

# Latitude 38

VOLUME 334 April 2005

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Strictly Sail Pacific  
April 13-17

PHOTO: MARIAH'S EYES PHOTOGRAPHY (510) 864-1144



Keith Brown spent two full years restoring Aleta, his 1979 Peterson designed 46-footer. And this 'queen of the misty isles' creates a dramatic image as she races Bay and ocean.

Keith painted her hull a brilliant yellow. With shiny black carbon main, jib and genoa, all from Pineapple Sails, she is more than picture perfect. She is also fast. Aleta placed first in the IOR Warhorse class in this year's Corinthian Midwinters.

Keith Brown's field is architecture, where engineering and design come together. Sailmaking, too, is where engineering shapes and structures combine with fine workmanship to make sails that are fast and strong. And beautiful. Pineapple Sails - fast and strong. And beautiful.

*Aleta, bride of Prince Valiant\**

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## Beneteau First 44.7



This new model, by Farr, is one of the most exciting racer/cruisers to hit the market since the First 40.7. This yacht truly embraces its role as a racer, already taking winning positions in competitive and grueling challenges such as the Sydney-Hobart Race. Below decks she beckons you to relax and enjoy the beauty of Beneteau's legendary joinery, spacious cabins and abundant storage.

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## Beneteau 343



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Beneteau 323



Island Packet 370



Beneteau 373



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Beneteau 36.7



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Beneteau 423



## What do we mean when we say, "We Offer Choices, Not Compromises?"

Sure, it's a catchy phrase, but what does it mean *for you* when you do business with Passage Yachts? Simply put:

- **Satisfaction Guarantee** – Getting to a place of making the correct choice for yourself entails some need assessment and heart's desire profiling. This is our approach: to help you articulate your important requirements and then choose the boat that fits them. This is our satisfaction guarantee.
- **Product Selection** – The owners of Passage Yachts come from engineering and financial backgrounds. The boat lines we carry are shining examples of engineering excellence in the boating industry and great values from a pocketbook perspective. We do our homework and know that our boats are the best the industry has to offer – and we can tell you why.
- **Customizing** – There is no better feeling than arriving at your boat knowing you got everything you wanted and it was done right. That's why our Sales and Service Team take a lot of time to help you custom-design electronic systems, deck layouts, electrical options, right down to leather spreader covers. Our Interior Design Center can outfit your boat with coordinated fabrics for cushions, custom bedding, decorator pillows, right down to your monogrammed towels.

*We Offer Choices,  
Not Compromises*

This is the kind of  
'Dear John' letter  
we love to see!

Beneteau 393



Mr. John Beckley  
c/o Passage Yachts

Dear John,

I want to thank you for everything you did to make my first sailboat purchase a success. Helaine and I always found you helpful and cooperative and we never felt pressured into a decision. We are delighted with *Green Eyed Lady* and look forward to many years of pleasurable sailing.

We also want to thank the staff at Passage Yachts for their professionalism in the way the boat was prepared and delivered. Don was extremely helpful, and his referral to Michael Karvales as a painter was perfect. We were delighted by the various goodies Passage Yachts supplied us, including the literal red carpet treatment.

Thank you once again, John, for making our boat purchase such a memorable experience.

Sincerely,

Stephen E. Green, M.D.

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Cover: Sailing past historic Alcatraz.

Photo: Latitude 38/JR

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



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Ocean Alexander 610



New Ocean Alexander Altus 48



Ocean Alexander Altus 42



Catalina 380



Hunter 33, 2004



Beneteau 345, 1986

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Catalina 380	2000	149,000
Catalina 380	2001	159,000
Catalina 380	2000	149,000
Catalina 380	1997	149,500
Catalina 36	1987	63,000
Catalina 34	1987	57,500
Catalina 34	1987	57,000

**PREOWNED SAILING YACHTS**

Catalina 34	1987	59,000
Catalina 30	1987	38,000
Catalina 30	1988	42,000
Catalina 28	1990	32,000
Catalina 27	1981	14,900
Golden Wave	1982	128,950
Newport 41	1979	58,750
Passport 40	1985	154,000

**CHALLENGER 40**

Challenger 40	1972	62,000
Santana 35	1981	29,500
Beneteau 345	1986	44,900
Hunter 34	1998	78,500
Hunter 33	2004	94,900
Hunter 326	2002	82,000
Hunter 29.5	1997	41,000
Baba 30	1985	67,500
S2 30CC	1981	35,000

**MOLLYCAT 17**

Mollycat 17	1987	17,500
<b>MOTOR YACHTS</b>		
Ocean Alexander 610, 2003		
Ocean Alexander 58, 2005		
Kha Shing cockpit MY, 1984		
Ocean Alexander Altus 48, 2004		

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**45' CUSTOM GAFF SCHOONER, '88.** Traditional gaff rig powered by 135 hp Ford Lehman. Large interior. \$79,900.



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**37' ENDEAVOUR SLOOP, '80.** Major ongoing refit since '01. Upgraded electronics, standing and running rigging, headsail, +++. \$64,900.



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Some boats shown may be sisterships.



## TAYANA SEMI-CUSTOM YACHTS

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37 • 42 • 48  
52 • 55/58  
64 • 65



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**1999 ISLAND PACKET 45.** Island Packets have an outstanding reputation as well built world cruisers. Very well equipped. **\$315,000.**



**2005 TAYANA 48 CC.** 2 stateroom models both with private heads with separate stall showers. Immediate delivery available.



**1986 TAYANA 37 MKII CUTTER.** Original owner, low engine hours, new rigging and sails. Never been cruised. Shows great! **\$99,000.**



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



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**1997 BENETEAU 42s7**  
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**1988 HANS CHRISTIAN 41 Molokai.** In as fine a condition as one will hope to find in a yacht of this caliber. Fully equipped. **\$250,000.**



**1982 SWIFT 40 KETCH**  
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**2001 ISLAND PACKET 380**  
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**1979 EXPLORER 45 CC KETCH.** Rugged, full keel world cruiser designed by Stan Huntingford. Full cockpit enclosure, AP, refer, solar. **\$105,000.**



**1978 FORMOSA 46 CC**  
A good example of this Doug Peterson-designed performance cruiser. **\$85,000.**



**1987 SHANNON 37 KETCH**  
Clean, well equipped bluewater cruiser from a top quality East Coast builder. **\$159,000.**



**1982 CT 38**  
Performance cruiser and very well equipped. LPU topsides, original owner. Mexico vet. **\$69,500.**



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Well equipped blue water cruiser. Low hours, ready to go! **\$79,900.**



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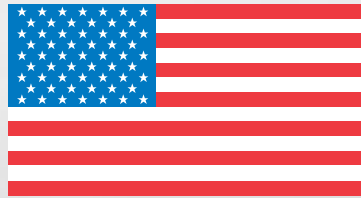
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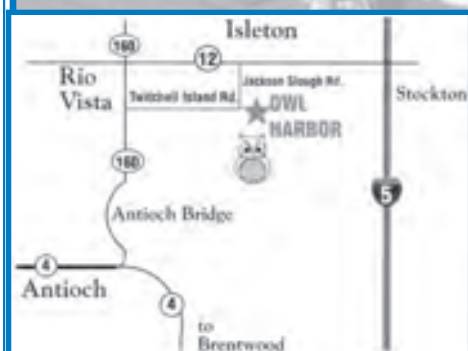


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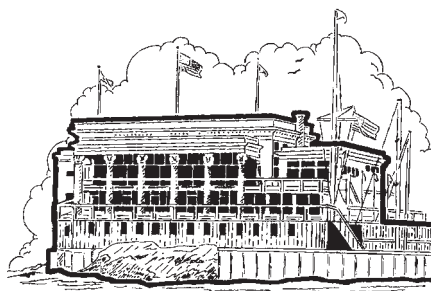
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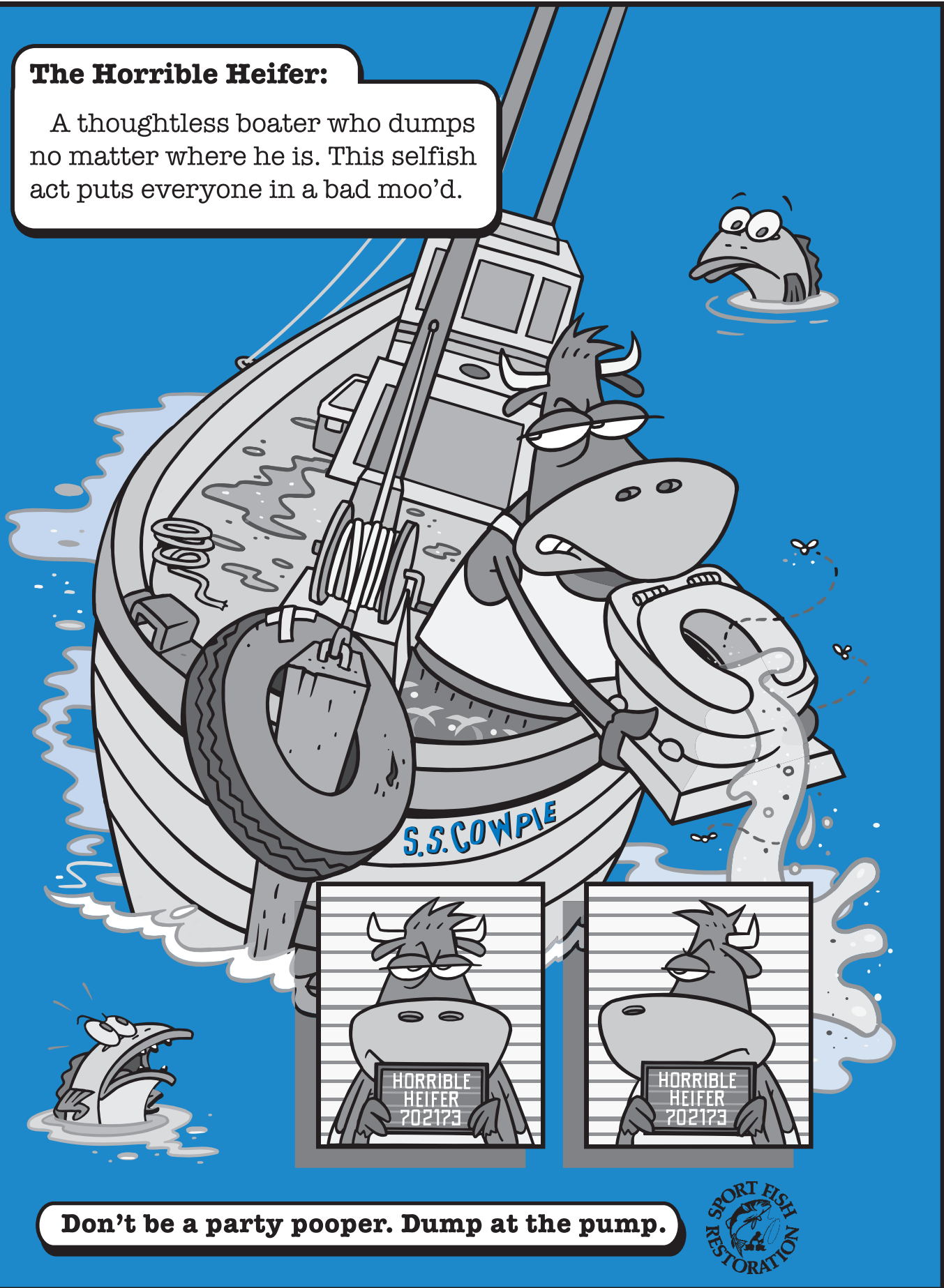
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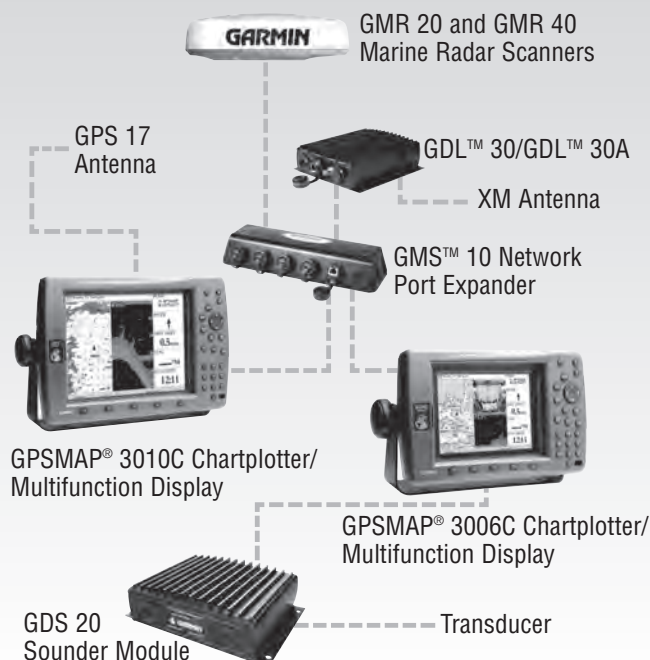




