity’ first, then pours money into powerboating because powerboating is dangerous..."

The State employee, having taken more than enough abuse at this stop on his rounds, left a small stack of questionnaires on the outrigger club’s table and made his escape.

"What should we look at next?" asked Lee, apparently invigorated by the confrontation.

"Big boats," I said. "Let’s get back to the private sector."

--- max ebb
THE RACING

With reports this month from the more-like-summer Rites of Spring; St. Francis YC’s three amigos (the Spring Keel, Spring Dinghy and Spring One Design); the boom and bust of Mexico races; a grand affair at the Acura Miami Grand Prix; Island YC’s annual tribute to women skippers, the Sadie Hawkins race; the last word in midwinter scores; and all the goodies we could pack in race notes.

Rites of Spring Regatta

Oakland YC’s 19th annual Rites of Spring Regatta for single and double-handers was just that on March 17. An event-high 76 boats turned out to earn the new season by sailing in stiff breeze, choppy water and a big ebb. The starts and finishes by the Berkeley Pier were shrouded in fog, while much of the main Bay parts of the course were sailed in brilliant sun. With steady 15-25 knot winds over the whole Bay, all 10 fleets had 10-12-mile courses.

There were nice performances in all fleets, and some, well, less than nice ones. Among the former, the little Corsairs (F-24s and F-27s) swept the multihull division, finishing in the top four spots within six minutes of one another and saving their times on their larger F-31 siblings.

In the 'less than nice' category, there was lots to talk about at the post-race raftup at OYC. Like the tiller coming off Gordie Nash’s Arcadia as he sailed past Angel Island, which caused a roundup and blown spinnaker. But not to worry: the ever-resourceful Gordie and crew Ruth Suzuki soon had the problem sorted out.

Then there was the unidentified boat with the man on the flying trapeze — the trapeze being the spinnaker pole, which had swung away from the boat with him on it. Our hero hung on, legs flailing just above the water, until a roll the opposite way deposited him back on deck.

But none of that held a candle to the story told by Ben Haket and Bernard Slabeck on the Mull 22 Straitjacket. They were sailing downwind under spinnaker when the headstay came off. It didn’t break — apparently the pin on the clevis just came out. Slabeck went forward, fixed the problem . . . and then fell overboard! Fortunately, he was able to grab a fitting on the low-freeboard boat and, with a bit of help from Haket, was able to haul himself back aboard.

With a start like this, it ought to be an exciting year out there! — jr

DOUBLEHANDED

MAX SPIN A (< 120) — 1) Lilith, WylieCat 39, Tim & Karin Knowles; 2) Vitesse Too, Hobie 33, Grant Hayes/Bill Swech; 3) Harp, Catalina 38, Mike Mannix/Linda Farrahee; 4) Georgina, Van de Stadt 40, Ben & Lucie Mewes; 5) J World, J/80, Travis Travis/Brita Pielstom. (9 boats)


MIN SPIN (> 150) — 1) Green Onions, Moore 24, John Tuma/Saul Schumsky; 2) Roxanne, Tartan 30, Charles James/Panda Love; 3) Wings, Columbia 5.5, Mike Jackson/"Merk"; 4) Nice Turn, Cal 2-29, Richard Johnson/Craig Seavey; 5) Jo-Jo, Nonsuch 30, Joe Helfand/Gary Campbell. (9 boats)


MIN NON-SPIN (> 147) — 1) Arabella, Alerion Express 28, Harry Allen/Henry Culp; 2) Joanna, Irwin 30, Martin Jemo/Chuck Hostetter; 3) Keteau, Bedeneau First 32s5, Jim Catto/Pete Gibson; 4) Flotsam, Yankee OD, Brad & Geoff Clerk. (7 boats)

CATALINA 34 — 1) Crew’s Nest, David Irvine/Bob Brainard; 2) Wind Dragon, Dave Davis/Russ Davis; 3) Amanda, Kurt Magdanz/Susan Stapleton. (6 boats)

SANTANA 22 — 1) Maguro, Pete Trachy/Tom Partridge; 2) Auggie, Sally Taylor; 3) Elaine, Leah Pepe/Pat Broderick. (5 boats)

MULTIHULLS — 1) Three Sigma, F-27, Chris
Travieso' rocks and rolls around Pt. Blunt during Oakland YC’s Rites of Spring race on March 17. This was the second shorthanded race so far this year to attract a record-breaking crowd.

Harvey/Phillip Jenkins; 2) Origami, F-24 Mk II, Bill Pace/Henry Van den Bedem; 3) Se Bird, F-27, Rich Holden/Skip Fillippone; 4) Papillon, F-27, Andrew Scott/Mike Hinman; 5) E-2, Tornado, Bill Erkelens/Marie Roehm. (9 boats)

SINGLEHANDED
Emerald, Yankee 30, Peter Jones; 2) Travieso, Ericson 30+, Dan Alvarez; 3) Egret, Tartan 30, Tom Bousie; 4) El Raton, Express 27, Ray Lotto; 5) Double Agent, Merit 25, Robin Oliver. (9 boats)

NON-SPINNAKER — 1) Deva, J/100, Steve Rippie; 2) Mistral, Conquinib 38, Robert Becker; 3) Slip Away, O’Day 27, David Opheim. (7 boats)

Full results — www.oaklandyachtclub.com

St. Francis YC’s Three Amigos
Few signs mark the return of the Cityfront racing season like St. Francis YC’s spring invitational regattas — the Spring Keel, Spring Dinghy and Spring One Design. Spread out over three successive weekends in March (and despite the series’ name, all before the official start of spring), the conditions this year would have made Goldilocks proud. It was too light for the small keelboats during the first weekend, a little better for the dinghies during the middle weekend, and blew dogs off chains for bigger boats during the final weekend.

The Spring Keel on March 3 and 4 was so light that the first day of racing was abandoned without the race committee boat ever leaving the dock, an unfortunate predicament given the rather healthy 74-boat fleet that came to race. The northerly made a quick appearance on Sunday, long enough for the Melges 24 and Express 27s to squeeze in three races, while the Folkboats, J/24s, Knarrs, and Moore 24s had to settle for two.

The big winners were Don Wilson’s Folkboat Windansea, and Steve Pugh’s Melges 24 Taboo, which aced their respective fleets with straight bullets. Tom Jenkins also turned in a notable performance in the re-energized Express 27 fleet. Jenkins, a former Melges 24 campaigner who commutes from Arroyo Grande to race Witchy Woman on the Bay, pulled off a 2-1-3 in his third regatta in the class.

If nothing else, the little boats that came out for the Spring Dinghy on March 10 and 11 could be grateful they had two full days of racing and warm, sunny weather. “In terms of the current, it was pretty typical St. Francis weekend conditions,” reported Laser Radial winner Claire Dennis. “On Saturday, we were banging the beach all the way to get out of the ebb, and on Sunday, when the breeze didn’t fill in as much, you went where you could to find wind.” The 15-year-old finished with three bullets and a second, dropping her fourth, for a two-point margin over fellow San Francisco YC sailor Katie Maxim.

We don’t know what kind of weather dance the “big” keelboat racers did the night before, or if St. Patrick is now the patron saint of wind, but the curse of the mind-numbingly light winter weather was broken on March 17 and 18 for the Spring One Design. “We had 26 knots, and gusts up to 28 on Elan,” claimed Express 37 winner Bill Riess after Sunday’s racing. Forget spring, welcome to summer!

Wandering temporary and “fixed” buoys kept the race committee on their toes both days, but nearly everyone agreed that PRO John Craig and his able crew of 20 — it takes a village to put on a race like this — did a yeoman’s job of keeping fleets away from each other and from commercial traffic.

The other hardest working team of the weekend had to be the jury, which didn’t leave the protest room until midnight on Saturday and 7 p.m. on Sunday. And you didn’t think sailing was a contact sport?

In the J/120 and J/105 fleets, the final results came down to the jury’s rulings. With the 120s, it was a case of the wandering weather offset marking the entire fleet astray, and thus around the wrong course. While the request to discard the race may have had some
merit, the case was thrown out on a technicality.

In the J/105 fleet, the issues at hand were a little less benign. Kristen Lane’s J/105 Brickhouse was hit at the weather mark during Sunday’s second race and sustained enough damage to withdraw from the race. The other boat was determined to be at fault, and Brickhouse was later given average points in that race as redress. It was enough to give Brickhouse the regatta win.

Fortunately, the incident didn’t dampen Lane’s unyielding enthusiasm for racing on the Bay. “The conditions were varied and challenging,” she said afterward. “But it was a fantastic start to the 2007 season.”

**SPRING KEEL (March 3-4):**


*Scenes from StFYC’s Spring Invitationals. In three weekends, conditions went from winter to summer, and skipped right over spring. All photos ‘latitude’/jr except as noted.*

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SHEET

(18 boats; 3 races)

FOLKBOAT — 1) Windansea, Don Wilson, 2 points; 2) Thea, Chris Herrmann, 5; 3) Nordic Star, Richard Keldsen, 7. (6 boats; 2 races)

J24 — 1) Casual Contact, Ed Walker, 4 points; 2) Little Wing, Luther Strayer, 5; 3) Running with Scissors, James Yares, 6; 4) On Belay, Don Taylor, 6. (7 boats; 2 races)

KNARR — 1) Snaps III, Knud Wibroe, 4 points; 2) Pegasus, Terry Anderlini, 4; 3) Blue, Jon Perkins, 5; 4) Emma, Michael Carrier, 7; 5) St. Bertram, Chris Andersen, 15. (9 boats; 2 races)

MELGES 24 — 1) Taboo, Steve Pugh, 3 points; 2) Smokin’, Kevin Clark, 9; 3) Grinder, Jeff Littifn, 11; 4) 525, Tom Kassberg, 11; 5) Flexi Flyer, Mitchell Wells, 14; 6) BRD, Paul Clifford, 17. (12 boats; 3 races)

MOORE 24 — 1) Eight Ball, Scott Easom/Kermit Shickel, 6 points; 2) Tortuga, Rusty Canada, 9; 3) Flying Tiger, Vaughn Seifers, 9; 4) Mercedes, Joel Verutti, 10; 5) E-9, Lesa Gutenkunst, 11; 6) Where’s Your Daddy, Maria Flores, 12; 7) Paramour, Rowan Fennell, 13; 8) Morphine, Brad Butler, 15; 9) Absinthe, Dan Nitake, 16; 10) Topper II, Conrad Holbrook, 19; 11) Double Trouble, Kevin Durant, 22. (22 boats; 2 races)

SPRING DINGHY (March 10-11):

FINN — 1) Darrell Peck, 7 points; 2) John Romanko, 9; 3) Andrew Kern, 13; 4) Henry Sprague,
### 2007 Cabo Race Results

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**CLASS A (3 boats)**

1. **Peligroso** — Dencho 88
   - Skipper: Mike Campbell

2. **Medicine Man** — R/P 66
   - Skipper: Robert Lane

**CLASS B (14 boats)**

1. **Grand Illusion** — SC 70
   - Skipper: Patrick O’Brien

2. **Holua** — SC 70
   - Skipper: Brack Duker

3. **Skylark** — SC 70
   - Skipper: Doug Ayres

4. **Pendragon** — TP 52
   - Skipper: John MacLaurin

5. **OEX** — SC 70
   - Skipper: Fred Dettwell
   - Corr. Time: 92:29:05

6. **Valkyrie** — DK 46
   - Skipper: Andy Rasdal

7. **Cipango** — Andrews 56
   - Skipper: Bob Barton

8. **Blue Blazes** — R/P 50
   - Skipper: Dennis Pennell
   - Corr. Time: 94:08:52

9. **Morpheus** — Schumacher 50
   - Skipper: Jim Gregory

10. **Lucky Dog** — J/125
    - Skipper: Colin Shicker

11. **Locomotion** — Andrews 45
    - Skipper: Ed Feo

12. **Adrenalin** — SC 51
    - Skipper: Munson/Clark

13. **Tachyon III** — SC 53
    - Skipper: Kazumasa Nishioka

14. **Roller Coaster** — SC 50
    - Skipper: Jack Gordon

**CLASS C (17 boats)**

1. **J/133** — J/133
   - Skipper: Jorgensen Bros.

2. **Reach Around** — Henderson 30
   - Skipper: Matt Beattie

3. **Magic** — Beneteau 47
   - Skipper: John Johnson

4. **Tango** — J/133
   - Skipper: Michael Abraham

5. **Pirahna** — Farr 40
   - Skipper: Dave Voss

6. **Black Knight** — Farr 50
   - Skipper: Phillip Friedman

**CLASS D (12 boats)**

1. **Between the Sheets** — Jenneau 49
   - Skipper: Ross Pearlman

2. **Katrina** — Swan 53
   - Skipper: Damon Guizot

3. **Low Speed Chase** — Sydney 38
   - Skipper: McAlfe/Bradford
   - Corr. Time: 100:08:42

4. **Windswept** — Swan 57
   - Skipper: Max Phelps
   - Corr. Time: 100:43:05

**CLASS E (9 boats; all others retired or DNF)**

1. **Between the Sheets** — Jenneau 49
   - Skipper: Ross Pearlman

2. **Katrina** — Swan 53
   - Skipper: Damon Guizot

3. **Low Speed Chase** — Sydney 38
   - Skipper: McAlfe/Bradford
   - Corr. Time: 100:08:42

4. **Windswept** — Swan 57
   - Skipper: Max Phelps
   - Corr. Time: 100:43:05

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**The PV and Cabo Races**

Call it the zen of Mexican races. Two races from Southern California to Mexico within two weeks of each other. The first had hardly any entries but enough breeze to bring down a 22-year-old record. The other had a record-breaking number of entries (well, nearly) and hardly any wind.

With the size of the all-out racing fleet cut in half by several last-minute withdrawals, Del Rey YC’s Puerto Vallarta Race was already an intimate affair. When Scout Spirit, the Riechel/Pugh 77 skippered by David Janes, returned to Long Beach on the first day after it dismasted, the sole focus for Doug Baker’s Magnitude 80 became breaking the course record. The only other race boat was Puerto Vallartan Lorenzo Berho’s J/145 Raincloud, and, even with a two-day headstart, there was little doubt that the professionally sailed Mag 80 would be the first boat into PV. It was just a question of how soon. As it turns out, conditions favored a rhumbline course nearly the entire way, and Mag 80’s time of 3 days, 15 hours, 51 minutes, 39 seconds easily toppled the course record set by the MacGregor 65 Joss in 1985.

But evidently it’s not that easy to...
shake a MacGregor 65 from the PV race. Concord resident David Kory’s Mac 65 Barking Spider 3 won the 10-boat Salsa division on a tie-breaker. (The fun-is-fast racing cruisers in the Salsa division had a one-week headstart, a motoring allowance, and two stops along the way in Turtle Bay and Point Lazaro.)

The yin to that yang was Newport Harbor YC’s 800-mile race to Cabo, which started two weeks later off Newport Beach. The race will likely be remembered as much for its resurgence as for its agonizingly slow pace.

The largest class in the 51-boat race this year, Division C, had 17 starters in the 44 to 68-ft range. It’s worth remembering that NHYC struggled to get that many boats in the entire race 10 years ago. “I’d never seen that many big, high-quality boats starting on the same line on the West Coast,” claimed Sausalito sailmaker Pete McCormick who was on Jim Gregory’s Schumacher 50 Morpheus. “When we got to Cabo, it was just a mass of carbon rigs and big boats.” In all, 18 boats over 50 feet started the race, including five Santa Cruz 70s recently returned to the West Coast after their sojourn to the Great Lakes in the late 1990s.

What the Cabo race had in numbers, however, it lacked in wind. A flukey 8-10 knot breeze kept most boats moving just enough to arrive in Cabo before the race’s seven-day time limit. Several complete wind melt-downs kept the fleet moving at a snail’s pace for much of the trip. As Gregory wrote succinctly via email as Morpheus passed Turtle Bay on the fourth day, just half way to Cabo, “No hay viento. Nada!!!