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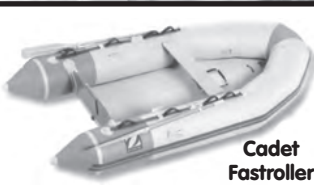
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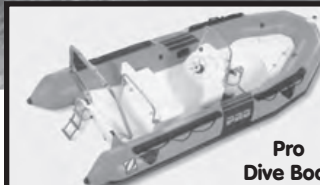
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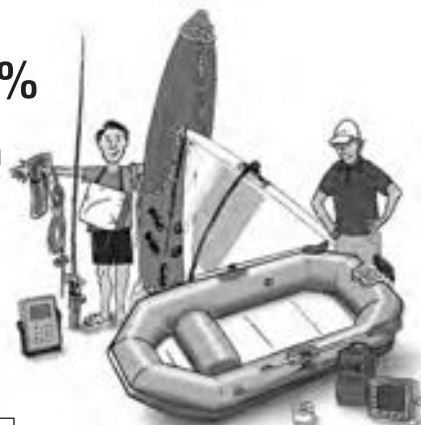
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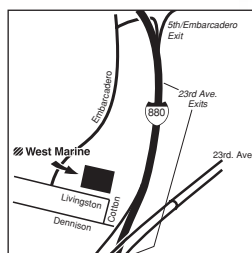


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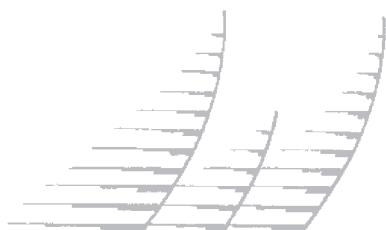
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## CALENDAR

### Non-Race

**Apr. 1** — Suffer fools today.

**Apr. 2** — Half Moon Bay YC's 1st Annual Marine Swap Meet at Pillar Point Harbor, 8 a.m. For info or to reserve a space, contact Randy at (650) 520-5850 or [captleasure@yahoo.com](mailto:captleasure@yahoo.com).

**Apr. 3** — Berkeley YC's Annual Swap Meet and Open House, 6 a.m. to 4 p.m. BBQ, coffee, soft drinks, etc. Info, (510) 908-3304.

**Apr. 4** — "Introduction to Coastal Navigation" courses begin at Yerba Buena Island, 7:15-9:45 p.m., and continue on Mondays and Thursdays through April 25; \$85 tuition. USCG Auxiliary Flotilla 17, (415) 399-3411.

**Apr. 5** — "Racing Starts," a presentation by GPSA director Rod Hagebols at Berkeley YC, 7 p.m., free. Soup and salad available for \$5 at 6 p.m. Info, (415) 546-SAIL.

**Apr. 5-June 7** — Free weekly Amateur Radio General License classes at Alvarado School (Richmond), 7-9:30 p.m. on Tuesdays. Technician and Extra License candidates are encouraged to attend. Last class will be the FCC exam. Randy Jenkins, (510) 526-4089.

**Apr. 6** — *Latitude 38* Crew List Party at Golden Gate YC, 6-9 p.m. See the Crew List article on pages 180-185 for details. Info, [www.latitude38.com](http://www.latitude38.com).

**Apr. 8, 1995** — Ten years ago, Peter Hogg's cool Antrim 40 trimaran *Aotea* flipped in a 40-50-knot squall on the return leg of the Doublehanded Farallones. Hogg and crew Jim Antrim were helicoptered to safety, but sadly the boat could not be located for recovery. *Aotea*'s main hull finally turned up in the lagoon of Nomwin Atoll on May 1, 1996 — 5,000 nautical miles away.

**Apr. 9** — Encinal YC's Nautical Flea Market, the largest in the East Bay. Breakfast, lunch, and beverages available; 6 a.m. to noon. Info, (510) 522-3272.

**Apr. 9** — All local Gemini Catamarans are invited to an all-day raft-up/potluck at Angel Island. Rich Kerbavaz, [saille4@msn.com](mailto:saille4@msn.com).

**Apr. 9** — CharterFest at Squilicum Harbor in the Port of Bellingham, WA, 11 a.m. to 5 p.m. Power and sail on display. Free admission. Info, (360) 676-2542, or [www.portofbellingham.com](http://www.portofbellingham.com).

**Apr. 9-10** — Open Boat Weekend in Alameda, weather permitting. Check out the merchandise at Marina Village, (510) 521-0905, and Ballena Isle Marina, (510) 523-5528.

**Apr. 12, 16 & 19** — "GPS for Mariners" course at Yerba Buena Island, 7:30-9:30 p.m.; \$45 tuition. USCG Auxiliary Flotilla 17, (415) 399-3411.

**Apr. 13-17** — Strictly Sail Pacific (formerly Sail Expo). Same great boat show, same location (Jack London Square), new name. Info, [www.strictlysail.com](http://www.strictlysail.com).

**Apr. 14** — Single Sailors Association monthly meeting at Ballena Bay YC; 6:30-9 p.m., free. Info, [www.sail-ssa.org](http://www.sail-ssa.org).

**Apr. 16** — 67th Annual South Bay Opening Day: "Hollywood on the Water". Festivities center around Sequoia YC and Peninsula YC. Mike Harris, (650) 361-8538.

**Apr. 16** — "Boating The Bay and Delta", a free tour of Sausalito's Bay Model conducted by Richard Jordan, 10 a.m. to noon. Limited to 30 people; RSVP, (415) 332-3871.

**Apr. 16-17** — Women's Dinghy Clinic at Richmond YC, (510) 237-2821.

**Apr. 16-17** — North U. "Trim Seminars", 9 a.m. to 4 p.m. at Strictly Sail Pacific. Saturday is devoted to upwind sailing, Sunday is downwind day. \$135 a day or \$245 for both days. Info, (800) 43-SAILS.

**Apr. 17** — Safety at Sea Seminar at Strictly Sail Pacific,



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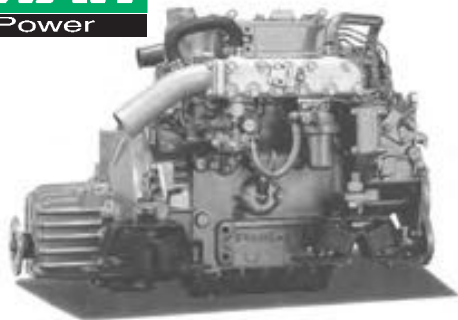
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## CALENDAR

moderated by Ralph Naranjo, 9 a.m. to 4 p.m., \$125 before April 8 (includes show admission and materials). Info, [www.strictlysail.com](http://www.strictlysail.com).

**Apr. 19** — S.F. Bay Oceanic Crew Group monthly meeting at Pineapple Sails (Alameda), hosted by Kame Richards, who will give a tour of his loft and discuss the sailmaking process. Pineapple Sails, (510) 522-2200, or [www.crewgroup.org](http://www.crewgroup.org).

**Apr. 21** — Corinthian YC Speaker Series: Bruce Schwab, the first American to complete the Vendee Globe, 7 p.m., \$10. Info, [speakers@cyc.org](mailto:speakers@cyc.org).

**Apr. 23** — Open House at Oakland YC, 2-5 p.m. Craig, (510) 522-6868.

**Apr. 24** — Full moon on a Sunday night.

**Apr. 24** — Opening Day on the Bay. A decorated boat parade and parties at all the yacht clubs kicks off the "official" sailing season. Info, [www.picya.org](http://www.picya.org).

**May 6** — U.C. Berkeley Sailing Team's Second Annual Spring Gala at San Francisco YC, 7 p.m., \$35. Buffet, silent auction, music, and more. Info, [sailingteam@berkeley.edu](mailto:sailingteam@berkeley.edu).

**May 11** — Corinthian YC Speaker Series: Designer Ron Holland and owner Joe Vittoria will discuss the birth of *Mirabella V*, 7 p.m., \$10. Info, [speakers@cyc.org](mailto:speakers@cyc.org).

**May 14-15** — Bay Fest, "the largest brokerage boat show in Northern California". McGrath Pacific (Sausalito), free. Info, (415) 331-5020.

**May 14-15** — Hallberg-Rassy Rendezvous at Elliot Bay Marina in Seattle. West Coast Yachts, (206) 298-3724.

**May 21** — Kick off Boating Safety Week at Coast Guard Station Golden Gate's 5th Annual Open House, 10 a.m. to 3 p.m. Scott Baker, (415) 331-8247.

**May 29** — Brisbane Marina's Annual Nautical Flea Market, 8 a.m. to 3 p.m. Info, (650) 583-8975.

### Racing

**Mar. 31-Apr. 3** — Pacific Life Yacht Club Challenge, a match racing series in Catalina 37s between ten of the best clubs in America: Balboa, Bayview, Cal, Houston, Rochester, San Diego, San Francisco, Southern, St. Francis, and host Newport Harbor. See who won at [www.nhyc.org](http://www.nhyc.org).

**Apr. 2** — OYRA/SFYC Northern Star, the second crewed ocean race of the season. YRA, (415) 771-9500.

**Apr. 2** — 52nd Bullship Race, starting at 9 a.m. off Ondine Restaurant (Sausalito). Paul Flowerman, (415) 488-0244.

**Apr. 2** — 5th Annual Spring Forward Regatta, two races starting at noon. South Beach YC, (415) 495-2295.

**Apr. 2** — 26th Annual Doublehanded Farallones Race. BAMA, (510) 769-0309 or [www.sfbama.org](http://www.sfbama.org).

**Apr. 2-3** — J/Fest, with classes for J/120s, J/105s, J/80s, J/24s, and, if there's enough interest, PHRF. Sail California, (510) 523-8500, and EYC, (510) 522-3272.

**Apr. 2-3** — Big Dinghy Regatta, the 'Big Daddy' for center-boarders. RYC, (510) 237-2821.

**Apr. 2-3** — Camellia Cup on friendly Folsom Lake, the unofficial start of the unofficial '05 lake circuit. FLYC, (916) 985-3704.

**Apr. 2-3** — Spring Dinghy Open. SCYC, (831) 425-0690.

**Apr. 9** — Doublehanded Lightship Race, benefitting the United Cerebral Palsy Foundation. IYC, (510) 521-2980 or [www.iyc.org](http://www.iyc.org).

**Apr. 9-10** — Belvedere Cup, a match racing regatta for up to eight J/105s, with the winner qualifying for LBYC's Ficker Cup next fall. SFYC, (415) 789-5647.

**Apr. 9-10** — 33rd Rollo Wheeler Memorial Regatta: two races on the Circle Saturday, followed by a pursuit race on Sunday. Berkeley YC, [www.berkeleyyyc.org](http://www.berkeleyyyc.org), or Bobbi Tosse,

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## CALENDAR

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**Apr. 9-10** — Collegiate Regatta. StFYC, (415) 563-6363.

**Apr. 13, 1985** — It Was Twenty Years Ago Today, from Shimon Van Collie's article *Doublehanded Farallones*:

Seth Bailey was stunned. The amicable skipper of the Catalina 30 *Fat Cat* sat with a big, handsome wall clock made of polished wood and brass in his lap. He just stared at it. Around him the crowd from the awards presentation for the sixth annual Doublehanded Farallones race was breaking up at the Metropolitan YC in Oakland. Ten minutes earlier, Seth and his crew Michael Naylan had been overjoyed at having won their division. Then came the announcement that instead of finishing second overall in the 117-boat fleet, *Fat Cat* was the winner!

How Bailey emerged triumphant is a long and twisted tale. Light winds and a strong ebb tide on April 13 at the San Francisco Cityfront created havoc at the starting line for eight divisions. Many yachts barely had enough speed to beat the tide to the line, and pileups ensued. Some entries hit the marks, some hit each other and several had no choice but to motor back in order to make a proper start. A half-hour penalty was assessed to those who fell into the latter category, some of whom sailed excellent races but dropped out of the winner's circle when the penalty was invoked.

One such boat was Brian O'Donoghue's Cal 27 *Wildflower*. Brian and his crew Mark Phillips weren't in the bumper cars scene at the starting line, but they were ten minutes late for their start in Division 6. "We were motoring like hell to get there when our gun went off," says Brian. The racing rules state that auxiliary power must be shut off at the five minute preparatory signal, however.

*Wildflower* went on to sail a superb race, reveling in the building westerly as they beat out to the Farallones. "The waves were spaced so that we rode up and over them easily," reported O'Donoghue, "but the 35-to-38-footers were smashing their bows into them." *Wildflower* passed more than 30 boats on that leg, and scooted back to the Gate in a three-knot flood tide for a finish at sunset. Without the half hour penalty, *Wildflower* would have won overall by seven minutes.

For a while, it looked like Franz Klitza's Santa Cruz 27 *Bloody Mary*, was going to take home the overall prize, but that was not to be, either. Franz and his son Ian had a race-long duel with Bren Meyer's SC 27 *Hot Flash*, on which Michael Schaumburg crewed. Veterans of many ocean racing miles, these two yachts traded the lead several times, with Klitza easing ahead at Point Bonita on the return. When the final times were totalled up, *Bloody Mary* had the best time in the fleet. Franz didn't show up to collect his prize on Thursday, April 18, however, and it was brought to the race committee's attention that *Bloody Mary* had touched the starting mark and not re-rounded to make a legal start. Result: one DSQ and a very surprised Seth Bailey.

Seth and Michael have been sailing together for eight years. They've cruised Southern California together and raced on the Bay and in the Friday night series on the Estuary. This was their first Farallones race. They both swear they were just out there to have fun, which might disappoint the diehard racers. Seth admits they were lucky at the start, "floating across the line" without hitting anything. They hand-held their sails in the light air, popped the chute as an easterly filled in under the Gate and just sailed the shortest course out to the rocks and back. Real clean, real simple, real effective.

**Apr. 12-16** — 41st Congressional Cup, presented by Acura, which is ponying up a \$40,000 purse for this Catalina 37 match racing contest. This year's all-star cast consists of three



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## CALENDAR

talented Kiwis — Russell Coutts, Chris Dickson, and Dean Barker — along with LBYC rep Scott Dickson, Chris Larson (Annapolis), Chris Law (GBR), Staffan Lindberg (FIN), Lars Nordbjerg (DEN), Philippe Presti (FRA), and Mathieu Richard (FRA). Long Beach YC, [www.lbyc.org](http://www.lbyc.org).

**Apr. 16** — Singlehanded Farallones, always an adventure. SSS; Jeff Berman, (415) 302-0101 or [www.sfbaysss.org](http://www.sfbaysss.org).

**Apr. 16** — J/105 Ocean Race. StFYC, (415) 563-6363.

**Apr. 16-17** — Resin Regatta, one design racing on the Berkeley Circle (Antrim 27s, Melges 24s, Express 27s, Olson 25s) and Southampton (IODs, Cal 29s, Knarrs, Folkboats). SFYC, (415) 789-5647.

**Apr. 16-17** — Spring One Design Regatta for the usual suspects. SCYC, (831) 425-0690.

**Apr. 22** — 58th Newport-Ensenada Race, sponsored by Lexus. After speedy races the last three years, is the fleet overdue for a drifter? Info, [www.nosa.org](http://www.nosa.org).

**Apr. 22-23, 1995** — Ten Years After, from a *Racing Sheet* article titled "Citibank Spring Cup":

Seadon Wijzen couldn't keep his *Ford Explorer* on the race track in the early going of the biannual Citibank Spring Cup on April 22-23. But after a shaky start (a PMS in the second race and a ninth in the third), he found the pace, slipping the *Explorer* into overdrive and posting two bullets at the end of the 10-race series to claim the \$4,000 first place purse. "We're pouring the money back into the boat," said Seadon, an easygoing Sobstad Sails rep. "We spent a lot of money getting ready for the regatta."

Meanwhile, *Blue Dog*, with young gun Morgan Larson holding the leash, collected \$2,000 for coming in second, while 11: Metre trafficker and regatta organizer John Sweeney (*Sports Channel*) took home \$1,000 for third.

Each race consisted of four windward/leeward legs right off Pier 39 — grueling courses that delighted hundreds of spectators and exhausted the crews. "It was nonstop action, kind of like collegiate racing," claimed Wijzen. "The regatta put a real premium on starting, and it also tested the depth and endurance of your crew. In my opinion, this was the best of the three Citibank Cups to date!"

Seadon was particularly happy to win after being the runner-up at the first two Citibank regattas. "We had a great battle with Morgan," he said. "Fortunately, we hit our stride at the end, right about as he seemed to be losing his!" Crewing on *Explorer* were Ben Wells, Seamus Wilmot, Dennis George, and co-owners Tim Scherer and Michael Keene, who each sailed one day. In addition to the prize money, Wijzen qualified for a spot in the upcoming big money Brut Cup, a prestigious and potentially lucrative engagement.

Larson, making an impressive 11:Metre debut, was joined by Patrick Andreasen, Josh Hardesty, Tim Wells and Shawn Bennett. "Yeah, we faded at the end," admitted Morgan. "I was nervous about being over early, and maybe I was subconsciously thinking about how I'd spend all the money!" As it turned out, the *Blue Dog* team collected \$2,000, which they'll split six ways along with owner Ed Spurl. "It was a fun weekend," said Morgan. "This regatta's a real class act!"

**Apr. 23** — Spring SCORE #1. SCYC, (831) 425-0690.

**Apr. 23-24** — Laser NorCal. SCYC, (831) 425-0690.

**Apr. 23-24** — Konocti Cup and Half Cup on Clear Lake. Koncocti Bay SC, (707) 277-SAIL.

**Apr. 24-30** — Antigua Sailing Week, the grand finale of the Caribbean racing schedule. Info, [www.sailingweek.com](http://www.sailingweek.com).

**Apr. 29-May 1** — 2005 Ski/Sail National Championship, combining skiing at Squaw Valley and sailing on Lake Tahoe for Vanguard 15s, Lasers, Melgi, and A-Cats. Ralph Silverman,





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## J/109 OWNER PROFILE



Joseph Jr. (future mainsheet trimmer) aboard the J/109 'Seawolf'

### OWNERS: Joe and Carol Celentano

Joe Celentano started sailing by joining the San Francisco Bay's active windsurfing scene. Years of riding the wind and waves coming through the Gate created an enjoyment of performance and speed. After windsurfing he moved up to the 11:Metre one design fleet, owning a boat with a partner and competing in the Bay Area One Design fleet. From the wet and wild world of boards and one design competition Joe decided to settle down to some more interior comfort and cruised a Hunter 38 with his wife Carol up and down the California coast.

The lure of offshore sailing got stronger for both and they signed up together for the BT Global Challenge from San Francisco to Tokyo, but the event folded before it began. Nonetheless, offshore performance sailing was a long term goal. With the addition of two kids, 3-year old Joseph Jr. and 4-month old Ava, it was time to look for a boat that would balance their cruising and performance sailing interests.

Joe did his homework and spent a lot of time evaluating many boats – particularly the J/Boat line, which balances their interests in performance with cruising comfort. Initially the J/105 had too limited an interior for his family, and the J/120 was bigger than he wanted to manage. Then the J/109 came along with the perfect balance of performance, size and comfort for the family.

Joe noted how well the boat responds to the helm and sail adjustments like his earlier windsurfing and racing days. Yet they both know the quality of the J/109 will work well for coastal cruising, and they have plans to take the kids up to Drake's Bay and down the coast as in years past. The growing J/109 one design fleet and local PHRF races will give them opportunities to enjoy their racing interests as well.

Have a look at the J/109 and find out why Joe and Carol found it to be the perfect combination.

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## CALENDAR

(775) 762-7245, or [ralph@protectorboats.com](mailto:ralph@protectorboats.com).

**Apr. 30-May 1** — Vallejo Race: partius maximus! YRA, (415) 771-9500 and [www.vyc.org](http://www.vyc.org).

**Apr. 30-May 1** — Elvstrom Regatta for 49ers, 29ers, Lasers, Laser Radials, Finns, and Formulas. StFYC, (415) 563-6363.

**May 7** — South Bay Match Race Challenge for any two sistership boats. Participants must attend a match racing seminar on May 5 to race. Bay View Boat Club; John Super, (415) 564-4779.

**May 7-8** — Melges 24 Spring Open Regatta. Santa Cruz YC, (831) 425-0690.

**May 13-14** — Hydrofoil Sailboat Regatta, a fun gathering of Windrider Raves, Hobie Trifoilers, Moths, and other 'foilers' hosted by the Bay View BC. Mark Pastick, [mossboss@earthlink.net](mailto:mossboss@earthlink.net).

**May 14-15** — Moore 24 PCCs. SCYC, (831) 425-0690.

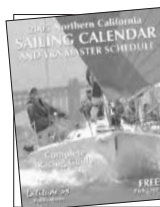
**May 21** — Rolex TransAtlantic Challenge 2005. See Race Notes. Info, <http://transatlanticchallenge.org>.

**May 21-22** — Stone Cup, featuring the delayed debut of local IRC racing. StFYC, (415) 563-6363.

**May 28** — Master Mariners Regatta, the big one for the woody crowd. Info, [www.master-mariners.org](http://www.master-mariners.org).