As it was, Morpheus finished fourth in class, a result Gregory was content with given that his cruiser/racer is hardly a light wind boat. “We made some good calls early on, but we didn’t go far enough offshore looking for breeze at the finish,” he explained.

“We were sitting in the pool in Cabo, waiting for Morpheus to finish, wondering what had happened,” recalled Jeff Thorpe, the navigator on Cipango, after their noon finish on March 8. “At roll call on the last morning, they were just 30 miles behind us, and we were worried that they’d beat us on corrected time if the breeze at the finish held.” As it was, the wind completely died . . . yet again . . . and Morpheus drifted in 8 hours later, giving Cipango a second in division. Bob and Rob Barton’s Andrews 56, like many others in the Cabo fleet, used the race as a tuner for this summer’s TransPacific Yacht Race, and Thorpe said they were pleased with how the boat performed, particularly in the light conditions.

On Tom Aiken’s Santa Cruz 52 Lighting, the race may well be remembered for a question (and answer) rather than the results. Frustrated by the lack of wind, Tom Jenkins, who travels from Arroyo Grande to race on the Bay, took the Express 27 class on his relatively new boat, ‘Witchy Woman’.

Kristen Lane, above, and husband Peter campaigned several ‘Brickhouses.’ Kristen won the Spring One Design on the J/105 version.

The Melges 32, a Melges 24 on steroids, was one of just four fleets invited to the Acura Miami Grand Prix this year. But the action was red-hot, not unlike the South Beach nightlife back on shore.
southward progress, *Lightning* cashed in their chips and dropped out on day five. But not before Skip McCormack proposed to girlfriend and fellow crew member Jody Taliaferro. (She said yes.) After a stop for fuel and dinner in Turtle Bay, the *Lightning* crew motored to Cabo. In a cruel twist of fate, they arrived not long after those boats that stuck out the slow race. You can understand why no one wanted to talk to us on the record about it.

And then there were the folks on *Condor*, a Columbia 50 from San Diego that raced to the very last mile, only to finish a mere 3.5 hours after the time limit. Despite a race that tested even the most patient of sailors, most people arrived in Cabo with the "warm fuzzy" feeling that Mexican races usually evoke. "The size of the race was pretty extraordinary given that long-distance ocean racing on the West Coast was fairly dead just five years ago," enthused Gregory. Ever the salesman, Gregory, who is the vice commodore of the Pacific Cup YC, spent a good deal of time in Cabo recruiting entries for the next running of another favorite West Coast race, the Pacific Cup.

The race may have been a success for most, but, sadly, the return delivery was hardly that for Dave Voss's *Piranha*, which went up on the beach north of Cabo. There's more to the story in this month's *Sightings*.

Acura Miami Grand Prix

Just 46 boats were there, but the Acura Miami Grand Prix (née the SORC and Miami Race Week), held off South Beach March 8-11, was plenty grand in every other regard. Aside from the light attendance, the late-winter dose of top caliber racing, double-digit winds, warm temperatures and sunny skies — leave your foul weather gear at home — couldn't have been better.

All four classes — Farr 40s, Melges 32s, Mumm 30s, and an assortment of IRC big boats — raced on the same course, which was sprinkled with plenty of talent from around the world. Just like the sailors, boats came from far and wide — 11 countries and 15 states. Bay Area representation, however, was on the light side. The only local boat was Caleb Everett's Melges 32 *Stewball*, and just a handful of Bay Area sailors were there on other boats.

Officially, the smaller event was due to a lack of adequate dock space (blame last year's storms and the increasingly large fleet of megayachts hanging around South Beach in the springtime). Privately, a few wondered if the number of fleets was limited to create a more elite event.

Perhaps this was most surprising in the Melges 32 fleet. The big sister to the popular Melges 24 made its debut at last year's Acura Miami Grand Prix with five boats. One year and 11 more boats later, the skill required to win in Miami hit a whole new level. Even so, the Italian crew on *Let's Roll* (with sail number USA 93, the name is a tribute to the September 11 victims on United flight 93) capitalized on their KWRW victory to win again at the Grand Prix. "Our strategy was to sail conservatively, not too aggressively," skipper Claudio Recchi explained. "We stayed out of trouble, relied on our boat..."
speed and succeeded in being consistent.”

Unfortunately, success among the Bay Area contingent was a relative concept. The best local finish was by former collegiate All-American Mark Ivey, a recent Bay Area transplant who called tactics for Helmut Jahn’s Farr 40 Flash. The Jahn/Ivey combo finished seventh in the 16-boat fleet. Fred and Steve Howe’s San Diego-based Warpath, with top-ranked match racer Ian Williams calling the shots, won that class.

Another loose Bay Area connection with much better results was John Kilroy’s TP52 *Samba Pa Ti* in the IRC division. Kilroy, who lives in Los Angeles but usually lists *Samba*’s homeport as San Francisco, won his class with a boatload of professional talent on board. From Miami, *Samba* is back in the Bay Area now for a refit in preparation for the TransPacific Yacht Race in July.

As for the Melges 32s, look for them to make their West Coast debut later this summer. There’s talk of a circuit that includes a Bay race or two, the Windjammers Race, and culminates with the Big Boat Series.

**FINAL MIDWINTER RESULTS**

Here are the final midwinter series scores before we put a lid on the 2006-07 season. Get ’em while you can.

**GOLDEN GATE YC (5 races):**


PHRF 2 (55 - 99) — 1) Yucca, 8-Meter, Hank Easom, 4 points; 2) Tupelo Honey, Elan 40, Gerard Sheridan, 12; 3) X-Dream, X-119, Steen Moller, 12; 4) Razzberries, Olson 34, Bruce Nesbit, 16; 5) Cirque, Beneteau First 42s7, Louis Kruk, 20. (10 boats)

PHRF 3 (100-155) — 1) Lilith, WylieCat 39, Karin & Tim Knowles, 5.5 points; 2) Uno, WylieCat 30, Steve Wonner, 11; 3) Arcadia, Santana 27, Larry Goodman, 14; 4) Harp, Catalina 38, Mike Mannix, 15; 5) Mon Desir, Jeanneau SF, Jerry Nassooy, 28; 6) Spirit of Elvis, Santana 35, Lewis Lanier, 30; 7) Shaman, Cal 40, Steven Waterlo, 30; 8) Lazy Lightning, Tartan 10, Tim McDonald, 30. (16 boats)

IOD — 1) #78, Paul Manning, 7 points; 2) Youngster, Ron Young, 7; 3) La Paloma, James Hennefer, 10. (6 boats)

PHRF 4 (> 156) — 1) Warpath, Steve and Fred Howe, 43 points; 2) Twins, Erik Maris, FRA, 45; 3) Nanoq, HRH Prince Frederik, DEN, 49. (16 boats)

**IRC** — 1) Samba Pa Ti, TP52, John Kilroy, Los Angeles, 16 points; 2) Magic Glove, Ker 50, Colm Barrington, IRL, 19; 3) Windquest, TP52, Doug DeVos, Holland, MI, 24. (9 boats)

**FARR 40** — 1) Warpath, Steve and Fred Howe, San Diego, 43 points; 2) Twins, Erik Maris, FRA, 29; 3) Nanoq, HRH Prince Frederik, DEN, 35. (16 boats)

**MELGES 32** — 1) Let’s Roll, Claudio Recchi, ITA, 15 points; 2) Star, Jeff Ecklund, Ft. Lauderdale, 20; 3) New Wave, Carroll/Kullman, St. Petersburg/Clearwater, FL, 25 (16 boats)

**MUMM 30** — 1) Mean Machine, Peter De Ridder, MONACO, 14 points; 2) Groovederci, Deneen
THE RACING

women skippers, kicked off a NorCal-wide season brimming with opportunities for women to get in on the racing action.

A record 20 boats came to Sadie’s starting line on February 24. With a storm brewing, the wind was the “wrong way” on the Estuary and PRO M.L. Higgins used the reverse course option to send the three competitive divisions on their way.

The wind was flukey, puffy and reachy, and spinnakers weren’t very helpful. But local knowledge paid off

Sadie Hawkins Race, the longest-running race on the Bay for women skippers, kicked off a NorCal-wide season brimming with opportunities for women to get in on the racing action.

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The wind was flukey, puffy and reachy, and spinnakers weren’t very helpful. But local knowledge paid off
### RACE RESULTS

Dvorson, 17; 4) Inshallah, Santana 22, Shirley Bates, 18; 5) Pariah, Santana 22, Kate Isaacson, 22. (9 boats)

SBYC ISLAND FEVER (4 races, 1 throwout):

- MTR ALLOWANCE #1 (spin) — 1) Dancing Bear, Catalina 30, Raymond Hall, 5 points; 2) Goose, Catalina 30, M & L Kastrop, 5; 3) Crew’s Nest, Catalina 34, Ray Irvine, 13; 4) Breakout, Santana 35, Lloyd Ritcey, 16; 5) La Maja, Islander 30, Ken Naylor, 17; 6) Star Ranger, Ranger 26, Simon James, 18. (11 boats)

- MTR ALLOWANCE #2 (non-spin) — 1) Popeye & I, Cal 9.2, Ruth Summers, 4 points; 2) Seaview, C&C 115, Pete Hamm, 4; 3) Grinnin’ Bear, Catalina 30, Roger & John Tennyson, 8. (5 boats)

SAILING #1 (< 105) — 1) Tupelo Honey, Elan 40, Andrea Toth, 3 points; 2) Tivoli, Beneteau 42s7, Torben Bentsen, 9. (4 boats)

SAILING #2 (> 105) — 1) Eyrie, Hawkfarm, Sylvia Seaberg/Synthia Petroka, 5 points; 2) Reality Cheque, Beneteau 35s5, Kevin Wilkinson, 6; 3) Travesio, Ericson 30+, Daniel Alvarez, 7; 4) Solar Wind, Martin 32, Max Crittenden, 11. (8 boats)

ALAMEDA YC (4 races)

- DIV. A — 1) Rascal, Wilderness 30, Rui Luis, 4 points; 2) Vitesse, Santa Cruz 27, Bart Goodell, 8; 3) Peggy Sue, Laser 28, Jonathan Davis, 15. (5 boats)

- COLUMBIA 5.5 — 1) Tenacious, Adam Sadeg, 11 points; 2) Maverik, Bill Colombo, 12; 3) Naked Lady, Sue Lund, 13. (6 boats)

- DIV. C — 1) Bewitched, Merit 25, Laraine Salmon, 6 points; 2) Wuvulu, Islander 30, John New, 10; 3) Lelo Too, Tartan 30, Emile Carles, 12; 4) Joanna, Irwin 30, Martin Jemo, 18. (8 boats)

- DIV. D — 1) Pip Squeak, Santana 20, Aaron Lee, 4 points; 2) Dominatrix, Santana 22, Pearson Heidi Schmidt, 11. (3 boats)

- DIV. E — 1) Svenska, Peterson 34, Fred Mining, 11 points; 2) Flyer, Peterson 33, John Diegoli, 11; 3) Knotty Sweetie, C&C 32, Martin Johnson. (6 boats)

TIBURON YC (3 races):

- DIV. 1 (< 150) — 1) E-9, Moore 24, Lesa Gutenkunst, 3 points; 2) Frenzy, Moore 24, Lon Woodrum, 12; 3) US 101, Moore 24, Rudi Salazar, 14; 4) Pearl, Islander 36, Eric Lyons, 18. (7 boats)

- DIV. 2 (> 151) — 1) Red Hawk, Hawkfarm, Gerry Gunn/John Sullivan, 4 points; 2) Galante, Folkboat, Otto Schreier, 8; 3) Siento el Viento, C&C 29, Ian Matthew, 10; 4) Wind Dance, Cal 2-27, Ann

### South Beach Yacht Club 2007 Racing Season

For the best sailing on the South Bay, come race with SBYC and be one of the first sailors to visit our new clubhouse!

All Boats Welcome
One Design Starts Available (minimum entry requirements)

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Spring Fever: April 14 • Jazz Cup: September 1

Post-race activities include barbecue & no-host bar. Prizes awarded for all divisions.

For race information, contact Nancy at Rearcommodore@Southbeachyc.org, (415) 409-1071, or visit our Web site at: www.southbeachyc.org

South Beach Yacht Club
Pier 40 on the Embarcadero
San Francisco
to the Fullpower Melges 24 Worlds, we hope you’re reading this early in the month. April 6 is the deadline to enter this year’s worlds, and with the class’s 10th world championship taking place right in our Santa Cruz backyard May 3-12, there’s no excuse not to be there.

As of press time, 36 teams had entered, but more registrations are likely to come in at the last minute. For information, go to www.melges24worlds2007.com. Look for a race preview in next month’s issue.

Think ahead: The start date for the

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"Sausalito's finest Marina"
15th running of the Pacific Cup Yacht Race is set for July 14, 2008. Since its humble beginnings in 1980, the 2,070-mile biennial race from San Francisco to Hawaii has become one of the classic West Coast sailing events and a rite of passage for many sailors. The date was picked to maximize the likelihood of a favorable Pacific High, as well as to take advantage of better currents and a July 18 full moon. The race entry form won’t be available until later this spring, but if you’re looking for something to hold you over until then, check out several short crew movies from previous races on the race website, www.pacificcup.org.

Offshore dinghies? We’re not sure who decided that 29ers, Flying Dutchmen, 505s, and 1-14s fit the “offshore” part of the National Offshore One Design bill, but there they were racing among nearly

RYC SMALL BOAT MIDWINTERS (4 days, many races):


EL TORO JR. — 1) Patrick Tara, 32 points; 2) Mackenzie Cook, 36; 3) Marina Fennell, 70; 4) Kyle Gonsiski, 83; 5) John Marlett, 85. (10 boats)


BYTE — 1) Trish Sudell, 28 points; 2) Gail Yando, 34; 3) Laurie Davis, 46; 4) Jeff Nelson, 53; 5) Gina Knox, 62. (13 boats)

SNİPE — 1) Doug Howson, 32 points; 2) Vince Casalaina, 53; 3) Doug Cefali, 56; 4) Michael Mack, 61; 5) Alberto Amengual, 78. (17 boats)

OPEN CLASS (Breakwater Entrance) — 1) Greg Paxton, IFJ, 36 points; 2) Charles Witcher, Megabyte, 50; 3) Bill Gutoff, Banshee, 54; 4) Bob Carl, Banshee, 81; 5) Erich Bauer, Megabyte, 101; 6) Greg Miller, IFJ, 102; 7) George Wilson, Sunfish, 106; 8) Bill Gage, Megabyte, 109; 9) Bob Cronin, Sunfish, 133; 10) Mark Phillipps, IFJ, 137. (29 boats)

Total focus on ‘Howl’ during the final GGYC midwinter race.

23rd Annual

THE BAY VIEW BOAT CLUB AND THE ISLANDER BAHAMA FLEET invite all

’60s & ’70s Vintage Fiberglass Sailboats to the San Francisco PLASTIC CLASSIC REGATTA and Concours d’Elegance Saturday, July 21 at the Bay View Boat Club and the waters of Pier 54.

TROPHIES TO PRETTIEST BOAT AND FASTEST OVERALL

10 a.m. UNTIL DARK • RACE STARTS AT 1 p.m. • TROPHY PRESENTATION AT 6 p.m.

For more information: Call Peter McCool, Race Committee Chair, (415) 864-4334
Bay View Boat Club, 489 Terry Francois Blvd., San Francisco, CA 94107

Come to the Party!
THE RACING

FINAL MIDWINTER RESULTS

140 entries at the Sperry Top-Sider San Diego NOOD in mid-March, among a flurry of J boats, Beneteaus and Catalina 36s. Jen Glass of Alameda and David Liebenberg of Livermore put in a top performance for second place in the 21-boat 29er fleet, (the regatta also served as the 29er Midwinters West). Glass and Liebenberg finished just one point out of first and a whopping 23 points ahead of the next boat. Trent Watkins’ San Francisco-based UFO pulled off a third overall in the six-boat Ultimate 20 fleet.