**July 11,15,17** — 43rd Los Angeles to Honolulu Race, better known as 'The TransPac'. Info, [www.transpacificyc.org](http://www.transpacificyc.org).

Please send your calendar items by the 10th of the month to *Latitude 38* (Attn: *Calendar*), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to [rob@latitude38.com](mailto:rob@latitude38.com). But please, no phone-ins! *Calendar* listings are for marine-related events that are either free or don't cost much to attend. The *Calendar* is not meant to support commercial enterprises.



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### April Weekend Currents

date/day	slack	max	slack	max
4/02Sat	0116	0400/1.5F	0635	1015/4.0E
	1431	1749/3.1F	2113	2321/1.5E
4/03Sun	0341	0620/1.8F	0859	1226/4.1E
	1633	1949/3.5F	2303	
4/09Sat	0202	0503/4.9E	0844	1143/4.1F
	1456	1729/3.4E	2051	2340/3.3F
4/10Sun	0234	0541/4.9E	0928	1228/3.9F
	1546	1810/2.9E	2128	
4/16Sat	0228	0447/1.0F	0718	1046/2.9E
	1516	1842/2.4F	2151	
4/17Sun		0030/1.1E	0339	0609/1.2F
	0836	1155/2.9E	1612	1933/2.6F
	2235			
4/23Sat	0106	0407/4.4E	0748	1044/3.7F
	1357	1630/3.3E	1947	2240/3.2F
4/24Sun	0133	0444/4.8E	0825	1124/3.8F
	1445	1711/3.0E	2018	2314/3.0F
4/30Sat	0040	0328/1.5F	0558	0945/4.1E
	1356	1712/3.1F	2046	2249/1.5E
5/01Sun	0217	0449/1.6F	0725	1054/3.9E
	1503	1821/3.3F	2140	

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52' Santa Cruz, '01, *Kiapa*\*.....629,000  
47' Bayliner 4788, '00, *Champagne Lady*\* Reduced 359,000  
46' J/46 #4, '01, *Windwalker*.....Reduced 439,000  
46' J/46, '00, *Beauty*\*.....SOLD 515,000  
44' Mason, '98\*.....\$350,000  
43' Saga, '02, *Wind Shear*\*.....Reduced 275,000  
43' J/133, '04.....Inquire  
42' J/42, '99, *Fine-a-lee*\*.....309,000  
42' Moody, '01, *Jezebel*\*\*.....Reduced 275,000  
41' J/41, '85, *Sequoyah*\*.....49,000  
40' J/120, '01 *Bifrost II*\*\*.....250,000  
40' J/120, '98, *Zippity Doo Dah*\*.....270,000  
40' J/120, '97, *Splash*\*\*.....200,000  
40' J/120, '98, *Hot Tamale*\*.....SOLD  
40' J/120, '94, *Mad Max*\*.....Pending  
40' Farr, '86, *Rascal*\*\*.....149,500  
40' Wilderness 40, '87, *Falcon*\*.....Reduced 46,000  
38' Tartan 3800 OC, '99, *Companera*.....SOLD 199,000

38' Sydney, '01, *Cool Man Cool II*\*.....218,000  
36' Beneteau 36.7, '04, *Ricochet*\*.....SOLD 149,900  
36' New York, '83, *Agitato*\*.....SOLD 30,500  
36' Islander, '75, *Finesse*.....SOLD 36,000  
36' J/36, '81, *Impetuous*\*\*.....55,000  
35' J/105, '01 *Trickster*\*.....New Listing 119,000  
35' J/105, '00, *Despicable*\*.....118,000  
35' J/105, '00, *Pendragon*\*.....124,000  
35' J/105, '01, *Snake Wake*\*.....128,500  
35' J/35, '84, *Cheers*\*.....Reduced 35,000  
35' J/35, '84, *Uncle Bill*\*\*.....49,500  
35' J/35, '85, *Fast Feather*\*\*.....54,900  
35' J/35, '85, *Shaken Not Stirred*\*\*.....49,000  
35' One Design 35, *Zsa Zsa*.....89,000  
35' Schock, '91, *Fancy Free*\*\*.....SOLD 48,000  
35' Schock, '85, *Rivalry*\*\*.....34,000  
35' Cal MkII, '80, *Calliope*\*\*.....45,500  
35' Santana, *Spirit of Bombay*.....29,500  
34' Farr 10.20, '89, *Hagar II*.....Reduced 58,000

33' J/33, '90, *Trigger*.....Reduced 40,000  
33' Beneteau 331, '03, *La Bella*\*.....112,500  
32' J/32, '02, *Loon*\*.....168,000  
31' Dufour, '75, *Reverie*\*\*.....Reduced 34,500  
30' J/30, '81, *Flying J*\*\*.....New Listing 29,900  
30' Santana 30/30, '83, *Snafu*\*.....19,500  
29' J/29, '84, *Zulu*\*.....25,000  
27' Raider 790, '03.....80,000  
26' J/80, *Wahoo*\*.....29,900  
25' B-25, '92, *Blood Vessel*\*.....Reduced 18,000  
24' Blu Sail, '03, *Phydeaux*\*.....SOLD 26,000  
24' Melges, '93, *Tikanga*\*\*.....22,500  
23' Boston Whaler Conquest, '01.....Reduced 49,500

\* Indicates Southern California Boats  
\*\* Indicates Pacific Northwest Boats

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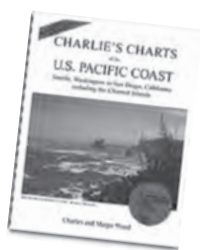
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## LETTERS

### ↑↓ I THINK TABOOMA MIGHT BE ALL I REALLY NEED

I recently purchased a nice, clean, 1969 Columbia 26 MK II named *Tabooma*. She was pretty inexpensive, and I know she's not the greatest boat in the world. Nonetheless, the more time I spend with her, the more I think she's all that I really need.

The hailing port painted on the transom is Bora Bora, and belowdecks there is a mounted map of the Society Islands along with a photo of what appears to be *Tabooma* sailing inside the unmistakable reef of Bora Bora. This baffled me at first. I thought whoever mounted it must have been a joker to list Bora Bora as her hailing port, but now I'm beginning to suspect she was actually sailed there and back.

So I have a list of questions for you. Have you ever heard of *Tabooma*? If so, do you know if she indeed sailed across the Pacific? Or was she most likely shipped there for daysailing around the islands? Could a 36-year-old Columbia 26 still make the trip if properly equipped? Have you heard of other Columbia 26s making it?

The folks I bought the boat from don't have the answers to these questions. From what I gather, they hardly sailed her at all, but worked hard to make her as pretty as she is now.

P.S. I really like *Latitude* and am always happy to see the fresh stack at the top of the steps at your office in Mill Valley. I grew up down the street never knowing what *Latitude* was until a few years ago. I thank you for opening up my world a bit more each month.

Teo Schujman  
*Tabooma*, Columbia 26  
Bora Bora / Stinson Beach

Teo — Thanks for the kind words. We don't know if you're going to be disgusted or amused, but *Tabooma* stands for 'take another bite out of my ass'. In the bad old days when young male sailors tended to drink a lot and sometimes behaved uncouthly, there was a nasty game called *Tabooma* that they sometimes played in yachtie bars in the Caribbean. The idea was that when a guy spotted a young woman that caught his fancy sitting on a bar stool, he was supposed to go over and bite her on the butt — and then hang on for dear life with nothing but his teeth. Naturally the woman would scream at the top of her lungs. Upon hearing a woman's screams, all the guy's mates would know exactly what had happened and would start chanting "Tabooma! Tabooma! Tabooma!" Inevitably the woman would smash her assailant around the face trying to get him to release his dental grip. Since the goal was for the guy to hang on as long as possible, the assumption was the more beat up, the better job he'd done.

A few readers might think we're making this up. We wish we were, but it was all too real. That testosterone is nasty stuff. Fortunately, young men are much more mature these days, at least in temperate climes. And when they are sober.

We don't know if a previous owner of your boat was a practitioner of that misogynist *Tabooma* game, or just liked the sound of it. In fact, we don't know anything at all about your particular boat.

We do know, however, that quite a number of folks have sailed boats like Columbia 26s to places such as French Polynesia — to say nothing of around the world. Indeed, it's probably easier to sail back to California from French Polynesia by going the rest of the way around the world.

Whether your specific Columbia 26 is up to the job of sailing to Polynesia depends on her condition. Because the boat is nearly 40 years old, and because she was primarily designed for sailing between Southern California ports and Catalina, and

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## LETTERS

in protected waters such as San Francisco Bay, you'd want to make sure all the critical parts — particularly the metal parts — are in good shape. Of primary importance would be things like the keel bolts, the rudder stock, the chainplates, the mast and boom, and all the rigging. Old metal on a boat is pretty creepy because it could have weakened significantly without showing much sign of it. You might also want to reinforce the critical areas of the hull with stringers, which is an easy but messy job.

While you could probably make it to Bora Bora with your current boat, we think it might cost more money than it's worth to bring her up to snuff for a long offshore passage. We think there are much more suitable boats — ones that are larger, faster, safer, more rugged, better equipped, and with inboard engines — that you could get for not that much more money. Maybe a Hawkfarm or a Ranger 29 or 33. Even if you had to work two jobs for a year and save every cent, we think it would be a better way to go in the long run. But that's just our opinion.

### ↑↓ THEY HAVE STOLEN THE VESSEL

My father had been running a charter service with his boat out of Colon and Panama City, Panama. He passed away here in the States in January. The boat should be mine. But the co-captain and hostess have stolen her. And now they refuse to answer any of my emails. I've tried everything, but I can't get any help in tracking down the vessel.

In addition, I would like to post an apology to those people in Colombia for behavior that was not becoming of my father. I apologize to you first.

Cheri Knutsen  
Planet Earth

Cheri — If you want help in locating a boat, it's important that you provide the name, type, age, last known location, and hopefully a photo. We've been burned in a previous case like this, so you'll need to provide proof that you are the legal owner before we can try to help. As such, you'd have to send us a copy of the current registration or document. As for the alleged 'thieves', they wouldn't be able to get far without a current ownership document because customs officials won't check them in or out.

But you've managed to pique our curiosity. What was it that your father did that makes you feel the need to apologize?

### ↑↓ PASSING OUT CLOTHES IN ZIHUATANEJO

The March issue article on the Zihua SailFest that raised so much money for charity was quite interesting. But did you know that five years before you came up with the idea for SailFest, the cruisers there during the '95-'96 season came together, under the leadership of Carrie McCann from *II Carried Away*, to gather and distribute clothing to underprivileged children? While there weren't any bake sales, games on the beach, or a sailing regatta, the passing out of donated clothes during a gathering at the central basketball court was something to long remember.

Back then we may not have had the big yachts of today, and while our Nor'Sea 27 *Sunchaser II* was the smallest boat in the bay, I think we had the best group of people that I have ever met. To all those who were there and are still cruising, fair winds and good sailing!

Jerry & Jan Tankersley  
Aiken, South Carolina

Jerry and Jan — We hope that we didn't give the impres-



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## LETTERS

sion that the Zihua SailFest was the first time cruisers have ever donated money or clothes to deserving folks in Mexico, because that's certainly not the case. We can remember similar, although more modest, efforts as far back as the late '70s. Cruisers have always been pretty generous, but seem to be getting even more so with the passing of time.

### ↑↓ HOW SUCCESSFUL IS THE CREW LIST?

Approximately how many people, or better yet, what percentage of the billions of people who sign up for the Crew List actually get to participate in the Ha-Ha?

I would very much like to sail in the next Ha-Ha, but the list looks formidable. My little Santana 22 would have to be cut amidships and lengthened six feet before you all would let me sail in the event.

Also, like you've said many, many times before, 'go now' before something in your life changes. I have recently become the lucky father of twins, so the final 'go, no go' decision will likely come from the COO/CEO at home. Nonetheless, I always keep a copy of *Latitude* on my nightstand so I can I sneak a peak between feedings.

Craig McDow  
Sweet Reward / CYC  
Velocity / Discovery Bay

Craig — We don't know how many folks who sign up for the Crew List get on boats for the Ha-Ha, but it's more than a few. In last year's Ha-Ha there were 145 boats that ultimately carried a total of 550 people, so a lot of bunks needed to be filled. And we know for a fact that there were some skippers looking for crew the day before the start in San Diego.



The Ha-Ha Honcho checks out the beach party site in Cabo.

As for Latitude being the Ha-Ha, that's not correct. Latitude founded the Ha-Ha and ran it for several years, and the publisher of Latitude happily continues to serve as the unpaid Grand Poobah. Nonetheless, the Ha-Ha has long been an entirely separate company from Latitude, with entirely separate ownership. So when May 1 rolls around, you can petition Ha-Ha President Lauren Spindler to be allowed to enter your Santana 22. She's made exceptions in the past for knowledgeable and experienced owners of small boats, and she may do it for you also.

Here's something to run by the CEO: Ms. Spindler was born in late February. In the fall of that year, her father sailed his boat down to Cabo San Lucas. Ms. Spindler was brought down by her mother, and it was in Cabo — specifically in the plaza in the old part of town — that she learned to walk. Maybe your CEO would like the idea of the twins learning to walk on the sandy beaches of Cabo.

### ↑↓ SHE MADE ME SELL MY BOAT

March 8 of this year marked eight years since I met my wife Laurie — thanks to the 1997 *Latitude* 38 Crew List Party at the Encinal YC. I don't know if it was love at first sight, but it



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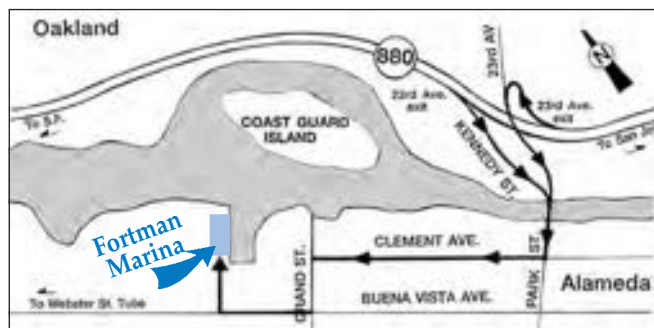
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## LETTERS

was close. At the time I was living aboard my Hunter Legend 37 *Strange Bird* at Marina Village Yacht Harbor in Alameda.

Laurie and I were married in February of '99 at the Golden Gate YC. One of the first things she made me do was sell my boat. She hated it! It wasn't that she didn't like sailing, she just didn't like sailing that particular Hunter — which was fairly tender and whose big spade rudder was hard for her to handle except on a beat. I sadly agreed to sell the boat.

Lest you think this is a story of doom and gloom, let me assure you there was a major ray of sunshine in her demand. Her next great idea was that we should buy a brand new boat that she would be able to sail and which would be comfortable to live aboard! Women can be so difficult because of all their demands.

In September of '99, we took delivery of our new *Strange Bird*, a Catalina 42. We spent the next several years learning the boat, making modifications, and buying lots of stuff for her.

I was offered an early retirement in the summer of 2003, and Laurie resigned from her job with a package that included a full year's salary. We sold the condominium and moved aboard our boat. Over the course of the fall and winter, Laurie learned what living aboard a boat was really all about. The big thing was that nothing is easy. Even getting a pot or pan can involve moving 10 other things.

By the time spring rolled around, she knew that she could handle the close quarters and all the little things that make living aboard so much different from living ashore. However the real test was still yet to come. We sold the Jeep and the Miata, and spent time with family as much as possible. Then there was only one thing left to do — we left our dock at Marina Village on June 5 of last year and headed for the Golden Gate.

We did not get far on our first 'passage'. We stopped in at Pillar Point for what we thought would be for a single night — and ended up being there three days while we waited out the gale that started up during the night. Monterey was our next stop and we spent about 10 days there while we did some work on the boat and played tourists around town.

A good friend joined us in Monterey for the trip down the coast and around Point Conception. Laurie had never stood any night watches and we felt it would be good to have someone else aboard for that first long stretch of coast. As it turned out, the passage was a non-event as we motored the entire way, but Laurie did learn a little bit about fatigue and late night cold. And that taking a shower while underway is not a major priority if you're tired.

We spent two weeks in Santa Barbara, mainly because we had several systems melt down on us. After spending a lot of money and time fixing this and that, and waking up to a sea lion in our cockpit, we headed for the Channel Islands. Things were still not completely right with the boat, but we just had to get away from Santa Barbara. It's a great town, but not the place you want to be if you have to get work done. We did get a great view of the Fourth of July fireworks show put on by the city, and then left the first thing in the morning on July 5.

We played all over Southern California during the months of July and August. We attended the All-Catalina Rendezvous at Two Harbors on Catalina, visited Channel Islands Harbor, used reciprocal privileges at three yacht clubs in Marina del Rey, Alamitos Bay and Seal Beach — where I went surfing for the first time in 25 years. At Newport Beach we treated ourselves to 'Balboa Bars' and smiled at the \$5/night charge for a mooring. Our visit to Dana Point inspired me to read

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## LETTERS

*Two Years Before the Mast*, and when we got to Mission Bay, we got to see the Sea World fireworks everynight from our anchorage.

September and October found us attached to a mooring ball in San Diego's America's Cup Harbor. Laurie almost got run over by Dennis Connor as he was pulling out of the parking lot at the San Diego Marine Exchange. All the marine supply houses in San Diego were fantastic, giving us great service. For a well-earned break from cruising, we took a side trip to Florida and then up to the Annapolis Boat Show to visit friends and make last-minute purchases.

We didn't participate in the Baja Ha-Ha, but did take advantage of some of the seminars given in conjunction with that event. We left San Diego on November 10th and headed into Mexico. We stopped in Ensenada for a couple of days, and were boarded by the Mexican Navy when we tried to leave. Everything was in order, so we were off to Turtle Bay.

What a great place! We would have liked to stay at Turtle Bay a little longer, but the weather window was open, so we left after only two days. We had planned to stop at Bahia Santa Maria, but arrived well after dark and decided we would need to stop in Cabo San Lucas for fuel anyway, so we kept on going.

Because we'd always been attempting to move during weather windows, we always left when there was no wind at all — or so it seemed. So since leaving San Francisco,

we'd motored more than 90% of the time! That played hell with our fuel budget. I have never wanted to stop in Cabo San Lucas for any length of time, so after 25 minutes spent fueling, we set off for Mazatlan. We burned another 30 gallons motoring across the glass-smooth Sea of Cortez.

We arrived in Mazatlan on November 20, the day before Laurie's birthday. We stayed at Mazatlan for just over two months, as it was the first place where we felt like we didn't have to be somewhere else soon or have to keep any kind of schedule. We took advantage of that. In the month we were there, we thoroughly explored the



STRANGE BIRD

**Jay and Laurie met at a Latitude 38 Crew List Party.**

city by foot and bus. We also took a bus tour into the interior, and did one or two more road trips before we left. I also started surfing again at Playa Bruja, and am totally stoked!

As we write this, it's February 22, and we're in Tenacatita Bay. We've got lots of great new stories, so if you want to enjoy them, visit our web page at [www.strangebird.us](http://www.strangebird.us).

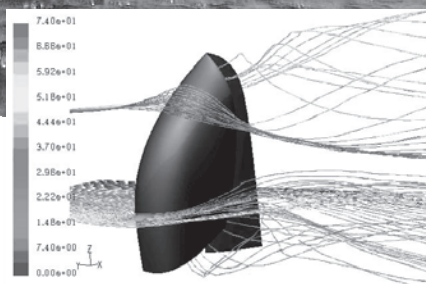
We plan on staying in Mexico for two full seasons, then head for the Panama Canal in the spring of 2006. After that, who knows?

Okay, so I know the *Latitude 38* Crew List Parties are not supposed to be for picking up women (or men), but when



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## LETTERS

things work out, what can you do? So thank you for giving Laurie and me the opportunity to meet.

Jay & Laurie Ailworth  
Strange Bird, Catalina 42  
Home Is Where Our Boat Is

*Jay and Laurie — Thanks for that report on how well the Crew List worked out for you, and on your trip to Mexico. But motoring 90% of the time? When you're going to be sailing downwind, a good 'weather window' is 10 to 20 knots from anywhere but on the nose, not no wind at all.*

### ↑↓SORRY CHARLIE, BUT I DISAGREE

I'm responding to Charlie Ellery of San Diego who, in the February issue, wondered if a crewman is ever even partly responsible for damage he causes to a boat. He was writing because a guest on his boat damaged the prop shaft by backing up over a dinghy painter.

As the owner of a boat, and a skipper who has run over his dinghy and/or painter more than once, I'm qualified to respond. I'm sorry Charlie, but as the owner, who is presumably in command of your vessel, you are responsible for your vessel and her crew. So stop whining, it's embarrassing.

My Los Angeles-based boat is currently berthed in Gladstone, Australia. I'm only back in the Excited States because I'm broke and need to earn more fun vouchers.

Jules Darras  
Seaya  
Los Angeles / Gladstone, Australia

### ↑↓RESPONSIBLE

I feel the owner/skipper is always responsible for his/her vessel. I personally would not let anyone except myself approach a dock or other potentially dangerous situation with my boat. I frequently let others take the helm, but I keep in proximity of the helm to be able to take over if needed or to give instructions as to right-of-way or courtesy. In the Delta we frequently cross paths with freighters and other large vessels in restricted waterways, so an owner absolutely cannot take a chance with a crewman making a wrong move at the helm.

Even in a case where a guest is manning the helm, he/she should always be operating under the orders of the skipper, and the skipper should take responsibility for the helmsperson's actions.

Ellery also said that he couldn't get insurance because his Islander 30 had been built 30 years ago. Many insurers will offer coverage without regard to the age of the boat. The important things are that the boat has a clean survey and that the owner is an experienced, safe operator.

Bill Wells  
Sacramento

### ↑↓A SAILING YACHT IS NOT A DEMOCRACY

Is a guest on a boat even partially responsible for the financial consequences of damage he/she might cause while crewing on a boat? Not in my opinion.

The way I see it, it's the owner's boat, and unless he has explicitly surrendered the position of skipper to a tested, trusted crewmember for the day, week, or however long, he's still the skipper, even if he doesn't have the helm in his hand. The skipper must always be ready to give direction, take the helm away, solve a problem, or do whatever is required to keep his vessel and crew out of harm's way.

A sailing yacht is generally not a democracy — experienced sailors feel comfortable in either the lead or not-lead role.



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## LETTERS

They toss it back and forth with ease, and always know who has the ball. In my opinion, the owner of the boat who sustained propeller shaft damage was not out of luck, he merely failed to act in his own interests when it was necessary to do so.