Tempesta’s Flying Tiger Anarchy. The SD NOOD was the Flying Tiger’s major West Coast regatta debut, and attracted eight boats. Once upon a time, the NOOD was a big event in San Francisco, but some years ago the decision was made to eliminate the Bay from the line-up. San Diego was the only West Coast venue on the nine-stop tour this year.

A real offshore dinghy: Last month Richard Feeny took a few weeks off from his job as San Francisco YC youth sailing director to do the Montego Bay Race with some East Coast cronies in February. They sailed the Riechel/Pugh-designed fractional-rig, all-carbon, 30-ft rocket-ship Cone of Silence to a second-place finish overall. Co-owner Doug Mitchell calls the boat an “offshore 505,” and, based on their log from the race, that sounds about right. We were hoping to re-print some of the race log, but ran out of room. If you have a few minutes to spare, it’s a good read: www.gothecone.com/mobay.html

Another sailor with local roots, Brent Rhune, was on 76-ft ILC maxi Captivity (known once upon a time as Sagamore)
for the Mo Bay Race, although they didn’t quite make it to the land of Marley. “We won the Guantanamo Bay race,” he jokes. Captivity dismasted about 30 miles off Cuba and pulled into the U.S. Naval base there to get things sorted out. During their several-day stay, they were treated to a tour of the base. “It was actually a fairly nice area — palm trees and grassy green hills. And a few prison cells.”

Making the team: To the surprise of no one, really, Capitola’s Morgan Larson retained his top spot on the US Sailing Team’s 2007 rankings, which were announced last month. Larson and crew Pete Spaulding absolutely demolished their competition at qualifying events for the 49er team in Miami this winter. Another Bay Area-based sailor, Molly Carapiet, was named to the team for the first time. Carapiet and her crew, Molly O’Bryan, are campaigning for the American spot in the women’s 470 class in Qingdao next summer.

Carapiet received a second honor in March when she was awarded The Belvedere Cove Foundation’s Scott Harris Perpetual Memorial Trophy for “outstanding skill and good sportsmanship” by a young adult between the ages of 18 and 24. Rising star Claire Dennis of Saratoga was also recognized by the foundation, receiving its Winton Award. The 15-year-old reigning Laser Radial youth female world champion and 2006 Rolex Yachtswoman of the Year nominee was commended for her “outstanding performance as a young sailor.”

From the inside out: Stop by Corin-
thian YC at 7 p.m. on April 25 to hear an insider’s perspective on the America’s Cup. CYC will host Tom Whidden, CEO of North Marine Group and an eight-time AC veteran, discussing the evolution of technology in the race for the Auld Mug. Unlike most talks in the CYC series, this one’s free. RSVP online at www.cyc.org/speakers.

Sale boats of the month: Several race boats have been switching hands lately. See if you can spot a theme.

Leading off, Jon Perkins has added another Knarr, Larkin, to the Perkins brothers’ flotilla. . . . Jim and Jen Vickers are the new owners of Joyride, a J/109 formerly raced on Lake Tahoe as Ice Nine. Jim, a physicist in the semiconductor industry, didn’t intend to race the boat in its first year, but then signed up for the Three Bridge Fiasco, where he finished third in the doublehanded non-spinnaker division. He’s now signed up for the Singlehanded Sailing Society and HDA seasons. “My non-racing plan is going to hell!” he laughs. . . . Marin architect and San Francisco YC member Onne Broek will take delivery of a new Beneteau 10R later this month. It’s Broek’s first boat, but the former delivery skipper has raced J/105s on the Bay for years. “I was looking for...
a competitive boat that would also be comfortable,” Broek says. “Based on how the 10R did in Key West, I think it will be plenty quick.” And based on how 10R dealer Chris Corlett did in the Big Daddy last month (he won his class), there’s hope for the Farr-designed, carbon-rig boat in local conditions. If more 10Rs come to the Bay, Broek says he’ll consider doing a fully crewed race campaign, but in the short term he plans to focus on shorthanded racing. The yet-to-be-named boat will be berthed in Paradise Cay. . . .

Steve Pugh has sold his J/105 Taboo to Rich Pipkin and Phillip Laby, who will campaign it as Racer X after an elaborate re-naming ceremony. Pipkin, an Alameda-based architecture and engineering consultant who’s raced on the Bay for 20 years, and Laby, a San Francisco mechanical engineer who comes from the Ventura dinghy scene, met on the J/105 website, where each was looking for an entry into the strong one design class. “Steve kept the boat in great condition — all we had to do when we got it was bring the sandwiches and beer,” Rich says. Initially, Phillip will drive, with Rich on the main and Rich’s wife, Mary, handling the pit. They’re on a three-year plan to get fully up to speed in the competitive fleet. . . Chad and Myra Salinas of San Francisco have entered the world of boat ownership with their first boat, a J/99 called J Moto. In the short-term, racing will take a backseat to parenthood, as, not long after they added the boat to their family, they found out they were soon to add a baby, as well.

Going down: Just one boat, a Santana 22, has signed up so far for this year’s Coastal Cup. Fortunately, the race is still three months away, so there’s time for plenty more entries.

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Going up: Speaking of the TransPacific Yacht Race, entries are now up to a very healthy 54 fully-paid entries as of March 21, and race entry chair Bill Lee expects another 10 boats to be on the line for the start of the 44th biennial race to Hawaii in July. Lee is hopeful that more multihulls will take an interest in the race this year. He’s received an entry from one catamaran and interest from another, but needs a total of four to have a multihull class.

If neither of these races floats your boat but you’re still looking for something to do, perhaps you’d consider Ullman Sails Long Beach Race Week on June 22-24. (There’s no lack of West Coast racing opportunities come summer!) LBRW organizers are rolling out the welcome mat for Northern California boats again this year. The City of Long Beach will waive mooring fees for out-of-town racers from June 17-27. But sign up early because transient slips and end ties are limited. Last year 160 boats from San Francisco to San Diego were in town enjoying winds of 20 to 22 knots. Who says it’s never windy south of Pt. Conception? Online entry is available at www.lbrw.org.

Another sign of spring: A robust fleet of 15 Mercuries raced on the first day of their NorCal Series hosted by Encinal YC on March 18. Overcast skies gave way to sun, warmth, and a very shifty breeze with 3-8 knot puffs. After five races in the 20-race series, Doug Baird and Jim Taylor have the lead. Complete results at www.mercurysail.com.

Junior mints: Northern California sailors did quite well against their southern brethren at the first event in the Harken Optimist Spring Series.
at the California YC March 10-11. Noteworthy performances in the green (beginner fleet) came from 9-year-olds **David Shea**, who met his goal (in the final race) of finishing third at least once, and **Romain Screve**, who was sailing in his first regatta. Before racing began, he told coach Richard Feeny, “I think I will try to win. Is that okay?” After overcoming some first-race jitters, he did win, as did his older brother, **Antoine**, who’s one of the top Opti sailors in the nation and won in the red (most experienced) fleet. In the white fleet, **Will Cefali** took the top prize, while among the blue fleet **Jack Barton** finished second and **Esteban Forrer** finished third. Full results at www.sfbayopti.org.

Big boats, big race: The 27th St. Maarten Heineken Regatta, an event as popular for the parties as it is for the racing, got even better this year when organizers added a day of racing for the top boats. Up for grabs was the inaugural Budget Marine Commodore’s Cup. Volvo Ocean Race winner **ABN Amro One** took the prize, winning each of three races. In the main event, Jim Swartz’s Swan 601 contingent, posted four bullets and a second to win the Spinnaker 5 division.

On the line: The crewed and double-handed **Lightship Races** were just starting as we put the final touches on this issue, and the **San Francisco Cup** was about to start just hours later. Check www.yra.org, www.lyc.org, and www.sfjyc.org, respectively, for results.

Parting words: **Beer can racing** is back again this month, and not a moment too soon. If you have a boat, use it! If your friends have a boat, make sure they use it — taking you with them! If you answered ‘none of the above’, you still have two tricks up your sleeve. Scope out the racing calendar and head to the nearest marina or yacht club with a race scheduled for that evening. Boats are often eager to pick up fresh faces wandering the docks. (A six-pack of your favorite beverage to share with your new friends after racing helps.) Lastly, there’s **Latitude’s crew list party** at Golden Gate YC April 4 from 6-9 p.m. If your name appears on the crew lists in the March or April issue, entry is free. Otherwise, you can join us for just $7.
A Boating Club of Charter Options

As you look out across the Bay on any busy weekend, a sizeable number of the sails you see will belong to charter boats of one type or another. In fact, sailing is such a popular pastime here in the greater Bay Area that it can support an enormous rental fleet of drive-it-yourself ‘bareboats’, as well as two dozen crewed charter vessels licensed to carry from 6 to 80 passengers.

The Bay Area’s legendary sailing grounds are also home to almost a dozen sailing schools where newcomers can learn the ropes and eventually become qualified to charter any boat in the fleet — even those equipped for overnights. As regular readers know, it’s our annual tradition every April to publish this updated comprehensive resource, detailing virtually every charter boat available for hire in the area. We encourage you to peruse it now, and perhaps also save it for future reference.

Bareboats — As every sailor worth his salt knows, the term bareboat was coined back in the late ’60s to mean a drive-it-yourself rental boat equipped with all necessary sailing gear, as well as interior amenities. Over the years, that novel concept evolved into what is today a multimillion-dollar industry with charter bases located in both tropical and temperate climates all over the planet.

Here in the Bay Area, there are roughly 250 bareboats available for hire, but the businesses that manage them are not simply rental agencies. Almost without exception, these boats are offered by sailing schools — usually called ‘clubs’ — which offer a full spectrum of courses, from basic sailing to coastal cruising and celestial navigation.

In most cases, you don’t have to be a member of the sailing club to rent a boat, although nonmembers will pay somewhat higher rental prices.

The first time you charter with a company you will generally have to get checked out by their staff so they’ll feel confident that you’re not going to run the pride of their fleet into a waterside restaurant. Our advice concerning checkouts is to drop by the rental outfit a few days ahead of time and get ‘signed off’, so you won’t cut into your precious charter time on a busy weekend.

Beyond rental discounts, there’s usually added value to club membership such as dockside barbecues, ‘social sails’ where everyone pitches in a few bucks to cover costs, and charter flotillas to idyllic venues in the Caribbean, South Pacific or elsewhere. For folks who don’t own their own boat and/or who don’t have close friends interested in sailing, joining a club is a smart move. The friendly ambience of a club creates a low-pressure forum for advancing through a hierarchy of classes, and the natural camaraderie that comes with shared activities on the water often spawns lasting friendships.

Even if you already own a boat or have access to a friend’s, the Bay’s combined fleet of so many varied types of boats can be a valuable resource. Suppose, for example, you can go out racing with a friend whenever you like, but you rarely get time on a wheel. Renting a bareboat is the perfect solution for honing the full range of skills. We’d bet that virtually every Bay Area sailor has
OF CHARTERING

Fantasies about chartering a boat in some tropical paradise, but if you never get a chance to take total responsibility for a boat— including anchoring — how will you ever be qualified to charter abroad? Trust us, it's a whole lot more fun to begin an expensive vacation charter if you have confidence in your abilities, as opposed to the continual angst brought on by trying to fake it.

Likewise, if you're thinking of buying a boat of your own, there's no better way to scrutinize the differences between popular makes and models than by personally sea-testing them before you commit.

Crewed Charter Vessels — The vessels you'll find on these pages are accessible to folks of all ages, with no sailing skills required whatsoever. However, there are special occasions when even diehard sailors who own arsenals of sailing craft could also use these services. Consider a few possibilities. Suppose you have a slew of relatives coming in from out of town for a wedding or reunion, and you'd like to show them around the Bay. Do you really want to cram them all onto your beat-up old daysailer with the nonfunctional head? No. The smart move would be to charter one of these well-kept 'multi-passenger' vessels, where the pampering service of a professional crew will allow you to sit back, sip champagne and play tour guide.
Similarly, when your coworkers are scratching their heads trying to come up with an original plan for the annual office party, you'll be a hero when you introduce them to the idea of a Bay cruise on a bona fide sailing vessel. Those who care to pitch in with the sailing chores are usually welcome to help, while the rest of the group soaks in the salt air and takes in the sights.

The Bay Area's fleet of fully crewed charter vessels breaks down into two principal categories: 'Six Pack' boats, which are licensed to charter with only six passengers for hire, and 'Multi-Passenger Vessels' (technically called Inspected Vessels). In most cases these can legally carry up to 49 passengers.

On these pages we've attempted to be as comprehensive and up-to-date as possible. We regret any errors or omissions, so please let us know if we've left anyone out!

'Multi-Passenger' Vessels (7+)
(In alphabetical order.)

Argosy Venture: One of the largest and more unique yachts in Northern California, this 101-ft Nevins motorsailer does occasional charters on the Bay as well as annual expeditions beyond the Golden Gate. Built as a private luxury yacht in 1947, her gleaming brightwork and period styling make her an eye-catching sight when she roars across the Bay at 12 knots.
• Carries up to 12 passengers.
• Berthed at Brisbane Marina.
• Available for special custom charters and expeditions, as well as film and dive charters.
• (650) 952-4168; email: charters@argosyventure.com; website: www.argosyventure.com.

Adventure Cat I: A familiar sight on the Bay, this 55-ft catamaran was custom-built specifically for chartering here. Definitely one of the fastest local charter boats, she's been clocked at 20 knots with a full complement of passengers aboard. Guests can choose to ride on the open-air trampoline, forward, or within the sheltered salon.
• Carries up to 12 passengers.
• Berthed at Brisbane Marina.
• Carries up to 38 passengers on day-sails or 12 passengers for overnights.

Bay Lady: At 90 feet in length, Bay Lady is the largest Coast Guard 'certified' sailing vessel on the West Coast. Licensed to carry up to 80 passengers, she holds the second-largest capacity of any sailing charter vessel in the region. Bay Lady was built of steel in New England specifically for the charter trade. Her design combines modern strength and safety features with an old-time sail plan — she carries great clouds of sail on her traditional gaff rig.
• Certified for 80 passengers (most comfortable with about 65).
• Berthed at South Beach Harbor, San Francisco.
• Some scheduled sailings (individually ticketed), private group charters, offshore charters (such as to Monterey) and special events including corporate and baseball parties to McCovey cove.
• (415) 543-7333; email: rendezvous@earthlink.net; website: www.rendezvouscharters.com.

Adventure Cat II: Designed by cat connoisseur Kurt Hughes, Adventure Cat II was launched several years ago. Like her older sister (above), she is fast and fun, yet is much larger and, consequently, can carry twice as many passengers. For really big groups, consider chartering both boats and sail together in tandem.
• Carries up to 99 passengers.
• Berthed at Pier 39, Dock J, in San Francisco.
• Available for scheduled sails daily (individually ticketed), private group charters and special events, including weddings, whale watching and corporate programs.
• (415) 777-1630 or (800) 498-4228; email: sharon@adventurecat.com; website: www.adventurecat.com.

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The steel schooner Bay Lady carries 80.

Chardonnay II: This custom-built Santa Cruz 70 is one of the most popular charter vessels operating on Monterey Bay. She was custom built for fast sailing, yet with the comforts to accommodate up to 49 passengers. She offers a wide array of 'themed charters' such as wine tasting, sunset cruising and corporate teambuilding.
• Carries up to 49 passengers.
• Berthed at Santa Cruz Harbor.
• Custom 'themed charters', special events and corporate teambuilding.
• (831) 423-1213; website: www.chardonnay.com.