Marc 'Man Without A Name' Fountain  
Rise, Moore 24  
Richmond YC

### ↑↓THE OWNER-SKIPPER IS 100% RESPONSIBLE

Should the guest of a boat who wraps a dinghy painter around the prop and causes \$1,500 damage be liable for the expense? As both a boatowner who regularly has friends aboard, and as a delivery captain who regularly hires crew, I say the crew is not liable. The skipper — who, in this case, was also the owner — is 100% responsible for the boat. Even for an old boat, as it was the owner's choice to go without insurance.

Last year I did a delivery of a new 60-footer. One of the crew was getting some personal gear out of an overhead bin when his camera fell out, landed on a table, and took a chip out of all three million coats of varnish. Clearly, this crewmember was a little careless, but overall, he's a dynamite crew and mistakes do happen. So I gave the owner a \$500 credit out of my pocket because it was not normal wear and tear, and because it happened on my watch.

But here's another situation that I don't think is as clear: An instructor, who is a licensed captain, is giving an owner docking instructions aboard the owner's pilothouse trawler — which therefore has limited visibility between skipper and crew. The instructor is at the helm with the owner handling lines from the stern cockpit. The owner drops a line in the water and it wraps the prop. Who pays the diver? And reverse the situation. Suppose the owner was at the helm and the instructor dropped the line and wrapped the prop?

Peter Pisciotti  
San Francisco

*Readers — In a world where seemingly everybody will do everything they can to avoid any responsibility for anything, isn't it interesting that skippers and boatowners seem to be the exception? Anyone care to speculate on why that might be?*

### ↑↓DETAILS ON THE 'WHO IS RESPONSIBLE' INCIDENT

I can see by the responses to my *Who Is Responsible?* letter that some clarification is necessary on the details of the incident.

First, all four of us aboard knew that we were towing a dinghy all day long on a 15-ft painter. Second, all three of my guests had an hour each at the helm that day. Third, the final guest to take the helm claimed to be experienced. He professed to having an ASA certification for keelboats, plus tons of time on his own boat back in England.

The final guest docked the boat with no problem, as one of the other guests and I secured the bow and stern lines. It was only then — and for no apparent reason — that he put the engine into reverse gear and ran the throttle up to 1,500 rpm. In doing so, he sucked the dinghy painter and dinghy under the stern, causing all hell to break loose. All this happened in less than five seconds.

Subsequently, it was discovered that the 3/4-inch prop shaft had become bent 1-1/2 inches off center, and that the yard wanted \$1,620 to haul and fix everything.

The guest helmsman did not think when putting the engine into reverse, nor did he take any responsibility for

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## LETTERS

the accident, nor did he offer any financial aid to remedy the problem.

I took all the information to Small Claims Court in San Diego. The judge found that the helmsman had indeed acted in a negligent manner — and awarded me damages. There was no appeal on the part of the defendant, but as yet I haven't received any funds.

For those who disagree with the verdict, let me use an analogy: I'm a passenger in your car and I'm asked to drive for a spell. Then I run into something that causes \$1,620 in damages. Who should pay? The law says that as the owner of the vehicle, you do not give permission to others to damage your vehicle while it's under their control. If they do damage it, it's an act of negligence, pure and simple.

Charlie Ellery  
Gusto, Islander 30  
San Diego / Sausalito

*Charlie — We're glad you shared the details of the incident because it makes it absolutely clear that it was indeed a case of gross negligence. We hate to be the bearers of bad news, but it was clearly a case of negligence on your part as the skipper.*

*Before starting the engine on any boat, or slowing or stopping a boat towing a dinghy, it's the responsibility of the skipper to make sure there are no lines — be they painters, sheets, halyards, or whatever — in the water that could foul the prop. This is particularly true when docking a boat, because it's almost always necessary to put a boat in reverse to prevent the bow from doinking the dock.*

*Your car analogy completely misses the essence of the issue. A more accurate analogy would be that you asked a friend to drive your car when it was towing a trailer by nothing more than a rope. When he slowed down to pull into your garage, the trailer rammed into the back of your car and caused major damage. The problem was not that the operator of the car/boat maneuvered the car negligently, but rather that you were negligent by giving him control of something that wasn't in the proper condition for the maneuver which you wanted to be executed.*

*Not making sure the painter is drawn tight before slowing down or putting the engine in reverse is the skipper's bonehead mistake. Nonetheless, we bet there isn't one sailor in 10 who hasn't done it at some time or another during their sailing career. And we can't imagine that there is one skipper in 100 who wouldn't agree that it was his/her own damn fault for not making sure that the crew had all the lines clear.*

*If it makes you feel any better, we've similarly fouled our prop at least a dozen times — and that doesn't even count the times we fouled our dinghy painter in her own outboard prop.*

*Since judges aren't familiar with the subtleties of sailing, they have a poor understanding of the issues, and therefore frequently make mistakes. In this case it's obvious that the judge erred out of ignorance, for had you as skipper properly prepared your boat for docking, there wouldn't have been any damage.*

### ⚡ A KEEL BEING CANTED CAN CAUSE PROPULSION

In the February *Latitude*, Matt Brown, San Diego-based designer and canting keel pioneer, made the assertion that "canting keel sailboats don't gain propulsion from moving their keels." This is demonstrably incorrect. The fact is that they do gain propulsion from this action. In fact, a boat can be designed to be driven by powered canting keel motion





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## LETTERS

alone.

Brown and the other proponents of powered canting keels provide the following test as evidence for their position: If the keel is operated with the boat at rest in calm conditions, no propulsion results. This much is true, as the keel is stalled. However, if the boat is already moving forward and the keel is canted, propulsion results as a direct consequence of the power put into the canting motion.

A glider flies through the air with the same physics, producing forward motion from a force — gravity — perpendicular to the intended line of travel. Similarly, a glider will not move forward if dropped from an at-rest start, until some forward motion is first achieved by other means.

I am not a fan of power-assisted sailing being allowed on a level basis with wind and human-driven sailing. It is a Pandora's Box, leading to an arms race of who can funnel the most diesel-generated power through loopholes in the rules. The result is most unbecoming to the sport of racing under sail.

Perhaps sailors who compete with Shock 40s should be allowed to use a 3 hp motor in whatever way they choose for 10-12 seconds on each tack. Surely Mr. Brown would consider that to be fair?

Jon Fitch  
Napa

### ↑↓ BINOCULARS ARE MORE IMPORTANT THAN RADAR

In the January issue, a reader wondered about the value of image-stabilized binoculars on a cruising boat. I previously had — and still have — a fine pair of Fujinon 7x50 binoculars, which have served me well and have consistently been rated very high by reviewers. I previously had considered moving up to a pair of image-stabilized binoculars, but just couldn't see spending the extra money. But then last year, during a cruise up the Sea of Cortez, I had two separate crossing instances with other vessels where I couldn't determine the configuration of the other vessel's lights — even though they were plainly visible. So I finally bit the bullet.

I bought a set of 14x40 Fujinon Techno-Stabilized binoculars. Having used them, I have to report that I now consider them essential — and one of the most important pieces of safety equipment on my boat.

From the first of November to January of this year, I have covered 1,900 miles between San Carlos, Zihuatanejo, and back to Mazatlan. During this time, I only felt it necessary to turn on my radar twice for identification. That's because with the binocular stabilization you are able to view things of interest with twice the power.

What does this mean in practical terms? I can now not only see the lights of other vessels, but can discern their light configurations, and almost immediately determine the type of vessel and direction of travel. Prior to using the binoculars, I could make out the lights, but only as one big blurry mess. That meant I had to use the radar, too. The only times I've needed radar this year were once when it was raining and another time when two working Mexican shrimpers didn't have their lights configured properly.

I can't comment on the usefulness of other brands of stabilized binoculars, but when I go sailing my Fujinon Image-Stabilized binos are kept handy.

P.S. When the wife isn't looking, these binoculars are also excellent for girl-watching!

Jim Metcalf  
Morgan Lea  
Mazatlan

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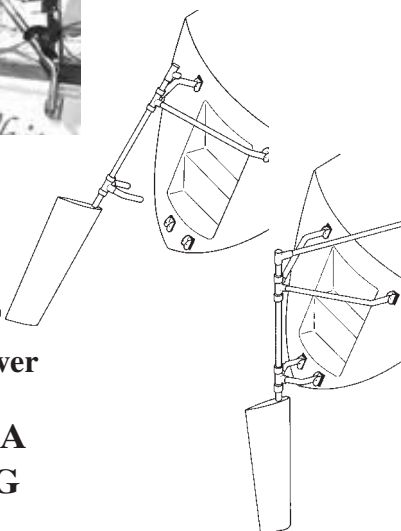
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## LETTERS

### ↑↓ WE'RE HAPPY WITH OUR MARINE GEAR

West Marine founder Randy Repass said he was interested in hearing reports from cruisers about the reliability of marine products. I've got good news for him — we're happy campers. We left San Francisco to do the Ha-Ha six years ago. Twenty thousand miles later, we're in the Med and have good reports about our marine stuff.

Above all, we're happy with our boat, a Vagabond 47 ketch powered by her old Ford Lehman diesel. We also like the sails we got from Hood in Sausalito and our in-the-boom main furling system by Profurl. We were happy with the work we got done at nearby Anderson's Boatyard, and the paint job done by Baja Naval while we were waiting for the start of the Ha-Ha.

Other great stuff includes our San Rafael-built Spectra watermaker and our Glacier Bay refrigeration. I did the insulation for the refrigeration — 13 inches on the bottom, six inches on the sides, and four inches on the top. But both the watermaker and the refrigeration just keep on ticking.

There's a lot of good stuff which we got from West Marine, too, such as our 200-gallon fuel tanks. Having these meant we never had to hand-carry fuel. Nor did we have to sail with jerry jugs lining our decks, something we don't think is a very good idea.

We like our hard bimini with removeable see-through plastic panels, which allowed us to sail in the Med for two more months on each side of the high season without having to wear foulies. We have solar panels on top of our bimini. We think this is a good thing because most cruisers like them more than wind generators.

We love our ICOM 720 SSB radio and SailMail.

We're on our second Port-a-Boat dinghy, as the first one fell apart after 12 years. Why doesn't West Marine carry them?

Last but certainly not least, we love our Raymarine autopilot. For better reliability, folks should get an autopilot one size larger than recommended.

Our diesel heater, which makes late season anchorages cozy, has worked well.

With six years of cruising and four more to go, I can tell you that the most important thing on this boat didn't come from West Marine. It's my happy wife. She just keeps adding on



WINDSONG

*The O'Connors are happy campers.*

more sailing years so we can cruise to more places — such as St. Petersburg, Russia.

Here's my tip to the guys. Make your boat as much like a home as you can afford, because no woman wants to 'camp out' for six

years. And buy a boat for comfort rather than speed. I think a 45 to 55-footer that displaces 20 tons and has a bow thruster is just about right. So what if it takes a little longer to get to the next harbor, you'll be there for days or weeks anyway.

Two other tips: 1) Learn to wait for good weather — even if it means you have to wait weeks and not just days. 2) Never ever set a date and place for you to meet friends with your boat! We let our guests pick either the time or the place, and then a few days before we're to meet, we'll give them the time or place — whichever of the two they didn't pick. We are the target and they are the arrow.

Although we're happy campers, we've had problems, too.



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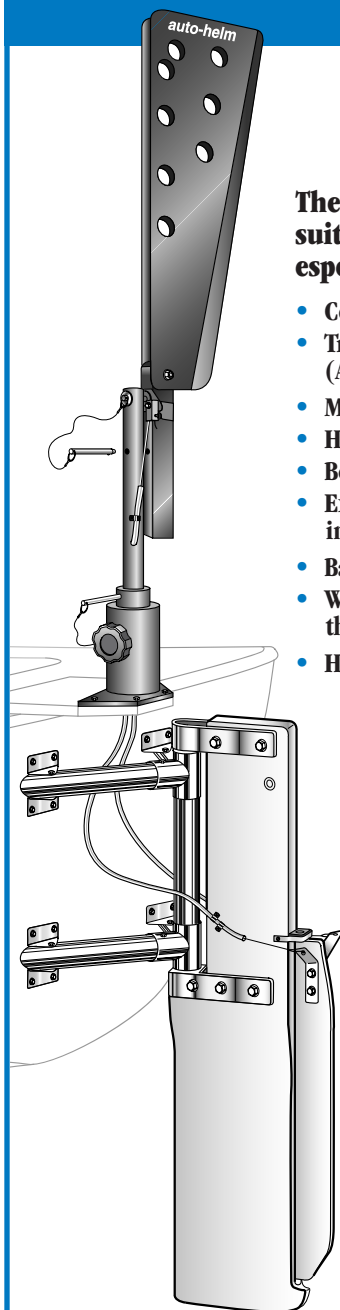


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## LETTERS

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That's not to say we don't have lots of little problems. After all, I can't imagine living in a house and not having to fix something every day.

P.S. to Randy Repass. I've been shopping at West Marine for 30 years, starting with the West Coast Rope store in Mountain View.

John O'Connor  
Windsong, Vagabond 47 ketch  
Currently In Malta

### ↑↓WHAT'S HOLDING UP THE PANAMA CANAL?

In a recent *'Electronic Latitude* piece headlined *Are Unions in L.A. Partly Responsible for Holding Up Your Canal Transit?* you speculate, based on an item from the *Financial Times*, that "unions, limited work hours, and outdated technology" are to blame for the backlog at the nation's busiest port, Los Angeles/Long Beach. While it is perhaps possible that those things are partially responsible, they are but a tiny percentage of the problem.

The far more significant reason for the bottleneck here is the Union Pacific Railroad, the primary rail carrier in this country, and the huge disruption caused by the deluge of rain in early January — and continuing still. The mudslides that began occurring in the aftermath of the January storms forced the Union Pacific Railroad to close four of their five mainlines out of the Los Angeles basin, and, ipso facto, the freight pileup in the port area ensued. This, in turn, created a 'holding pattern' for the constantly arriving freighters from overseas as they had to wait for berthing to disgorge their cargos.

It is possible that some shippers opted to send their vessels through the Canal in an attempt to get their cargos delivered, but, according to the *Los Angeles Times*, most chose to reroute to Seattle. Those that chose to go the Canal route, by the way, would be more likely to choose New Orleans as the alternate port, not Savannah, and certainly not New York. Seattle is the logical option, as the ships are therefore able to deliver to a mainland American port yet remain in the Pacific, and can thus quickly return to their (primarily) Asian ports to reload, saving Canal fees and considerable time in the process.

The bottom line is that the *Financial Times*, not unlike the Bush administration, has a decided political agenda, and is quick to point the finger of blame if it serves their particular point of view. While there may indeed be a traffic jam at the Panama Canal, blaming it on the laborers at the Ports of Los Angeles/Long Beach is a real stretch.

And by the way, it's the 710 Harbor Freeway that is most impacted by freight trucks into and out of the port area. Without a doubt the 405 is screwed up, but it was ever thus, and not from port traffic. The west side has needed additional freeways for at least 30 years to relieve the pressure on the 405, but no mere mortal has the cajones to step on the sensitive, elite toes necessary to make that happen!

Jack Joslin

*Jack — The article was reporting on the problem of badly backed-up shipping at L.A./Long Beach last summer, so this winter's record rainfall in the Los Angeles area had nothing to do with it. None of last summer's back-ups were weather-*



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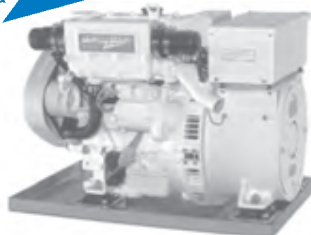
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## LETTERS

related. But you are right, the well-documented operational woes of Union Pacific Railroad, as well as the incredibly congested freeways in Southern California, are additional reasons that alternatives are being investigated. As we've mentioned before, the Punta Colnett area south of Ensenada is being eyed by some of the biggest shipping interests in the world for the possible site of a megaport.

But that would be many years away, and solutions need to be found right now. Rerouting ships to Seattle and Vancouver isn't a solution because they don't have the capacity to handle the overload. That's why so much more cargo normally targeted for the West Coast has been going through the Panama Canal, and why the Canal itself is now very often running at maximum capacity. If you want to believe that the ships going through the Canal are headed to New Orleans, suit yourself, but industry statistics show that most have been redirected to, yes, Savannah and the New York area.

The problem of the potential lack of capacity is so great that many companies have been exploring the possibility of sending ships from China to the United States not by the shortest route, which is across the Pacific, or even through the Canal, but via the Indian Ocean, Suez Canal, Med, and Atlantic Ocean. That they are even considering such a long and circuitous route should indicate to you that there is a genuine capacity problem, one that's only going to get worse as the world economy continues to heat up.

As we and the article mentioned, there are many factors that are limiting capacity. But you greatly minimize the effect things like limited work hours at the port can have. Just ask yourself what would happen if the the workers at the Panama Canal — who currently keep that facility in action 24 hours a day, 365 days a year — decided they wanted to reduce their collective working hours by 20%. Can't you see that it would reduce the capacity of entire Canal operations by 20%? Indeed, one of the reasons a megaport at Punta Colnett seems so attractive to the shipping concerns is that there are plenty of Mexicans who aren't interested in limiting work, but rather in getting all the work that they can.

### ↑↓ CALIFORNIANS ACCEPT NUTTY PROPOSITIONS

As a native Californian, I bemoaned relocating to the Gulf Coast of Florida in '95. But based on the increasing amount of B.S. in the *Letters* in recent years, I'm glad we did so. I don't know how you stand it month after month. I admire your willingness to actually respond to some of these characters in such a reasonable and thoughtful manner — rather than simply asking if they are serious.

With the amount of correspondence you must get, you may not recall that we exchanged notes a few years ago when I was debating the merits of catamarans versus monohulls — after my wife declared it was time to upgrade from our faithful '76 Cal 29 that we'd owned for 26 years. As it turns out, we bought a Beneteau First 42, which I love. Unfortunately, she draws 6'5", which is a bit much for the west coast of Florida. In hindsight, I should have gone with the cat. I know we'll end up with a Leopard 42 or 47 cat — my wife again — before we retire and go on our grand tour of the Caribbean and the Gulf.

While we maintained our membership in Richmond YC in anticipation of returning 'home' one day, I have to say that after living here in Florida and merely commuting to California for business each month, one begins to see the extent to which people in California seem to accept nutty propositions as if they were perfectly reasonable. For example, that one dummy with the recreational sailboat who wanted to assert



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## LETTERS

his "right of way" over a ship in a shipping channel.

Scott Keraney  
HyLyte, Beneteau First 42  
Florida

Scott — As California natives also, we know the state has always been ground zero for 'questioning authority'. Unfortunately, a lot of people here don't seem to understand that you can't intelligently question it if you don't have a basic knowledge of the subject matter. Alas, this gives rise to hilarious beliefs such as the 'eighth planet theory', which says the U.S. invaded Iraq as the initial step in the colonization of the Middle East. Why would we do that? Because U.S. scientists have detected an asteroid that will soon destroy North America — but presumably not have any effect on the rest of the planet. Right.

### ↑↓ WIND AT DAVIS POINT

I've been sailing out of the Vallejo-Napa area for about six years, and as a safe boater I always check the local NOAA weather station for current conditions. But for the last six years the winds at Davis Point — right across from Mare Island Strait — have not been available. Is there any wind monitoring at Davis Point or has the anemometer been placed underwater? Can you help a North Bay mariner find out what the deal is with the wind at Davis Point?

Greg Guinn  
Fete Accomplie

Greg — Apparently the anemometer was eaten by Humphrey the Whale as he headed up the Delta. Because of the budget shortfall, there's been no money to replace it.

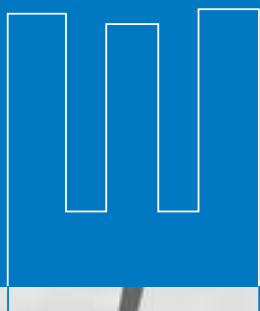
Our feeling is that if you want to be a safe mariner on San Francisco Bay and up in the Delta, you need to assume that it's always quite possible that the wind will blow as much as 30 knots. This is particularly true from March to October, and in areas such as Davis Point where the wind starts to funnel into a narrow gap. After all, forecasts are nothing more than predictions, and who among us hasn't experienced plenty of times when the weather forecast was completely off the mark. If you're always prepared for the possibility of strong winds, you won't have a problem, and you won't have to waste time listening to computer-generated recordings.

If you still crave the reassurance of a government weather forecast, just listen to the forecasts for San Pablo Bay and further up the Delta, and figure it might blow 50% harder at Davis Point.

### ↑↓ I MUST HAVE FORGOTTEN THE NO WHINING RULE

Here's what I learned the most about the Baja Ha-Ha:

- 1) Take as much of your home life with you as you can — there's nothing to do on a boat! In my case, I'm a computer junkie and I wished I'd had my computer onboard.
- 2) The shore parties were too few and far between.
- 3) The Ha-Ha Committee was no help at all. They gave all the wrong telephone numbers for finding moorage in San Diego.
- 4) Once in Cabo, there was no help in clearing Customs. The Ha-Ha Committee was away most of the time when newcomers — all confused — could have used some advice and greeting on arrival.
- 5) The Grand Poobah has a big mouth. He had all kinds of worthless comments.
- 6) A 44-gallon diesel is way too small for a trip to Cabo.
- 7) Checking in through Customs at Cabo is no fun. If it's



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## LETTERS

their lunch break, customs officials don't give a damn if you've been sitting around for two hours trying to check in.

8) The party committee at Turtle Bay could use some Port-a-Potty shacks. Everyone had to walk over the hill to crap somewhere in the desert. And there weren't any bushes around.

9) \$299 is a lot of money for an entry fee. What does the Committee do with all of it?

Bill Rogers  
Halcyon, Pearson 385  
Portland, Oregon

Bill — Speaking as the Grand Poobah, I'm so glad that you wrote in, because it will better help folks understand the kind of person who should not sign up for the Ha-Ha. Absolutely do not enter if:

1) You'd be bored without your computer.

2) You need a party every day. There was the Kick-off Party in San Diego; two informal get-togethers in Turtle Bay in addition to the official Beach Party; an official Beach Party at Bahia Santa Maria; an informal get-together at Squid Roe, plus the official Beach Party and official Awards Ceremony at Cabo. Dude, how many parties do you need in two weeks while still sailing 750 miles?

3) You can't follow numerous clear instructions on how to find moorage in Southern California prior to the Ha-Ha.