Derek M. Baylis: Named after a famous Bay Area yachtsman, this distinctive 65-ft cat ketch was built specifically for conducting ocean research and marine education. Tom Wylie designed it to be an "environmentally friendly way to keep up with whales and other marine life without using an engine."
• Carries up to 38 passengers on day-sails or 12 passengers for overnights.
• Berthed at Monterey; pickups in Santa Cruz by special arrangement.
• Specializing in marine research and educational marine study groups (such as the Monterey Aquarium's Science Under Sail program and great white shark study at the Farallons). Also available for private group charters.
• (831) 372-7245; email: captain@derkmaylis.com; web: www.derekmaylis.com or www.montereysailing.com.
Gas Light: Designed by Carl Schumacher and built by master shipwright Billy Martinelli, this beautifully crafted 50-ft schooner is reminiscent of the days when hay and produce were brought down Bay Area rivers to market under sail aboard similar scow schooners. Her main cabin is spacious and bright, while her broad decks make it easy to mingle during a party cruise, and she heels only minimally.

- Carries up to 49 passengers (ideal with 25-35).
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters and special events including corporate meetings and teambuilding. Kids' groups welcome.
  • (415) 331-2769 or (415) 601-1957; email: gaslightcharters@hotmail.com; website: www.gaslightcharters.com

Glory Days: This classic Morgan Out Island 51 is owned and operated by Pam Powers, one of the few professional female skippers in the local charter trade.

- Certified for 42 passengers — probably the only O.I. 51 which is.
- Berthed Pelican Harbor, Sausalito.
- Available for corporate events, private charters, weddings, ash scatterings, teambuilding sails and Angel Island BBQ sails. Occasional scheduled sails (individually ticketed) such as Friday night sunset sails and full moon cruises (see website for schedule).
  • (800) 849-9256 or (415) 336-0392; email: info@sfbaycharters.com; website: www.sailsfbay.com

Nehemiah: Among the things that make this classic wooden ketch unique in the Bay's charter fleet is the fact that she has circumnavigated — twice — under previous owners.

Her current use is also unique, however. Capt. Rod Phillips and his wife, Admiral Joni, enjoy doing Bay charters for the general public, which finance their true passion, youth sail training — particularly for ‘at-risk’ youth. Solidly built and traditionally rigged, she is an ideal platform for hands-on training, as well as pleasure sailing. A lifelong mariner, Rod also captains S.F. Bay ferries.

- Carries up to 32 passengers.
- Berthed Richmond’s Marina Bay.
- Available for youth sail training, scheduled sails (individually ticketed) and private charters.
  • (510) 234-5054; email: captain@sailingacross.com; website: www.sailingacross.com

Ruby: At 64 feet in length, this double-ended steel sloop has been a familiar sight on the Bay for as long as we can remember. In fact, Ruby has been chartering longer than any other boat on the Bay — 26 consecutive years. She’s also become a landmark at her San Francisco Boat Works homeport, adjacent to The Ramp restaurant. Owner/skipper Josh Pryor designed and built her himself back in the ‘70s with thoughts of long-distance cruising, but once he started chartering her, he discovered that both he and she were well suited to the business. In addition to scheduled sailings, she does a variety of special charters — one of the most memorable was when The Playboy Channel brought...
WORLD

a dozen bunnies aboard for an Opening Day photo shoot in the waters off what is now SBC Park.
- Carries up to 31 passengers.
- Berthed at The Ramp restaurant, foot of Mariposa St., San Francisco.
- Available for lunch and evening sails daily (individually ticketed), private group charters, and special events including corporate functions and ash scatterings.
- (415) 861-2165; email: rubysailing@sbcglobal.net; website: www.rubysailing.com

**Sea Raven**: This comfortable 65-ft catamaran specializes in elegant dining cruises under sail, accommodating up to 30 guests for ‘sit-down’ dinners in her customized salon. For this purpose, she is completely unique within the Bay Area fleet, which, naturally, brings her plenty of corporate business and special-occasion charters.
- Carries up to 48 passengers.
- Berthed at South Beach Harbor, San Francisco.
- Available for private charters only: dinner cruises, private group charters, special events including corporate functions and baseball tailgate parties.
- (415) 861-2165; email: rendezvous@earthlink.net; website: www.rendezvous-charters.com

**Seaward**: This 82-ft staysail schooner was a new addition to the Bay Area charter fleet last season, having arrived here from Boston last summer. Rather than doing typical daysails, during the spring, summer and fall her primary function is running hands-on sail training for youngsters in, or near, the Bay. When winter approaches, she heads for the sunny latitudes of Mexico, where she offers a series of programs which combine education in traditional seamanship, study of the marine environment and fun in the sun. She is owned and operated by the nonprofit Call of the Sea organization.
- Carries up to 45 passengers on day trips; 15 for overnights.
- Berthed at Sausalito.
- Available for youth sail training, overnight coastal trips, scheduled (individually ticketed) Friday night and Saturday sails, overnights to Drake’s Bay and the Farrallons, private group charters and corporate events, plus ‘adventure sailing’ in Mexico during the winter.
- (415) 331-3214; email: info@callofthesea.org; website: www.callofthesea.org; and for Mexico: www.seawardadventures.org

**Team O’Neill**: Based in Santa Cruz, this custom-built 65-ft cat is expansive, stable and fast — ideal for party charters.
or whale watching in the waters of Monterey Bay. Although Jack O’Neill is a longtime sailor (as well as a lifelong surfer), he initially became interested in the 65-ft Team O’Neill cat in connection with another of his passions — hot air ballooning. He rigged her with a tabernacle mast that hinged aft, and used the massive 65 x 28-foot platform as a ‘launch pad’.

Although Team O’Neill is available for private charters, she spends much of her time these days running educational sailing trips for grade school kids. Called the O’Neill Sea Odyssey, these programs focus on marine science, integrating classroom study and community service with sails out into the Monterey Bay Marine Sanctuary.

- Carries up to 49 passengers.
- Berthed at Santa Cruz YH.
- Available for private group charters, whale watching and special events including corporate, as well as educational programs including the O’Neill Sea Odyssey.
- (831) 475-1561; website: www.oneillyachtcharters.com and www.oneill-seaodyssey.org

Yukon Jack: Although a remarkable amount of ‘big boat’ racing takes place on the Bay each year, only a minuscule portion of the sailing community ever gets to ride on those sleek, go-fast machines. But if you’d like to check out the adrenal thrill of blasting across the Bay on an ultralight, this proven Santa Cruz 50 is the boat for you. A former ocean racer, she actually holds the San Francisco-to-Tahiti record from her ‘95 crossing: 19 days, 4 hours and 51 minutes, if anyone’s counting.

- Carries up to 25 passengers.
- Berthed at South Beach Harbor, San Francisco.
- Race charters (including offshore), private group charters, and special events including corporate.
- (415) 543-7333; email: rendezvous@earthlink.net; website: www.rendezvous-charters.com

Six-Passenger Crewed Yachts

We need to preface this section by saying that in addition to the six-passenger vessels which follow — many of which are operated by their owners — virtually every sailing school (aka ‘club’) listed at the beginning of this section also has boats which are available for ‘six-pack’ charters with captain and crew.

Some of the larger boats in those fleets are very nicely fitted-out for both comfortable daysails and overnight charters. Call them for details and pricing.

Apparition: Sleek and speedy, Apparition was custom-built in Sausalito with...
**Carrera:** At the smaller end of the spectrum is Gene Maly’s well-kept Capo 32 racer/cruiser. Based at Monterey, Carrera balances her increasingly busy schedule between intimate group day sails and instructional sails that feature plenty of one-on-one attention.
- Carries up to six passengers.
- Berthed at Fisherman’s Wharf, in Monterey.
- Available for scheduled daysails including whale watching and Marine Sanctuary tours, private charters, academically-oriented instruction, and “teambuilding challenges” for corporations.
  - (831) 375-0648; email: captain-gene@sailmontereybay.com; website: www.sailmontereybay.com

**Cat Ballou:** Originally a Caribbean charter yacht, this sweet-sailing Catana 42 catamaran joined the Bay Area charter fleet after owners Chuck and Ellie Longanecker upgraded her substantially during an extensive refit. As well as doing custom charters on the Bay, she also occasionally voyages beyond the Golden Gate. In fact, in recent years she’s offered a series of “adventure charters” to, from and within Mexico. A management consultant by trade, one of Chuck’s specialties is teambuilding charters.
- Carries up to six passengers. (Note: This vessel will soon be licensed to carry 12 passengers.)
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters, special events and corporate charters, including teambuilding.
  - (888) 566-8894; website: www.sanfranciscosailing.com

**Flying Tiger:** This sleek former racing yacht is one of the newest additions to the Bay’s charter fleet. Originally designed to race in the SORC, she was later fitted out for comfortable cruising and explored both Mexico and Alaska. Kirk Miller (a.k.a. Capt. Kirk) gave up a
successful career in the energy business to pursue his dream of chartering on the Bay aboard *Flying Tiger*.

She is ideally suited to charters with those who enjoy high-performance sailing — it doesn't take much to convince Kirk to put up the chute on the downwind run past the Cityfront. She has recently undergone an extensive refit.

- Carries up to six passengers.
- Based at Sausalito.
- Available for private group charters, corporate charters and special events. Passenger participation is welcomed.
- (650) 858-1640 or cell (650) 492-0681; website: [www.sfbaysail.com](http://www.sfbaysail.com)

**Incognito**: This custom-built C&C 48 is the ‘dream boat’ of 30-year charter skipper Mark Sange. He had been looking for a stiff, high-performance boat that was well balanced and responsive. And to hear him tell it, *Incognito* filled the bill perfectly. Having skippered big luxury charter yachts in the Med for a decade, Mark knows a thing or two about putting excitement back in his client’s lives. “I like to introduce them to the therapeutic effect of bashing to windward in 20 knots of breeze with the lee rail buried.”

- Carries up to six passengers.
- Berthed at Sausalito Yacht Harbor.
- Available for all types of private charters, including corporate and special events; specializes in instructional ‘performance sailing’ charters.
- (415) 868-2940; (415) 987-1942; email: Captainmarco@cs.com; website: [www.captainmarco.com](http://www.captainmarco.com) or [www.sailingsf.com](http://www.sailingsf.com).

**Lanikai**: This lovely C&C 44 racer/cruiser — whose name means heaven near the sea — is one of the newest additions to the S.F. Bay fleet. Having undergone an extensive refit, she is in like-new condition and features luxurious amenities below decks. Operating under the name Executive Charters, owners Lisa and Garrett Caldwell focus on the high-end, small-group market. Their charters include limo pick-ups, first-class service and fine cuisine catered by a San Francisco hotel.

- Carries up to six passengers.
- Pickups at South Beach Harbor, Pier 38 and at Jack London Square.
- Focused on high-end service and accommodations; available for private day charters including corporate, special events, skills assessment and scattering
Leibling: This sleek Amel Super Maramu 53 is also operated by Executive Charters. Her elegant 'gold-plater' appointments are ideally suited to those high-end clients in search of a truly luxurious sailing yacht.
- Carries up to six passengers.
- Berthed at Alameda, with pick-ups at South Beach Harbor, Pier 38 and at Jack London Square.
- Focused on high-end service and accommodations; available for whale watching, private day charters including corporate and offshore voyage legs.
- (916) 826-5653; email: info@executiveyachtsystems.com; website: www.executiveyachtsystems.com

Pegasus: For the past 14 years this beautiful 1953 John Alden ketch has specialized in taking school groups and at-risk youth out on the Bay. In order to subsidize those programs, they've recently made this Philippine mahogany beauty available for private charters.
- Carries up to six passengers.
- Based at Berkeley Marina.
- Available for private group charters, corporate charters and special events in addition to special youth sails. Passenger participation is welcomed.
- (510) 621-8130; email: info-AT-pegasusvoyages.org; website: www.pegasusvoyages.org

Perseverance: Captain Jeffrey Berman has been a mariner his entire life. An accomplished racer, cruiser and commercial captain, he enjoys sharing the experience aboard this Catalina 36 MKII through a wide variety of charter offerings, including lessons.
- Carries up to six passengers.
- Berthed at Oakland.
- Available for private group charters, sailing lessons, teambuilding, memorial services and overnights to Drake's Bay or Half Moon Bay.
- (415) 302-0101; email: captain@charterperseverance.com; website: www.charterperseverance.com

Ta Mana: "When it's time for a break from the ordinary," says Cap'n Bernard, "experience the Bay under sail!" he invites both experienced sailors and landlubbers to take a turn at the helm of this 36-ft cutter.
- Carries up to six passengers.
- Berthed at Sausalito.
- Available for private group charters and special events. Passenger participation encouraged.
- (415) 272-5789; email: tamanacharter@sbcbglobal.net or see website www.allusa.com/sailsfo
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Phone: 1-888-832-CATS

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CHANGES

With reports this month on Mike Harker starting his 11-month circumnavigation with Wanderlust III; from Crystal Wind on the skipper having to issue his first mayday in 30 years; from Mico Verde on a punctual cruising from Seattle to Australia; from Aquarelle on a fourth season of cruising in the Caribbean, including Carnival in Trinidad; from Fleetwood in South Africa; from the Wanderer on walking the docks at Marina Vallarta, and all the Cruise Notes we were able to jam in.

Wanderlust III — Hunter Mariner 49
Mike Harker
A One-Year Circumnavigation
(Manhattan Beach)

I’ve finally gotten my new boat out of the Miami Boat Show so I can start my circumnavigation. It’s going to be a quick one, for if all goes well, I’ll be in Australia for the Sydney Boat Show in July, then continue on to South Africa, Brazil, the Caribbean, and back to Miami for next year’s boat show. Even though my boat is going to be displayed at some stops along the way, I’m intending to complete the trip in 11 months.

It sure feels great to get back on the water again! I find it exhilarating to be able to go from one exotic locale to another using only the forces of nature. I really missed that during the 18 months I waited for my new boat to finally be ready. And what a beautiful boat she is! Hunter listens to their customers and dealers, so even some of my design input made it into the ‘Bluewater’ version of the 49.

There were a few things about my Hunter 466 that I thought needed improving, and a few things I wanted to add to the new boat for my own safety and comfort while single or shorthand-

ing in heavy seas. For example, I carry an emergency rudder that stows away until needed, then fastens to the stern with already-fitted pad-eyes. I also have a Viking 6-person SOLAS liferaft and two EPIRBs, including one that is a personal model. I have two complete charting and plotting systems — the Navionics Platinum charts for the world on the RayMarine E120, and Nobeltec world charts on a laptop powered by an isolated 12-volt battery pack. This gives me options that I hope I never need to use.

The Bluewater version of the Mariner 49 has a 68-ft mast that is seven feet taller than on the standard model, and a deeper keel. I have a full-reach main with three inline reefs, a self-tacking staysail, and a 120% genoa. I also have the 8-gph watermaker, so I changed one of the three 80-gallon water tanks into an reserve fuel tank with transfer pump to the 120-gallon main tank. The water, not the fuel, is filtered through a twin-filter FilterBoss cleansing system.

I have a twin propeller bow-thruster for tight marinas, a Flex-O-Fold three-blade folding propeller, and the Fischer-Panda 12 KW genset. I had the Hunter stainless department build an arch/bimini/davit system similar to the one on my old boat, and added three 75-watt solar panels on the top. By the way, the davit system for my dinghy works really well, no matter if I’m retrieving or launching.

I had three journalists along from German television during my first week of sailing. Although I was born in Southern California and still live there, I have a lot of longtime contacts in Germany, and will be doing shows for German television as I go around the globe.

I’d been so busy preparing my new 49-footer to circumnavigate that I didn’t get time to take many photos in the beginning. But now it’s different, particularly since I met such a photogenic subject as Kimberly McKeag, who will be sailing with me down to Georgetown. She’s 30ish, from Toronto, and I met her at the show in Miami. She has her Power Squadron license, but needs some sea time so she can sit for her Coast Guard license. It was the perfect excuse for her to sail with me to Georgetown. She hopes to rejoin me for another week in the South Pacific.

I’m off for Jamaica and Panama, and on that latter leg expect the typical boisterous conditions. I will be providing regular reports for Latitude and Lectronic as I go along. In addition, I’ll have my www.sail-wanderlust.com website and blog up and running before I leave Panama. I hope to see some of the Puddle Jump fleet when I reach French Polynesia.

— mike 03/05/07

Readers — Harker used to bike along the shores of Santa Monica Bay. One day he stopped at the Hunter dealer in Marina del Rey and picked up a copy of Latitude. After reading about the Ha-Ha, the non-sailor bought a Hunter 34 and did the Ha-Ha with several friends from Germany. Following a singlehanded Baja Bash, he bought Wanderlust II, a Hunter 466, at the Miami Boat Show. He singlehanded her across the Atlantic to the Med. Sailing with various crew around the Med, he then crossed the Atlantic again to the Caribbean, Panama, French
IN LATITUDES

Polynesia, and was headed to Hawaii when the rudder broke. Once that was fixed, he sailed to Hawaii and back to California. Inspired by the experience, he and Hunter worked together so he could do a one-year circumnavigation with the new Hunter Mariner 49 Bluewater model. After the circumnavigation, Harker wants to do another Ha-Ha and a lot more sailing on Banderas Bay in Mexico.

Did we mention that a hang-glider accident left Harker in a coma for a long time, and that for about a decade he was unable to walk? Although doctors assured him that he’d never walk again, after much tremendous effort and dedication, he proved them wrong. He still has no feeling beneath his knees, and can’t stand in one place without touching something. Nonetheless, Harker expects to do much of the circumnavigation short or singlehanded.

We believe in Mike!

Crystal Wind — Brewer 45
Martin A. Vienneau
My First Mayday
(San Diego)

After more than 50 years of sailing, with 30 of them on my Brewer 45 ketch, I had to issue a mayday call.

It all started when I was forced to take Teruo, my long-time Japanese friend and shipmate, to a hospital in Mazatlan. His kidneys had stopped functioning. After watching him suffer in the hospital for several days, I had no choice but, with a heavy heart, put him on a plane back to his native Japan. Teruo was the best crew I ever had — not to mention the fact that for the last four years his sushi had been a big hit at all the cruiser potlucks.

So there I was, with no choice but to singlehand Crystal Wind back to San Diego. On the way up the coast of Baja, Martin with Princess, his beloved kitty. She cried her eyes out the night they rolled gunwale to gunwale at Punta Cunas.

When we were at St. Barth in the winter, we loved to get up at dawn, both because the light was soft and sweet, but also to see what new boats were around. One morning we got up and saw this frigate anchored well off Shell Beach. What a beautiful sight she made with the pinkish clouds in back. We never did find out her name or where she was going. The photo doesn’t go with any body text, but we had to run it somewhere, and decided that this was the place.

Crystal Wind — Brewer 45
Martin A. Vienneau
My First Mayday
(San Diego)
I took on fuel at Turtle Bay from Servicos Anabela, a panga that had a big fuel tank with fuel gauges, filters — the works. Their panga looked like a gas station, but they come out to your boat. It’s very convenient, but . . .

I told them I had a Baja Filter, but they assured me their diesel didn’t need to be filtered — plus it would take too long. After they assured me once again that they filtered the fuel twice while ashore and another two times on the fuel panga, I let them fill my tanks without using the Baja Filter. You live and you learn. At age 76, I guess I’m still learning.

The first night out, motoring past Cedros, wasn’t a problem. But the next day, with 20+ knots of wind on the nose, my Yanmar started talking to me in low RPMs about halfway to San Quintin. I assumed the problem was with my filters, but I didn’t want to try to change them in the big seas. The closest anchorage was Punta Cutas. It’s not a highly recommended anchorage, but I figured it might be good enough for me to change the filters. Since it was already dark, I decided that I might even spend the night there.

Figuring that I’d drop the hook in 15 to 20 feet to get some protection from the big northwesterly swells, I cased off the throttle. Big mistake! The engine quit. It was a panic situation, as there was no way that I could get sail up in time. I quickly dropped the anchor and 300 feet of chain. It held, but I couldn’t get far enough in to get protection from the lumbering swells. So Crystal Wind rocked from gunwale to gunwale all night long while I held Princess, my kitty, in my arms. She cried her little eyes out all night long in fear.

In the morning I determined that it wasn’t just the filters, as the injectors were the best shipmate that Martin ever had, but the need for dialysis treatments have put an end to his cruising career.

tor pump wasn’t working. The anchor seemed to be holding, but if it dragged, I would be on the rocks. After a few hours of thinking it over, I decided that I had no choice. So I put out a Mayday.

A 50-something-foot powerboat heading north answered my call. He didn’t want to tow me into those seas, but said that if it was necessary, he would tow me to the next safe anchorage. Better yet, he made contact with the Coast Guard in Long Beach, which called the Mexican Navy for assistance. The skipper of the powerboat informed me that a Mexican warship was steaming down from Ensenada, and asked if I could hold out. I said that I could, because at the moment it wasn’t life-threatening. I thanked him profusely for his help.

When the warship arrived, they sent over an English-speaking officer along with a chief engineer and four enlisted men. I thought to myself, ‘Wow, where does the Mexican Navy get these people?’ They all came right out of Central Casting: bright, courteous and cheerful. They were just fantastic. My fears evaporated and I was back in my element — adventure on the high seas!

The officer explained that the captain didn’t want to tow me in the big seas because it was too dangerous, which is why he sent the chief engineer over. They were going to try to get my engine going! The engineer and two of the enlisted men spent all afternoon in the engine room, with the boat still rocking from gunwale to gunwale. "Are you all right in there with all that rocking?" I asked. "Yes," he replied, "I love it." He then showed me the filters, heavily saturated with water. Thank God I had spares — two large Racors, plus one on the engine. "But damn," I swore to myself, "there must be at least 10% water in the diesel in my tanks."

"Well, you know they make more money selling water than diesel," replied the chief engineer. I wasn’t amused, but I saw the humor in it.

It was getting late, so the engineer said that he’d take the injectors back to the ship and clean them, then bring them back in the morning. Since it was still rough, he asked if I wanted to spend the night on their ship, although it meant I’d have to leave Princess behind. "No way," I said. "I’m not going to leave her all alone. So I had another long night of rocking and rolling.

When the chief engineer returned in the morning, he decided, like me, that the injector pump wasn’t working. After talking about the problem on the radio with the captain of the warship, he said, ‘I guess we’ll have to tow you, we’ve got permission to take you to San Quintin, the next port — but you’ll have to sign a release.’ No problem, I’d sign!

So they towed me out to the ship with a 300-foot hawser. They wanted me to run it through the hawsehole and tie it off to Crystal Wind’s samsom post. But I wouldn’t let them. "Even though my boat is heavily built," I told them, "the post would be yanked right off in these seas." So we put the line across the deck, through one hawsehole and out the other, making a tow line of about 20 feet in front of the boat. It had a solid grip on the entire bow. The captain insisted that two of his men stay on Crystal Wind during the tow. So off we went, warship, Crystal Wind, crew, kitty and I. All night
IN LATITUDES

and I settled down for a long, steady night. I gratefully slept in the aft cabin for the first time since Isla Cedros. In the morning we enjoyed fresh-squeezed orange juice, buttermilk blueberry pancakes, and hand-ground Starbucks coffee for breakfast. That’s what I call being a gentleman at sea.

Finally, San Quintin lazily came into view. It was flat, calm and quite beautiful. My new navy friends towed me into the inner bay with their longboat. At long last, I dropped the anchor, safe and sound. After handshakes and many hugs, they left to go back on patrol.

The point that I want to get across is that the Mexican Navy was truly fantastic. They were not only efficient, but had full command of the situation from the moment they arrived until the moment they ever so gently dropped me at San Quintin. The captain and crew were the best, I’ll never forget them!

It took me another three weeks to get to Ensenada, and finally to San Diego, where I am now cooling my heels on my private mooring in the bay.

— martin 03/10/07

Readers — The Mexican Navy — like a lot of other government agencies in Mexico — is a much more professional organization that it was just a few years ago. It’s great to see.

Now that Martin, who is 76, is back in San Diego, what’s he going to do? Get ready for more cruising, of course. You can read about it in Cruise Notes.

Mico Verde — Westsail 32

Warren Johnson and Stephanie Parry-Johnson
(Seattle, WA)

We bought our Westsail 32 in San

Warren and Stephanie and the volcano. Beautiful Tanna Island also has cargo cults, hot water springs and wonderful people.
Diego in the fall of '03, and had her trucked to Seattle where we planned to liveaboard and refit her in time to start cruising by August of '04. We managed to do it, too, without going too crazy in the dreary Seattle winter. There were a few nights, however, where we drifted off to sleep with the help of varnish fumes. In any event, we departed Shilshole Marina on August 16 — on schedule — to start our cruising adventure.

We spent five months in Mexico, practicing our Spanish, doing some inland travel, and eating some great — and not so great — Mexican food. We began our Pacific crossing from Zihuatanejo in mid-April. As crossings go, ours was pretty uneventful — except when we jibed to port and started heading south to cross the equator at 135 West. The problem is that the boomkin fairleads cracked under the pressure of the jibe. We fixed them with tarred marlin and they held fine for the remainder of our trip. After 29 days and 3,500 ocean miles, we were happy to set foot ashore at Hiva Oa in the Marquesas.

We then spent seven wonderful, awe-inspiring months cruising west through the various island groups — French Polynesia, the Cook Islands, American Samoa and Fiji. Some of our favorite destinations were Tahuata of the Marquesas, Rangiroa of the Tuamotus, and Suwarrow of the Northern Cook Islands. We had great weather, with steady tradewinds the entire season, so we only put 50 hours on the old Perkins 4-108. That November we left Mico Verde at Vuda Point Marina in Fiji for the tropical cyclone season, and flew back to Seattle where we both worked for seven months. When June of '06 rolled around, we couldn't wait to get back to cruising.

Once back in Fiji, we hauled Mico Verde and hired a company to strip off the bottom paint. We think they went through eight colors of bottom paint before they got to the gelcoat, and probably lightened the boat by 100 pounds. Our Westsail had a few osmotic blisters, but they weren't too serious, so we let her dry off for a few weeks while we did some overland travel. We returned just in time to see the workers put on the final layers of bottom paint. We splashed here, spent another week or so attending to a few projects, and then headed off to cruise Fiji.

The weather across the entire Pacific in '06 was a little bit off — at least compared to the previous year. As a result, we sat through a lot of storms on the hook, and had front after front roll through for the whole season. In fact, after a month of trying to cruise the resort-ridden Mamanuca Islands of Fiji, we decided that it was time for a change of scenery and made the 400-mile trek west to Vanuatu.

We had a very bumpy ride, but arrived on the island of Tanna ready to get back to real cruising. Tanna is a beautiful, untouched island with an active volcano, hot water springs, cargo cults and lovely people. Overall, we spent about six weeks cruising through the islands of Vanuatu. In late October, we arrived in the northern port of Luganville on the island of Espiritu Santo. When the weather faxes showed a low forming, we decided to leave for Australia a bit earlier than we planned so we didn't get stuck waiting for a better weather window. It turned out not to be such a good idea.

A day after we left, the weather faxes showed the low growing in force — and it was soon declared to be tropical cyclone Xavier! We sweated bullets, of course, but the only thing we could do was move away from the low as fast as possible. The wind blew a steady 30 knots, and the waves were the biggest we'd ever seen, with some of them as high as 20 feet and breaking. But we made our fastest noon-to-noon runs ever on that passage, 175 miles each for two days in a row. Within four days we were safely out of the track of Xavier and into steady trades and sunshine, something that was all too rare last season. Those days were a great close to the season, as we arrived in Bundaberg, where we readied Mico Verde to wait while we worked in the U.S. for three months.

We have a few projects lined up for the boat before we start cruising Australia, including replacing our old heat exchanger, getting a boatwright to look over our bowsprit and boomkin, and touching up the brightwork. We've found that our stamina for boat projects is always strongest after being away from cruising, so we'll try to make the most of our time before cyclone season ends in May.

— Warren & Stephanie 03/08/07
IN LATITUDES

IN LATITUDES

Aquarelle — Feeling 446
Terry & Evelyn Drew
Carnival In Trinidad
(Santa Cruz)
This is our fourth season of spend-
ing the winter aboard our Feeling 446
Aquarelle in the Caribbean. We’re pres-
ently in Tyrrel Bay, Carriacou, after a
20-hour trip back from Trinidad. We’d
sailed to Trinidad intending to spend
just two weeks, but ended up spending
a month. Carnival in Trinidad, said to
be the second largest after the one in Rio
— was great. So were the people, both
the locals and cruisers.
What an amazing place Trinidad is.
And the weather is great. The
temperature is
85 to 90 degrees
with light winds
during the day,
then drops down
to 72, with dew,
at night.
We stayed in
Chaguaramas, which is somewhat iso-
lated from Port of Spain, which is where
all the Carnival activities take place,
but is one of the major yacht storage
and repair facilities in the Caribbean.
We had to ‘commute’ to Port of Spain for
the festivities, most of which take place
in the evening.
The Carnival parades and competi-
tions go on for miles, so it was nice to
see the D’john trucks in the middle of
the various tribes. We guess that keeping
your tail feathers dry is the key thing for
revelers. The pan drum bands are in a
completely different area, but the music
is really great.
After Carnival some of the cruisers
opted to go in groups to the Orinoco River
in Venezuela, while others continued on
to Guyana.

— terry & evelyn 03/06/07

Fleetwood — Naja 30
Jack Van Ommen
Setting Out From South Africa
(Gig Harbor, WA)
Tomorrow I’ll be rounding the Cape
of Good Hope and entering the Atlantic
Ocean, which will allow me to point my
bow toward the Americas. The Atlantic
will be Fleetwood’s home for the next few
years.
I hadn’t counted on spending nearly
three months in South Africa, but I
needed to take care of some maintenance
in Durban and Simon’s Town, the latter
just outside of Cape Town, and in this
part of the world you always need to
wait for weather windows. I spent half
of the three months in Durban, which
was one of the best and most enjoyable
stops on my two-year voyage. The marina
was within a short walking distance of
the town center, and two yacht clubs,
the Royal Natal and the Durban YC, competed
for the praises of visi-
tors. And just about all
boating equipment was
available at the nearby
chandleries. Over the
years I’d heard rave
reports about the hospi-
tality one gets in South
Africa and the beauty of
the country. Nonethe-
less, both exceeded my
expectations.
We’re all familiar
with the terrible crime
problem in South Af-
rica, so some cruisers
prefer Richards Bay
over Durban, which
is further away from
the mostly impoverished native urban
population. But the marinas in Richards
Bay are far from town and there’s not
much to do there anyway. Practically
all the white Durbanites who formerly
inhabited the town center of Durban
have moved to the outskirts and be-
come ‘SubD(b)urbanites’. They’ve been
replaced in the town center by colored
and black Africans. I did see some very
attractive residential areas with homes,
lands, and tree-lined roads that would be the envy of upscale California towns — were it not for the high walls and security systems. Behind these walls white men still live in a world that most blacks can’t imagine. I don’t like to say it, but after talking with the locals, reading the newspapers and listening to the radio, there seems to be little hope for the entire African continent.

Christmas in Durban was a memorable experience. The Sacred Heart Cathedral had a wonderful service in both English and French. The Cardinal, a black African, had gone to seminary in Louvain, and celebrated parts of the mass in French. There was also a French-speaking Flemish priest. The choir part that sang in French were mostly Congolese refugees. Because the cathedral is downtown, the congregation had changed from mostly white to mostly black. But it’s a vibrant and close community led by some truly caring pastors.

Christmas was also made special by the four Polish female crew of two Mantra 28s, Asia and Ania. The two boats are doing a doublehanded around-the-world race. The two boats arrived in Richards Bay from Mauritius a few days after me, flying the Polish ensign. The two on Ania were Joanna Raczka, skipper, and her 22-year-old crew Aleksandra Peszkowska. The duo on Asia were Joanna Pajkowska, skipper, and Karolina Bratek, her 20-year-old crew. Pajkowska had done the 2000 OSTAR from England to the Caribbean without any sponsorship, and finished respectably. She has also been a volunteer crewmember in the Royal National Lifeboat Society on the South Coast of England. She showed me the burgee from the Masurey, which was left here at the Point YC by fellow countrywoman Krystyna Chojnowska-Liskiewicz, who was the first woman to singlehand around the world. Naomi James is usually credited with that record, but she actually didn’t do it until three years later.

The two boats are owned and sponsored by the Mantra yard, and the circumnavigations are being run as a race between the two. In any event, the four ladies cooked up a storm on Christmas Eve, and I happened to be the only non-Polish guest. They served borscht, piroghees and special pastries, and sang Polish Christmas songs. What fun. Having launched the two boats in the Italian Adriatic port of Monfalcone, I learned that they had sailed to Panama, across the Pacific, spent the cyclone season in Australia, then continued on to the Chagos, Reunion and Mauritius before arriving at Richards Bays. They are now on their way across the South Atlantic to Brazil.

While in Durban, I also had the unusual opportunity to be joined by five other sailors who have either been sailing solo all the time or most of the time. Starting with the oldest, they were Georges Prat, 75, of Bayonne, France-based 39-ft Lerges; Philippe Blochet, 71, of the Paimpol, Brittany, France-based 35-ft steel sloop Ar Sklerder; myself; Bill Hughes, 67, of the Fremantle, Australia-based Westsail 32 Kynika; Dieter Pollak, 66, of the Vancouver-based Amazon 44 Amazon 1, and Noel French, 58, of the Plymouth-based Bavaria 44 Tigern.

Prat, alias ‘Six Fingers’, is the oldest and, having lost the use of four fingers on his left hand in an industrial incident, is the only genuine singlehander. He’s on his second circumnavigation. You could never tell when he was being serious or mischievous, because he always had this mocking squint in his eyes. He doesn’t look anywhere close to 75, and most conversations start with your having to try to guess his age. Someone once told me once that for every year you’re on the ocean, you rejuvenate a year. Blochet, who is the second oldest, is also on his second circumnavigation. He started his first one in ’96, and was rendered unconscious by a mild stroke while between Cape Town and St. Helena. He didn’t bother to see a doctor until he returned to France, where he had an operation. He sold his boat and bought a camping trailer, but after a few years had the irresistible urge to do another circumnavigation.

Bill Hughes immigrated to Australia from North Wales when he was 29, and his ultimate destination is Holyhead, Northern Wales. Dieter Pollak, a German-Canadian, was born in Sudetenland and grew up in Westphalia. He started building Amazon steel sailboats in Vancouver, then took off aboard one. His wife joins him from time to time. Noel French, who at 68 is the youngster in our group, is classified as handicapped, having been run over by a car 10 years ago. He was clinically dead twice because his heart stopped twice during operations, so he jokes that he’s been resurrected more times than Jesus Christ. He broke his boom on the way from Panama to Alaska, and was dismasted near New Zealand, so he’s had some troubles.

Several of the six of us have taken crew or passengers on part of our voyage. Bill Hughes, Noel French and I haven’t taken anyone else aboard until now.

We left Durban in a 10-boat fleet, tak-
IN LATITUDES

Cape Town. The wineries and vegetation reminded me of Sonoma County. I made three trips into Cape Town in the commuter train that follows the breathtaking coast for part of the way. They even have a restaurant car. Cape Town is beautifully laid out beneath Table Mountain.

But now, it’s time for me to head north into the Atlantic.

—jack 03/04/07

Puerto Vallarta Marina Walking The Docks The Wanderer

In the two years since we last visited Puerto Vallarta Marina, which is located at the busy edge of Puerto Vallarta near the airport, much seems to have changed. While the marina was pretty much full two years ago, there were lots of empty storefronts and restaurants, and many of the condos surrounding the facility looked empty and rundown. As for the restrooms, they were disgusting. In just two years, just about everything but the deplorable condition of the restrooms has changed. The marina is jam packed, the marina-front restaurants seem busy, the condos looked occupied and spiffed up — it’s hopping.

We’d taken a $2 bus in from 40-minute-distant Punta Mita at the tip of Banderas Bay to visit our old friend Barritt Neal aboard his Peterson 44 Serendipity. We’d last seen him and his lady Renee Blaul on the hook in St. Barth three years ago. Having had to resort to using WD-40 to start his 26-year-old Perkins diesel on the way up from Panama, Barritt decided he’d better come up with a solution to his engine problems before making his sixth Baja Bash.

Shortly after entering the marina perimeter, we were idling in front of a Yamaha repair facility trying to decide

Who ya gonna call in P.V. when you’ve got a question, want to charter a boat or buy a villa on the water? Why not ‘Go To’ Del Mar?

— IN LATITUDES

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We’d taken a $2 bus in from 40-minute-distant Punta Mita at the tip of Banderas Bay to visit our old friend Barritt Neal aboard his Peterson 44 Serendipity. We’d last seen him and his lady Renee Blaul on the hook in St. Barth three years ago. Having had to resort to using WD-40 to start his 26-year-old Perkins diesel on the way up from Panama, Barritt decided he’d better come up with a solution to his engine problems before making his sixth Baja Bash.

Shortly after entering the marina perimeter, we were idling in front of a Yamaha repair facility trying to decide

Who ya gonna call in P.V. when you’ve got a question, want to charter a boat or buy a villa on the water? Why not ‘Go To’ Del Mar?

— IN LATITUDES

Cape Town. The wineries and vegetation reminded me of Sonoma County. I made three trips into Cape Town in the commuter train that follows the breathtaking coast for part of the way. They even have a restaurant car. Cape Town is beautifully laid out beneath Table Mountain.

But now, it’s time for me to head north into the Atlantic.

—jack 03/04/07

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— IN LATITUDES
Having left Reno to sail to the South Pacific, Joe and Lori are now betting they can have fun and make money chartering out of Vallarta.
When Barritt went to work creating a deeper bilge for his much-loved and much-travelled Peterson 44, he didn’t expect to find cement. And not just any chocolate chip cookies, but ones with chocolate chips and brown sugar imported from the States.”

Apparently word has gotten around that the Laceys do a ‘cut above’ kind of charter, so they’ve been very, very busy, and have been getting repeat clients. “One woman from Washington had so much fun that she chartered our boat for five days in a row,” laughs Lacey.

About this time we bumped into Barritt, whose Serendipity is berthed just across the dock from Dos Amantes. He confirmed that late just about every afternoon he sees a group of very happy-looking people disembarking from the Laceys’s Island Packet. If you ever might be interested in a charter aboard Dos Amantes, you can contact them at dos_amantes_lacey@hotmail.com.

At 67 years of age, Barritt, like many older active cruisers, appears to be in excellent shape. It might have something to do with the fact that he’s been cruising almost nonstop from ’91, in Mexico, the South Pacific, the Caribbean, the East Coast, back in the Caribbean, and back in Mexico again. And he makes an effort to stay in shape. “I got my mile jog in this morning,” he said.

Unfortunately, Serendipity’s Perkins 4-154 — not a lot of the 62-hp engines were made — wasn’t doing so well. Convinced that he and Renee couldn’t do a Bash with the engine, the question became whether to install a new Yanmar or rebuild the 26-year-old engine. It’s a no-brainer, right? You go with the new engine. Or do you?

Barritt explained that while he originally dreamed about putting in a new Yanmar, it wouldn’t be so simple — and it would be about three times more expensive. “The biggest problem,” he said, pointing down into the engine cavity, “is that most of the old stuff wouldn’t fit. I’d have to redo the refrigeration, watermaker and all those things. In addition, I’m sure that I’d need a new shaft, new cutlass bearing, new prop and other stuff.”

Figuring that it would cost $12,000 for just the new engine, plus another $8,000 for installation and necessary modifications, he decided to go with a $6,500 rebuild. One of the considerations is that he’d bought a full rebuild kit back in ’98. When ‘Teapot Tony’ gets done with the job in a month or so, Barritt expects to be able to get another 7,000 hours out of the old Perkins.

“She was a good engine for a long time. In fact, I got saltwater into her twice many years ago, but it didn’t do any permanent damage. The first time happened while crossing to the South Pacific. But I just pulled the injectors, put a towel over the top of them, put a drop of oil in the injector holes, and hit the starter a couple of times. It took four hours and a lot of oil changes while in eight-foot seas, but it fired right up and ran great. I think the cause was a clogged anti-siphon valve.”

Barritt figures that running the engine without load for all these years — to charge the batteries and run the refrigeration and watermaker — have done more damage than the saltwater.

Despite going with an engine rebuild, Barritt has spent many hot and sweaty hours in the Peterson 44’s engine room, and not just cleaning things up.

“Our engine was the last of the 200 Peterson 44s that were built, and she’s been a favorite. Renee and Barritt aboard their much-loved Peterson 44 ‘Serendipity’. They did the ’03 Hainan before heading to the Caribbean. 
tremendous boat. In fact, the only gripe I've got is that the engine bilge is so shallow that when we heel over in rough weather, the water spills onto the cabin sole. So, I decided to fix that by making the bilge deeper. I got a big surprise when I started digging down there and found that the manufacturer had put cement over the top of the lead. I felt like John Henry for a few days chipping away at that stuff." After talking to some other owners, he learned that all the 44s — for whatever reason — have cement on top of the keels.

Current plans call for the couple — Renee, an R.N., was in San Diego at the time keeping her finger on the pulse of that line of work — to do the Baja Bash, something Barritt has already done about five times. "It’s no big deal — and certainly nothing compared to taking the Thorny Path from the East Coast to the Caribbean. That’s 1,300 miles rather than 700 miles, and you have to start your day at 3 a.m. and quit by 10 a.m. We just hated that. If we had to do it again, we’d definitely take the offshore route."

According to the folks on ‘Viva’, Chuck Silver, above, and his wife, Ann, are the new marina manager and dockmasters at Bocas del Toro Marina in Panama. They and their boat ‘Mirage’ are well known to folks at Two Harbors.

Does the fact that the couple are heading back to San Diego mean they are swallowing the anchor? "No, no, no, no!" says Barritt. "We’re going to spend about a year giving Serendipity a complete refit. She’s been an absolutely wonderful boat, with no serious problems, but she deserves a refit. It will take about a year, at which time we’ll head back to Mexico for more cruising. We’ll base out of Banderas Bay, but we’ll be cruising the entire country. In fact, we even liked Huatulco a bit when we came through this year. The people in Mexico are the sweetest and most friendly that you can imagine, the music is fantastic, and the food is outstanding. The thing I can’t understand is how Mexican food can be so interesting, while the food in Guatemala, El Salvador, Nicaragua and Costa Rica is so boring."

Shortly after getting back to San Diego in June, Barritt and Renee will join a group of friends on a catamaran charter out of Raiatea. He’s really looking forward to visiting the places he cruised years ago with Serendipity and, after the charter, will take Renee to Cook’s Bay, Moorea, one of the most beautiful places he’s been to. ‘But nobody needs to worry about us going over to the ‘dark side’ on catamarans. We sailed a lot with Blair..."
Grinols on *Capricorn Cat* back when he used to take everyone on those snorkeling trips out of Z-town, and that was great, but Renee and I love our Peterson 44 too much to ever give her up.” The couple have also already made reservations for the Annapolis Boat Show. “We loved Annapolis when we were back there with our boat a few years ago — except it was so cold when we left that we had to wear socks on our hands. We can’t wait to return.”

Having spent well over five years cruising both in Mexico and in the Caribbean, Barritt is the perfect one to ask which is better for cruising. “They are so different but so good that the only solution is to have a boat in both places.”

— the wanderer 02/28/07

Cruise Notes:

“We gave ourselves two years to decide whether or not we would really like cruising,” report the Nichols family — parents Carl and Yvette, and kids Joel, 14, and Kyle, 11 — of the Friday Harbor, Washington-based Formosa 46 *Liberty*. “But after seven months, we’re going back home. Having made a unanimous decision, we’re going home to literally sell our farm so we can do long term cruising.” By the way, Carl and Yvette told us there were two things that made them buy their boat, which is actually a near copy of a Kelly-Peterson 46. The first thing was the solid pilothouse-like enclosure around the cockpit, and the second was a special helmsman’s seat that fits into the aft companionway.

Let’s talk about the cost of cruising, shall we? During our interview with Barritt Neal of the Peterson 44 *Serendipity*, he told us that he was paying about $870/month — everything included — for his berth at Marina Vallarta in Puerto Vallarta. That’s based on a three-month stay in the high season. It’s not cheap, is it? In fact, he says it’s about $70/month more than he paid at Crew’s Inn, a very nice marina in Trinidad, which has all the amenities, including a crew lounge.

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Most winter nights there are anywhere from 25 to 40 sailboats anchored off La Cruz. They pay nada for the privilege.

head honcho for her husband’s architectural magazine, but she’s giving it all up to go cruising with me. We remained good friends even after we got divorced, and her husband has told her, ‘Go for it!’ How civilized.

So what’s it cost to circumnavigate? We’ll have an excruciatingly detailed report on that in the June issue. But it’s probably less than you think.

“Jon Feldman of Eugene died of cardiac arrest on March 12 while aboard Gertrud, his beloved Bristol Channel Cutter, while near Loreto, Baja,” reports Mark Reed of the Portland-based Southern Cross. Feldman and his partner Cathy Ellis had just weighed anchor when Feldman began experiencing chest pain. Ellis, an RN, issued a mayday, began treating Feldman, and then altered course for Loreto. Feldman went into cardiac arrest 30 minutes later and could not be revived. Jon and Cathy had purchased Gertrud in Seattle approximately seven years ago, and had sailed extensively in the Pacific Northwest, including a circumnavigation of Vancouver Island in ’04. They passed through the Bay

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IN LATITUDES

Area in the fall of ’05 on their way south, spending a month or more in Oakland. This was their second season cruising in Baja. Feldman was in his mid-50s.

Sean and Kathryn Kennedy, who sold Gertrud to Feldman and Ellis years ago, report they are heartbroken at the news of his death. “We’d bought a larger boat, and had hardly put out the word that Gertrud was for sale when Jon and Cathy knocked on the hull. It took no time at all to know these were the right people to adopt our little jewel. I’ve often thought that selling Gertrud was one of the great mistakes of our lives, but it has always been easier to bear knowing she was with the right people. We had too few opportunities to sail together, but we knew the three of them were made for each other. It’s sad to know now that Jon is no longer with them.”

More than a year later, some of the boat is still on the beach. Neil Steinbrenner, who reports that he had a great time on the last Ha-Ha aboard the S&S 80 Kialoa III, and his wife took a trip to the Caribbean this winter, where they made an interesting discovery on deserted Morgan Lewis Beach on the boisterous northeast shore of Barbados. It was a number of relatively large pieces — including the transom — of the J/44 First Light that had been owned by Andy and Jill Rothman, formerly of Tiburon. You may remember that, a little over a year ago, the couple’s boat suffered a broken rudder when they were only about 1,100 miles from completing a nine-year circumnavigation. Despite their valiant efforts to steer and save the boat, she ultimately had to be abandoned.

A lot of armchair sailors harshly criticized the trio — Bruce Ladd was along as crew — for abandoning the boat, but we don’t think the people in chairs have any concept of how difficult it is to steer a fin-keel boat that’s lost her rudder in the trades. At least two boats lost their rudders crossing the Atlantic to the Caribbean last November. One was scuttled, and the other was abandoned after their crews didn’t have any better luck trying to steer the disabled boats than did the crew of First Light. Three years ago, the rudder on Mike Harker’s Hunter 466 Wanderlust II broke while enroute from the Marquesas to Hawaii.
CHANGES

Had another boat not come to their assistance, Harker and his crew may not have been able to make it back to land. If you read the first Changes this month, you'll note that Harker is off on an 11-month circumnavigation aboard the Hunter Mariner 49 Wanderlust III — and he's carrying a complete replacement rudder onboard. Yeah, that's how important a backup rudder is to a guy who has already lost one at sea.

"We're spending four sunny, summery months Down Under in wonderful Hobart, Tasmania," report Steve and Dorothy Darden, who years ago lived in Tiburon, but have called their Morrelli & Melvin 52 Adagio home since 2000. "While we're down here, our cat is snugly berthed at Bainbridge Island near Seattle, awaiting our return on May 1." After their boat was launched in New Zealand, the couple sailed to Tasmania, and absolutely fell in love with the place. In fact, it was years before they could tear themselves away for the trip up to Alaska and the Pacific Northwest, where they have cruised the last several years.

Speaking of cats, Wayne 'the Mango 45-ft cat Capricorn Cat. Blair will help them bring the boat north from Newport to her new home in Brisbane next month. Wayne and Carol hope to sell their Cross 45 trimaran Little Wing soon, as it would enable them to do the Ha-Ha in late October. No matter what, they intend to cruise Mexico with their new-to-them cat next winter. The couple have become great friends with Blair, and plan on upholding his tradition of taking lots of folks sailing. The new owners offered Blair the opportunity to use the cat he built whenever he wants, but after a couple of reasonably serious health issues, Blair has decided that it's time for him to swallow the anchor completely. So the 70-something-year-old bought some motorcycles and quads for himself and Joan, and will soon be tearing up the deserts. While those two may now be gone from the cruising scene for good, it will be a long time before they're forgotten.

Roy and Marlene Verdery of the Sausalito-based Pearson 36 Jellybean appear to have come down with a case of cat fever. "We're heading to Florida to..."
look at Manta cats,” they told us while in La Cruz. Then there are J.R. Beulter and Luprecia Dipp of Guadalajara and Puerto Vallarta, who two years ago bought a Catana 47 cat and christened her Moon and Stars. After having so much fun cruising the cat from Florida to Panama, they’ve put her up for sale because they’ve sprung for a brand new F/P Eluethera 60 catamaran. She should be completed in France in about eight months. In other cat news, tune in next month and we’ll tell you about Peter Brown’s sort-of new Seattle-based Grainger 48 cat Taj. We say ‘sort of new’ because it was started something like 10 years ago.

Seaward, the 82-ft Sausalito-based steel schooner owned by the nonprofit Call of the Sea foundation, left Banderas Bay in March for Sausalito via the offshore or clipper route. We hope to have a report next month on how it went. If you’ve done a ‘clipper route’ trip back to California from Panama or Mexico lately, we’d enjoy hearing how that went.

“In the March issue, the crew of the Tacoma-based Westerly 36 Saucy Lady reported very light winds on their way from Ecuador to Mexico,” recalls Carol Baardsen of the Napa-based Offshore 40 Mary T. “But in February of ‘05, my husband and I had a beautiful, 16-day, moon-lit passage from the Galapagos to Barra de Navidad. We departed in company with the Peterson 44 Mamouna, which took less than two weeks to reach Zihuatanejo. One night, while 400 miles off the Gulf of Tehuantepec, we had 35 knots of wind, but fortunately it was on our quarter. Close to shore it was blowing 60 knots. Otherwise our trip consisted of broadreaching in 10 to 15 knots of wind. We also got lucky, as the ITCZ was quite narrow and moving south as we moved north. Five rainbows, one distant waterspout, a few squalls, and 12 hours later we were out the other side. It helped that we motored judiciously from squall to squall, usually for an hour or...
CHANGES

two. I don’t know what time of year the Rombaughs made their passage from Ecuador to Mexico, as the wind varies depending on the season and sometimes the year, but I recommend that people read the North Pacific Pilot Charts before writing off the direct route from Ecuador to Mexico. We thought the offshore trip was a good way to skip the coastal bash in winter.

A reader who prefers to identify herself only as ‘Angie D’ reports that she’ll become a ‘pollywog’ next month, meaning she’ll be sailing across the equator for the first time. ‘I’ve done a bit of research on the rites and rituals associated with transforming from a pollywog to a shellback, but crawling through garbage and/or being dragged behind the boat is not that appealing. I’d be interested in what other cruisers have done — or had done to them — on their first crossing. The ritual will be entirely in the hands of whoever plays Neptune on the boat, Angie. If you’re lucky, it will be your husband or Significant Other, because in that case you could hold the ‘you’re never going to get laid again’ sword over his head to prevent the rituals from becoming too intense for your liking. But no matter what happens, remember to send some high res photos. By the way, that applies to everyone, as we’re always looking for pollywog photos.

“We’re just back from a quick recon around Cabo and up into the Sea of Cortez,” report Steve and Linda Dashew of the Southern California-based Wind Horse. “The offshore islands were as alluring as ever. On the way back up the coast we stopped at Mag Bay, then worked south inside the bay, past the navy base to the Rehusa Channel. If you take care and watch the tides, you can find your way across the shallows to Rehusa. There is protection from the north for anchoring, and the whale watching was wonderful — but we wouldn’t want to be there in a southwesterly. We examined the options for going out to sea via the Rehusa Channel — which has been previously discussed in Latitude — but they didn’t seem appealing. The local navy contingent confirmed that the channels going out to sea were only deep enough for pangas. After six weeks in Southern California, we’re off to Kodiak, Alaska.”

If you’re near a computer while reading this, check out the Google satellite view of the Rehusa Channel, which is at
the extreme south end of Mag Bay near Punta Tosca. The satellite view gives a terrific view of the different depths and channels. Fascinating.

Plenty of Southbound cruisers are headed for Ecuador, knowing that in previous years cruisers have found Bahía de Caraquez to be an excellent alternative to spending the summer in Central America and even mainland Mexico. The problem with Central America, in addition to the heat and humidity, is the lightning. It’s not at all uncommon for boats in places such as mainland Mexico, El Salvador, Costa Rica, Nicaragua and Panama to be hit. Ecuador, on the other hand, enjoys an entirely different — and pleasant — climate during the summer. A potential downside is that the always politically unstable Ecuador may be closer to civil war than normal. Whether this would affect cruisers in Caraquez is unclear, as the capital of Quito is, at 9,200 feet, almost twice the elevation of Denver, making it almost a different world from the coast. The problem is that newly-elected President Rafael Correa ran on a platform of rewriting the constitution, and wants to disband the Congress, a legislative body in which his political party doesn’t have a single seat. This doesn’t sit well with the members of Congress he wants to oust, so there has been hand-to-hand combat around the capital’s government buildings. Personally, we don’t think it’s going to be a problem for cruisers. But if things heat up, they can always take off.

Sayulita, which is just to the north of...
Banderas Bay but still considered to be part of the Vallarta Coast, is one of the hippest spots in Mexico. It’s full of surfers, backpackers, neo-hippies, dogs and more dogs, and fans of reflexology. While standing on the beach there last month, we fell into conversation with Patricia, a middle-aged woman who, along with her husband, runs a surfboard rental and panga fishing charter business from the beach. She claims that when they moved to Sayulita 10 years ago, there were only five cars. Now there is nowhere to park. But Patricia still loves the place because it reminds her of Santa Cruz, where she used to live a few decades back. Make that a tropical Santa Cruz. She seemed surprised when we told her that we’ve anchored *Profligate* off Sayulita and brought our dinghy through the surf to eat and walk around. “Most boats anchor for a few hours and move on,” she said. “It’s calm today, but we’re on the open ocean, so it’s often roly.” It turns out that Patricia has some sailing in her past. She made the passage from Tahiti to Hawaii via the Marquesas aboard an engineless 41-ft wood yawl in the ‘80s. She remembers it as a good trip, even though they got hung up in the ITCZ for about six days. She declined to continue the delivery back to California, which may have been a good thing, because the boat sank off Maui a short time later.

We’d seen one of Patricia’s fishing pangas come in the day before — the operators drive them through the waiting surfers at about 150 miles an hour and right up the steep sand beach — and marveled at the size of the two dorado a client had landed. The next day, they were pushing a panga back down into the water, but it was full of palm fronds rather than a fishermen. We asked what they were doing. “We’re building a palapa on the ocean,” Patricia replied, as if everybody did it. We had to ask her to explain. “They take the stuff out about four miles, where they build more of a raft than a palapa, take the GPS position, and leave it out there. Fish such as dorado like to swim in the shade of things like the raft, so when we bring our clients back out in the pangas, they are more likely to catch fish.” Hmmm — does that seem only halfway sporting to you, too? Anyway, if you’re sailing down the coast from San Blas to Punta Mita and t-bone something that looks like a raft made of palm fronds, take it up with Patricia.

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**Latitude 38**

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  - Wednesday, April 4, 6:00-9:00 pm

- **Strictly Sail Pacific Booth #321**
  - Wednesday-Sunday, April 18-22

- **Circumnavigators’ Rendezvous aboard the 122-ft schooner Lynx**
  - Friday, April 20, 2:30-4:30 pm

- **Baja Ha-Ha Grand Poobah**
  - Richard Spindler’s Seminar at Strictly Sail
  - Friday, April 20, 5:45-6:45 pm

- **Baja Ha-Ha Reunion Party at Strictly Sail Booth #321, Friday, April 20, 6:00 pm**
The next day we were walking through Paradise Marina where we saw Bill Vac-caro of the Chico-based Moody 44 Miela with a huge smile on his face. No wonder — he’d just caught 16 dorado. We told him about Patricia’s fish-rafts. “We know where it is,” he replied. “That’s where we caught these”.

Speaking of fishing pangas, Rudi, a Swiss-German fellow who works at the Mañana restaurant in Punta Mita, but, because he is married a Mexican woman, belongs to a local fishing/tourism cooperative, told us he just bought a new panga. Care to guess how much they cost? We don’t know how much the typical 27-footers used by fisherman cost, but Rudi’s 32-footer, to be used for local fishing and tour groups, and which comes with a bimini top and toilet, ran $15,000. But that’s without the engine(s). Because Rudi mostly stays inside the bay, he settled for a single 90-hp Mercury. That cost another $12,000. So they aren’t cheap.

There are two problems with Galileo, the European GPS system that is/was supposed to be operational by 2010. The first is that a survey has revealed that not one of the seven companies in the five-nation consortium are working toward completion of the project! The second is that they want to charge for it, which is going to be a tough sell since the U.S. provides GPS service to everybody for free. True, the commercial version of Galileo would be a little more accurate than the U.S. system, but at this point nobody thinks there are enough potential users of that service to turn a profit. While Galileo may take until 2011 to come on line — if it ever does — China has announced that their Beidou GPS system, which initially will only cover China and her neighbors, should be working by ’08. The primary reason for alternative GPS systems is simple — the on-off switch of the current one is controlled by the Department of Defense.

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**BEAUTIFUL 1978 C&C 24.** Excellent condition, clean interior, refurbished teak, autopilot, extra sail inventory, well-running 6-hp Sailmaster outboard, toilet, sink, small kitchen, stereo, water storage, sleeps 2 adults/2 kids. Great family boat or Bay cruiser. $8,500/o. (925) 673-9308 or ehauk@gmail.com.

**18-FT HARD BOTTOM INFLATABLE.** Built by HBI. Boat and trailer are 1990, good condition. 115-hp ob 2006, still under warranty. Excellent ric boat, coach boat or tender. $19,000. (310) 645-0196.

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**AQUAPRO 24 TENDER, 2000 MODEL** with four-stroke Yamaha 100-hp outboard. Comes with a trailer. Located in San Francisco. $28,000/o. Call Mario (415) 546-7245 or mario_yovkov@yahoo.com.

**CATALINA CAPRI 16, 1991.** Cabin model, wing keel, 2.5-ft draft. Trailer launch extension, fresh water boat, roller furling, recent bottom paint. Very clean and in excellent condition. $5,100/o. Also Sailmaker sewing machine, runs electrically or manually. $350. (707) 459-5015.

**RANGER 23 STANDARD RIG.** Great Bay boat. Sound hull (#262, 10/73) and wing keel, 2.5-ft draft. Trailer launch extension, fresh water boat, roller furling, recent bottom paint, anchor and rode, alcohol stove, Porta-Potti, 5-hp Tohatsu outboard, new tires on trailer. Cockpit cover protects brightwork, keeps cockpit clean. Never been saltwater sailed. $4,500/o. Email: roy@mjlaw.com.

**CATALINA 22, 1977.** Fixed keel, roller furling jib, many extras. In excellent condition. $3,900. (559) 917-0559.


**16’-FT INTERNATIONAL 505.** High performance racing dinghy. Parker (UK) wood foredeck and CB trunk. Fully ready to race. All new running rigging, 2 sets sails, excellent trailer. $5,500. Ray in Burson (209) 772-9695.

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**MacGREGOR 26X, 2002.** Swing keel, trailer with surge, low hours, excellent condition, very light use, fully equipped. Excellent. $21,900. (915) 501-7291.

**SANTA NA 525, $7,500/OBO.** Perfect first boat, daysailer or overnighter. Fully refurbished, re-rigged, Bristol condition. Sausalito berth. New sails, boom, shore power, water pressure, blue Awlgrip hull, stereo, and many extras. 100% tuneup. Nothing to do but go sailing. Call (415) 332-3617.


**COLUMBIA 28.** Bill Crealock design, #547 of 553 built. Full-batten main, Isoomat boom with internal lines, new running, standing rigging, lifelines, lots re-done/new gear, rebuilt engine, terrific Bay boat/cruiser, solid, clean interior. $9,900/obo. Call (916) 369-8922.

**SANTANA 25.** New bottom, new hatch, excellent condition. $7,500. Located Marina Bay, Richmond. (925) 928-3316.


**26-FT INTERNATIONAL FOLKBOAT.** Dodger, self-tailing winches, wood stove, good sails, sail cover. Great Bay and ocean sailboat. Local fleet. I got a larger boat, so he’s for sale. $5,600. Chris (415) 332-7501.


**COLUMBIA 28.** Bill Crealock design, #547 of 553 built. Full-batten main, Isoomat boom with internal lines, new standing rigging, lifelines, lots re-done/new gear, rebuilt engine, terrific Bay boat/cruiser, solid, clean interior. $9,900/obo. Call (916) 369-8922.

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NOR’SEA 27, 1980. New gelcoat, tanbark lug mainsail, jib, keel-stepped mast, Yan- mar diesel, Monitor windvane, windlass, four anchors, aft cabin, Ham, shortwave, VHF, Avon inflatable, 2 hp Evinrude, and more. San Diego Bay transferable marina slip. $24,500/obo. (619) 420-5316 or eliance@sbcglobal.net.

29 TO 31 FEET


ISLANDER BAHAMA 30, 1979. Great family cruiser/racer, standing headroom, sleeps 5, enclosed head, pressure wa- ter, dodger, wheel, diesel, stereo/CD, new 130% jib on furler, $19,000, own- ers bought up. See: <www.freewebs.com/bahama30/> Call (415) 254-9973 or bonedaddy2@aol.com.

BABA 30. Photos of this Robert Perry go-anywhere, cutter-rigged double-end can be seen at website: <http://members.aceweb.com/m32b641> Delivery avail- able. $52,500. captainkirk@charter.net or (805) 773-5512.


BRISTOL 29.9, 1977. Yanmar 2QM20, Stream Stay roller furling, dodger, Stalock standing rigging, 125% genoa, 180' drifter, cruising chute, Trailer with 2 reefs, self-tailing winches, dual lifelines, mahogany interior/teak and holly sole, gimbaled 3-burner stove, 68 gal H&C pressure water, 2 anchors, Navik vane, Zodiac dinghy. This one-owner boat has been meticulously maintained. She is not a project, but a well-equipped boat ready to cruise. I am moving from the Bay Area and am forced to sell her because of slip price/availability in SoCal. $35,000. Email: dewitkowski@sbcglobal.net or call (925) 785-6248.

CHEOY LEE BERMUDA 30, 1964. This is a project boat. New main mast, restored mizzen, new rigging, Atomic 4 with spare. Also selling all tools I have for the boat. Berthed in Alameda. $13,000. Call (510) 337-1635 or crazy_otter@hotmail.com.

1983 CAL 9.2R 30-FT RACERCRIUISER. Legendary Ron Holland design. Very clean. Engine well-maintained. 3 head- sails (155%, 120%, 100%) plus spinnaker. Autopilot. $21,000/obo. Details please contact Yoshi: (310) 836-7871 or email: stingray1983@hotmail.com.


PEARSON 30 COASTER. Yanmar diesel with very low hours. Two jibs, spinnaker. Berthed downtown Sausalito. Needs some work. Will consider partial financial or partner(s) who can work on it. $12,500. (415) 332-3415 or guvornb@yahoo.com.


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ERICSON 30, 1968. 60 hours Kubota diesel. New rigging, thru-hulls and holding tank, $9,500. Also 36’-r all at Pier 39 for sale. C-S. Best location, close to everything. Excellent Marina facilities and parking, $12,000. Both, $20,500. (925) 228-4635 or singmarsan@yahoo.com.

RAWSON 30, 1981. Great shape. Cruise the world. Rebuilt diesel, 6 sails, radar, GSPS, SSB, windvane, fridge/Freezer, watermaker, oversized rigging, etc. On the hard in LaPaz. Reduced to $28,000US. Email Jay: Travellinglows@yahoo.ca or call (604) 617-1436.

1967 SPARKMAN & STEPHENS Columbia 29 Mk II. Rebuilt from masthead to rudder. Fresh paint, new Yanmar, standing and running rigging, new fuel/water tanks, new instruments. Transferable Sausalito slip. Sale anywhere now. $19,000. (415) 995-2521.

NEWPORT 30 Mk II, 1976. Upgrades include rebuilt Atomic 4 with minimal hours, LPU, standing rigging, mast wiring, thru-hulls, valves, head, holding tank. Race ready. Interior in nice condition. $15,000/obo. Call (707) 645-0938 or email: bvmcgowan@gsbglobal.net.


CORONADO 30, 1973. Yanmar diesel, dodger, club-footed jib, 3 headsails, spinnaker, lazyjacks, new top paint and rigging all in excellent condition. We have sailed her and won extensively. $35,000. Please call (707) 246-0949.

ISLANDER 32, 1972 CUSTOM KIT Yanmar diesel. Stove/oven, head, GPS, radar, autopilot, light, CD player, plenty of life jackets and sails, sleeps 6, fiberglass hull, teak interior and trim. $16,000/obo. (510) 487-5990.

PACIFIC SEACRAFT 34, 1996. Crealock transom, 31’ LOA, 1996 full keel cruiser. North sails, spinnaker, original mahogany roller furling boom, plus genoa furled, with centerboard. Many new extras, 37’-hp Westerbeke and transmission, fresh service, new bottom paint, full boat cover, dodger, New PSS, zincs, 3-bladed prop, cutlass bearing. Over $50K invested. Located at Marina Bay Yacht Harbor. This is a true sailboat with delightful characteristics: A nimble Bay daysailer and coastwise cruiser with new CG documentation. Upcoming wedding has owner motivated to sell but please, serious inquires only. Full equipment list and description plus pictures: knight_six@cox.net or (623) 326-0539.

YACHT CONSTRUCTOR’S CHINOOK 34’9” LOA, 1967 full keel cruiser. North sails, spinnaker, original mahogany roller furling boom, plus genoa furled, with centerboard. Many new extras, 37’-hp Westerbeke and transmission, fresh service, new bottom paint, full boat cover, dodger, New PSS, zincs, 3-bladed prop, cutlass bearing. Over $50K invested. Located at Marina Bay Yacht Harbor. This is a true sailboat with delightful characteristics: A nimble Bay daysailer and coastwise cruiser with new CG documentation. Upcoming wedding has owner motivated to sell but please, serious inquires only. Full equipment list and description plus pictures: knight_six@cox.net or (623) 326-0539.


HUNTER 33, 2005. High power inverter, all appliances in galley, boat sleeps 6 comfortably. 29’hp Yanmar diesel engine, roller furling for mainsail, traveler, Radio, stereo system with CD player, outside speakers. $108,000/obo. (925) 980-0754.


COLUMBIA 5.5 METER. 1913 Clement Ave  Alameda Marina  Bldg 13 at Pier 2


1D3S, SWEET SENSATION, HULL#35. Grand Prix sailboat with trailer. Excellent condition, dry sailed. Join the fastest growing 1D3s fleet in the Bay. Will sell to serious local owner for racing on the Bay. Full sail inventory. More info on website: <www.1d3scamp.com> (415) 546-7245 or mario_yovkov@yahoo.com.


WESTSAIL 32, 1974. Hull #202. A lot of custom stainless, must see to appreciate. $55,000. Location San Diego. Tom (520) 836-5914.

ISLANDER 32, SLOOP, 1964. Engine removed, a total project, on stands. Avala Beach mooring included. $3,000. (805) 434-2135.

PECTOR 34, 1978. Comfortable cruiser/successful racer, 15-hp diesel, CNG stove/oven, sleeps 8, fully equipped for ocean and Bay racing. Asking $52,000. Email: ammc2006@scgbglobal.net.

ERICSON 35+, 1983 in excellent running shape. Hauled Aug '06, crispy new sails, recent Autohelm AP and electronics. Has furler, spinmaker, dodger, LP stove, fridge, diesel, spars. Emeryville, CA berth. $57,900. Email: pmchin47@hotmail.com for details and photo link, or call (925) 642-7600.

SCHOCK 35 – BIG AND FAST, with cruise interior, full electronics, Simrad TP-30 with remote AP, stove and oven, GPS, AC/DC power, rod rigged, cherry condition. Rates PHRF 72, Local 66. Pics on request. $34,900/obo. (702) 374-2787 or Sailho10@aol.com.

FAST YACHT 345, 1983. Camper Nicholas cruising. 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.


ISLANDER 36. Andiamo, a beautifully maintained classic. Fast, stable and roomy with 6’4” headroom and shower. New main with “I36” logo, headliner and AC/DC lighting. Roller furled 125% jib, VHF, interior cushions, very clean. The boat was hardly used. Available for inspection at Pier 40 at San Francisco. $65,000/obo. Call Mario (415) 546-7245 or email: mario_yovkov@yahoo.com.


DONOVAN, a beautifully maintained classic. Fast, stable and roomy with 6’4” headroom and shower. New main with “I36” logo, headliner and AC/DC lighting. Roller furled 125% jib, VHF, interior cushions, very clean. The boat was hardly used. Available for inspection at Pier 40 at San Francisco. $65,000/obo. Call Mario (415) 546-7245 or email: mario_yovkov@yahoo.com.


HUGHES 38-FT SLOOP. Built in 1970 in Canada. 60 hours on new engine. Pictures available. Asking $36,000. Possible Monterey slip. Call (831) 915-4984 or (831) 775-2475.

CATALINA 36, 1989. Blue dodger, recently refurbished inside. Brand new furling jib, VHF, interior cushions, very clean. The boat was hardly used. Available for inspection at Pier 40 at San Francisco. $65,000/obo. Call Mario (415) 546-7245 or email: mario_yovkov@yahoo.com.

FILL THIS VOID IN MY LIFE. Looking to purchase a 1994 to 1998 Catalina 36 Mk II. If you own one, located in Northern California, that may be seeking a new home soon, please call Greg (415) 819-6871 or email: big.bilge@yahoo.com.

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CATAINA 38 NEW HOME NEEDED. 1980 Sparkman/Stephens design. Great Bay boat. New bottom 9/96, strut rebraced, recent new rod rigging, all Barient self-tail ing winches, spin, 2 spinnakers, full batten main, hand vang, foil headstay, fold ing cockpit cushions, clean interior. Needs new plumbing and electrical. Has fresh 100 shorepower and includes 12 volt panel and some wiring supplies. Great opportunity for a handy man to get a lot of a boat for a little money. Call and I’ll email you pictures. $30,000. Bob (650) 344-8030 (days) or (650) 343-8589 (eves) or rigulian@sbcglobal.net.


ISLAND PACKET 380, 1999. Very well maintained and equipped for ocean cruising, this great cruising boat has been lightly used, and is being sold by the owner who has moved to Switzerland. She includes electric anchor windlass, oceanic rated liferaft, inflatable tender, spray dodger, lifering. SuperCool refrigerator/freezer, Ultra Leather-covered cushions. ICOM 902 SSB, ACR GlobalFix 406 EPIRB, Raymarine radar with GPS 406, etc. $240,000. Call Mark or Eric 011-41 60 C Libertyship Way, Sausalito 344-8030 (days) or (650) 343-8559 (eves) or plummerpjs@cs.com.

Catalina 38, 1981, HULL #130. Classic S&S design, bright white hull with blue sheer stripe. Best value under $60k. Replacement over $150k. Fast Bay racer, PHRF 114, perfect Delta cruiser. CNG oven, double sink, pressure water. Universal 3 cylinder diesel with very low hours, heavy duty #48 Lewmar 3 speed winches, wheel steering, roller furling, spinnaker, etc. 3rd owner. Newport Beach only since new. Photos available. Reduced to $39,900. Detailed specs and pictures available. Call (775) 841-0522 or taomin@fastmail.us.

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, 126 gallons diesel. Custom finished bronze fittings, self-tailers. 205 gallons fresh 110 shorepower and includes new 3rd owner. Newport Beach only since new. Photos available. Reduced to $39,900. Detailed specs and pictures available. Call (775) 841-0522 or taomin@fastmail.us.

CHUNG HWA MAGELLAN KETCH 36, 1977, in Mexico. Proven coastal cruiser. Current维护, includes new full batten main, furling jib, 3-way hot water, refrigerator, air conditioning, electrical, engine services. $39,000. (510) 593-8697.

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.


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 Hardisty (707) 996-9645.

WESTSAIL 43. In preparation for 2-year cruise to Mexico, complete refit undertaken: Awlgrip paint job, new rigging, new ground tackle, new Maxwell windlass, Spectra watermaker, Glacer Bay refrigeration, solar panels, dodger, bimini, refinished interior, upgraded electronics and much more. After cruising Mexico, Shearwater has been shipped to the Chesapeake, where it is now offered for sale. $148,000. See more photos of Shearwater at <www.westsail.com> (804) 742-2772 or svubetcha@aol.com.


PETEISON 44 CENTER COCKPIT, 1977. Two staterooms, two heads. New Yanmar, LP, fuel tanks. Robertson autopilot, solar panels, Ham, radar, fishfinder, outboard. $129,000. San Carlos, Mexico. Call or email for complete list and photos: (520) 742-2727 or svubetcha@aol.com.

MODERN DAY CLASSIC, RHODES 41 racer/cruiser. Westerbeke 50, rebuilt, 5 hours. New bottom, SSB/Ham, Fleming windvane, cannister liferaft, Raytheon radar, solar panels, GPS, fishfinder, Seafrost fridge, roller furling. More. $60,000 For specs/photos: Nimbus034@aol.com.

ERICSON 41. Astraea is an absolutely pristine vessel that has been cared for by a discriminating yachtsman. She underwent a total refit in 1995. She has complete cruising equipment and is ready to go offshore. $73,000. (250) 882-0011.

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SWAN 43. Built in Finland 1969 to high-est Sparkman and Stephens standards. Health forces quick sale at good price. Needs some work, but is in great shape. $84,000 in Mexico. aggieukaszewski@hotmail.com.


NORSEMAN 447 CENTER COCKPIT cutter. 2 heads, Marinized navigation computer, diesel 180, water 120, Furuno chartplotter, radar, SSB, Monitor vane, 220 watts solar, 10’ Avon, 15-hp Yamaha, Northern Lights generator, diesel heater, 16-gph watermaker, Coral, Princess range, 12’ Frigoboard, 300’ chain, 4 anchors, BBQ, full cabin main, 2 spin-nakers, 2 poles, hard dodger, Shadette awnings. Fast, safe and comfortable passage maker. She excels to weather and flat aft sections allow surfing downwind. Auckland, New Zealand. $209,000. Email: flj at aol.com or jadetik3@hotmail.com.


CHALLENGER 40 WITH SLIP in Newport, OR. Amazing Grace is a well-equipped bluewater cruiser with beautiful mahogany interior, 2 staterooms, spacious salon and cockpit. New mainsail, 2 jib and genoaker, Newmar charger. Large galley with upright ac/dc refer/freezer, Force 10 stove. Electronics include radar, GPS, VHF, Navman speed/dept/depth/wind instruments. Forced dinghy, Mercury outboard. Full canvas enclosure. Live aboard or circumnavigate. Asking $79,000. Option to own slip at the Embarkadero Resort. $25,900. Call Loren (530) 228-1827 or ouramazinggrace-oren@yahoo.com.

HUNTER PASSAGE 42. Two staterooms, 2 heads, 82 hp Yanmar, 800 hrs. Loaded: Autopilot, alternator, full cockpit enclosure, new upholstery, custom cabinetry, thin-screen TV, Bose sound, mainsail handling system, dinghy davits. $149,000. (619) 239-6054 or email: yachtsfan@yahoo.com.


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FORMOSA 51 CENTER COCKPIT.ATCH. Legendary, strong fiberglass hull, repowered with a Ford Lehman 120, 600 hours. Replacement Isomat aluminum masts currently stored awaiting install. Huge aft cabin, two heads, one with tub. Engine room with washer/dryer. Needs a great deal of work, electrical/carpentry. Currently berthed in Berkeley. Fast sale at $49,900/obo. Owner may finance, serious buyers only. (510) 508-0151 or plehster0@scbglobal.net.

SEABIRD YAWL, PRICE REDUCED. Duchess, MMBA member, Marconi full keel. Built 1940 of mahogany. LOA 33-ft, LOD 26-ft. New Yanmar. Send for list of equipment and numerous upgrades. $6,000. (510) 215-8620 or jucken903@scbglobal.net.

CRUISING DEBUTANT 25.5. (Modified Folkboat.) Built 1962 Denmark, mahogany over oak frames. Tivol is has been impeccably maintained by same owner for over 40 years. Gasoline inboard. Complete maintenance list available. $15,000. Call (415) 307-1655.

CO 47, 1970. 40 years. Gasoline inboard. Complete maintenance list available. $15,000. Call (510) 215-8620 or jucken903@scbglobal.net.

SKALLERUD 54. Steel hull motorsailer. Rebuilt Perkins diesel and new drive train, cruising electronics, new kitchen, ketch rig. Project boat that needs a handy person to finish interior. $59,000. Call (650) 964-2854.

41-FT W.D. SCHOCK GRAND PRIX, IOR. Winner of the 1985 Trans Atlantic Race. The boat was rebuilt again in 1994. $200,000. (415) 713-6876.

FORMOSA 51 CENTER COCKPIT. Atch. Legendary, strong fiberglass hull, repowered with a Ford Lehman 120, 600 hours. Replacement Isomat aluminum masts currently stored awaiting install. Huge aft cabin, two heads, one with tub. Engine room with washer/dryer. Needs a great deal of work, electrical/carpentry. Currently berthed in Berkeley. Fast sale at $49,900/obo. Owner may finance, serious buyers only. (510) 508-0151 or plehster0@scbglobal.net.

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CRUISING DEBUTANT 25.5. (Modified Folkboat.) Built 1962 Denmark, mahogany over oak frames. Tivol is has been impeccably maintained by same owner for over 40 years. Gasoline inboard. Complete maintenance list available. $15,000. Call (415) 307-1655.
39-FT CUSTOM GRAINGER MYSTERY
Cove cat. 38.75' x 23' x 4'. All vinlyester resin and honeycomb construction, over-sized rig, very fast, spacious interior with exceptional storage, motivated seller. Was $189,000US, now $130,000US for fast sail. Lying, Panama. (01) 6668-9756 or crocrock@canada.com.

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39, 000
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