4) If the process of clearing Customs and Immigration is a major issue with you. If it is, you're not ready to leave the United States — and maybe not even ready to leave your marina.

5) You think the Grand Poobah could answer all the questions he's asked with just a small mouth. If you don't care for our style, we're sorry, but that's who we are. We do the best we can, and we're proud of the job we and all our helpers do.

6) You need somebody else to tell you how much fuel you'll need. If you're going to burn 45 gallons of diesel going to Cabo, a 44-gallon tank is indeed too small.

7) You'll be surprised that going through Customs is not particularly fun. This comes as a surprise to you?

8) You can't deal with living in a wilderness area. Port-a-Potties would be nice at Turtle Bay, unfortunately, it's a wilderness area and the nearest ones are about 500 miles away. If you can't live without First World conveniences — or using the various limited facilities in town — you're not ready to leave the States.

9) You think \$299 is too steep an entry fee. For their \$299, each entry got a Ha-Ha T-shirt, a Some Like It Hot T-shirt, a Ha-Ha hat, a Pusser's Rum hat, a Ha-Ha beach ball and Frisbee to play with and eventually give to kids, a pair of emergency sunglasses, a water-proof wallet, a souvenir burgee, an event program with bios of all entrants, free meals in San Diego for two with unlimited free beverages, professional weather forecasting, discounts from sponsors including on some berths in Cabo, roll call each morning, the First-Timer's Guide to Cruising Mexico, and a bunch of other stuff. But most of all, everybody had the opportunity to have a great time with hundreds of really terrific people. For comparison, the Ha-Ha is less expensive than the three-day Heineken or BVI Spring Regattas in the Caribbean, and about one-third the cost of other two-week events such as the West Marine Pacific Cup, the TransPac, and the Atlantic Rally for Cruisers. For what it's worth, there's a tremendous amount of work over a period of many months that goes into putting on the event.

Those of us associated with the Ha-Ha never want anybody to misunderstand what they are considering signing up for, which is why we have a section in the Liability Release called



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## LETTERS

*"Just So We Understand Each Other:" It starts out with a rhetorical question: Is the Ha-Ha a good event for novice skippers to try their hand at ocean sailing?" Answer: "No. The Ha-Ha is for experienced sailors who would have been willing to sail from San Diego to Cabo San Lucas on their own. The Ha-Ha is definitely not an offshore handholding or babysitting service." We repeat, the Ha-Ha is not a handholding or babysitting service.*

*Should you do a Baja Ha-Ha? Mr. Roger's negative comments notwithstanding, we suggest you decide by asking others who have done one. We can't tell you how many people have told us, "We weren't sure if we really wanted to do it," — often because there were a lot of boats — "but we had a fabulous time and are really glad we did." But don't take our word for it, ask them yourself.*

### ↑↓ GLAD I BOUGHT A BOAT INSTEAD OF A CHOPPER

I'm finally getting around to writing to say how much Mike and I enjoyed last year's Baja Ha-Ha. We have nothing but awesome memories — at least once we got to Cabo. You may recall that we got a late start, had to backtrack several hundred miles to let seasick crew off at Ensenada, and only caught up with the fleet at Bahia Santa Maria. But it was still great and we're already looking forward to this year's Ha-Ha. We won't be able to enter *Tequila* again, as we'll have sailed her to the South Pacific by then. But that's a small detail, as we'll catch a ride on someone else's boat. Any room on *Profligate*, as we'd love to sail on the cat?

*Tequila* is in La Paz right now. We've done a few cruises in the area that were almost as fun as the Ha-Ha. But now

we're getting the boat ready for the trip to the Marquesas.

Here's a story your readers might like. In mid-January, two buddies and I were heading down to La Paz for an intense work week on *Tequila* when we stopped in San Diego to pick up some supplies — watermaker, anchors, more chain, new batteries, etc. We also ended up picking up three girls — well, we



LATITUDE ARCHIVES

**The Mighty Quinn is ready to do the Ha-Ha once aguin!**

actually already knew them from before. Needless to say, our work party turned into more party than work. Anyway, I'm dating one of the girls pretty seriously, all because of *Tequila*. And to think that I almost bought a chopper instead of a boat!

Quinn Closson  
*Tequila*, Roberts 53  
San Diego

Quinn — We're glad you enjoyed the Ha-Ha and that things have been going well. Have a good trip to the Marquesas — and don't forget to send an email with a couple of hi-res photos.

As for crew positions on *Profligate* for the Ha-Ha, everybody who went last year said they want to go again, so we think we're full. But we're sure you'll find plenty of other crew opportunities.

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## LETTERS

### ↑↓COMPARING MIDWAY WITH THE FARALLONES

The January *Latitude* just caught up with us here in Zihuatanejo (courtesy of Scarlett, thanks guys). I read with interest your *Sightings* item on the Farallones Patrol — having read with interest some of the stuff — diatribes? — written about Midway over the last year.

I spent about 10 days at Midway three years ago when Mr. Bodeen was the manager. It seems to me that Midway and the Farallones are pretty similar in that: 1) they are both closed to human traffic because they are wildlife refuges; and 2) because they both have programs that allow sailors to volunteer to help out, and in return get special treatment that allows them to visit places that are normally off-limits. So why the difference in *Latitude's* attitude?

I can't speak highly enough of the time that I spent at Midway. Everybody else aboard thought it was the highlight of the trip too. Imagine walking amongst 1.2 million albatrosses in an area the size of Golden Gate Park. But I had made arrangements in advance, and the crew and I all did a bunch of work — real work — while we were there.

I didn't pull into Midway expecting a bunch of biologists to turn into gas dock attendants. If anyone did the same at the Farallones, I bet they'd get about the same response. Yeah, Midway is a lot further out there where supplies are scarce — which cuts both ways. But then, the sailors who go by there should by all rights be better prepared. Well, maybe not, as it can be pretty tough water around the Farallones.

Don Sandstrom  
Anduril, Cross 40 Trimaran  
Zihuatanejo

*Don — The stink about the U.S. Fish & Wildlife's administration of Midway started when the professional skipper of a large catamaran asked permission to stop at Midway to rest and buy fuel. He made this inquiry while he was still in Fiji planning his route to North America. He was perfectly willing and able to take another route, but made the inquiry because it would be easier on his crew and boat.*

*The Fish & Wildlife officials at Midway granted him permission to stop and buy fuel. Then, after the skipper had committed himself to the Midway route, officials rescinded*

COURTESY MIDWAY ISLANDS



**Apparently cruise ships and tourists don't cause pollution on Midway.**

*permission to stop. The skipper was unhappy because he felt the bungling on the part of Fish & Wildlife had introduced an unnecessary element of risk to the passage.*

*To suggest that any offshore sailors want biologists on Midway Islands to morph on demand into gas dock attendants is a complete mischaracterization of the additional complaints we received about the Fish & Wildlife administrators. In another case, the skipper of a yacht asked for nothing more than to be able to drop a hook so he and his crew could get some rest and make some minor repairs. They were apparently given lots of grief about the request because Midway is a National Wildlife Refuge, and there are understandable concerns about possible pollution. But are we to believe there isn't a single*

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## LETTERS

place at Midway Islands where one yacht couldn't drop the hook without jeopardizing the survival of five billion gooney birds? After all, it's not as if they haven't allowed cruise ships and jets — which are far more polluting — to drop off hordes of visitors.

That Midway is the only place to stop in a very remote area of the Pacific does make it a completely different situation from the Farallones. If a motorist runs out of gas 150 feet from a gas station, it's no big deal if nobody gives them a ride to the pump because they can walk. But if someone runs out of gas on an isolated road 100 miles from the nearest gas station, that person is deserving of some kind of accommodation.

Nobody is asking that sailors who stop at Midway be given any special treatment — or even be able to buy food or fuel. People just want to be treated with a minimum of common courtesy. To that end, we think the Fish & Wildlife officials at Midway should be dispatched back to the States for some much-needed sensitivity training.

### PHOTOS FOR SALE

Being too old and weak to sail anymore, I often salivate at some of the photos you publish. Many of the shots actually let one feel and taste the salt spray. I would really be interested in purchasing some of them. Is that possible?

Jim Reaney  
jayray1@frontiernet.net

Jim — We're delighted you like the photographs. We make a tremendous effort to provide the best photo coverage that we can — and have tremendous photoboat bills to prove it.

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### CRUISERS SHOULD NOT AVOID COLOMBIA

I'm the Dockmaster at Club Nautico in Cartagena and, as such, I consider it part of my job to ensure that this part of Colombia is treated fairly when it comes to reports about the safety of cruisers. Clearly, things have improved vastly in this area since Donald Street wrote his cruising guide many years ago. And I believe the situation has continued to improve with the efforts of President Uribe. Nobody, of course, knows what the future might bring.

Randy and Lourae Kenoffel of the San Francisco-based Moorings 500 *Pizazz* did much to initially encourage people to coastal hop from Cartagena east along the coast of Colombia on their way to the Eastern Caribbean. They did this with their basic 'guide' and with stories about the passage. A lot of cruisers subsequently made that passage successfully, and found it much easier to harbor-hop when the winds were down rather than trying to make a non-stop upwind passage in some of the most challenging conditions to be found in the world of cruising.

Sadly, there have been three incidents in the Barranquilla area starting with *Morning Dew* in 2002.

Cartagena has always been considered much safer than the rest of Colombia. Unfortunately, a little more than a year ago, San Diego's John Haste was robbed at gunpoint while motoring his 52-ft Perry cat away from a boatyard in Cartagena Bay.

Although all these incidents reflect badly on Colombia, I have no doubt most of them can be avoided by taking sensible precautions. As such, these incidents don't mean people should leave Cartagena or Colombia out of their cruising itineraries. It should be noted, for example, that after going to



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J/32	1997	Call
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Catalina 30	1983	\$25,000

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Chris Corlett • Ruth Scott

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## LETTERS

the Eastern Caribbean for the winter season, Haste returned to Cartagena with his boat for an extended stay. And he seemed happy rather than anxious to be here.

*Latitude* also mentioned that there have been incidents in the past at the Rosario Islands, which are about 20 miles from Cartagena. I can report that probably more than 300 international boats have visited the Rosario Islands in the last three years, and there hasn't been a serious incident. For those of us based in Cartagena, the idea of the Rosario Islands being categorized as especially risky is almost laughable.

Clearly there are large numbers of poor and sometimes desperate people living on the fringe of certain cities — including Cartagena. But without any doubt in my mind, Cartagena remains a secure and fascinating destination.

Yes, I have an axe to grind as I work here. But I'm effectively a gringo — the term used for all caucasian foreigners in Colombia — and I'm also a very pro-American Brit married to a Colombian woman. We have three daughters approaching their teens, and we're happily living in a fairly humble barrio. I never get the sense that I'm living any kind of adventure.

As for the Gulf of Uraba on the Caribbean side of Colombia, west of Cartagena, I haven't heard of any recent incidents that should cause concern for cruisers who are considering a visit there.

On the other hand, the statistics on the Barranquilla area to the east of Cartagena would suggest that it's wise to give it a wide berth. But in the next year or so, I expect some entity to 'vigilate' an anchorage in this region to assist the passage from Cartagena to Aruba.

John Halley, Dockmaster, Club Nautico  
Bowstring  
Cartagena, Colombia

*John — We appreciate your input, as situations change all the time. We can remember maybe a dozen years ago when the La Guajira Peninsula on the northeast tip of Colombia — near Cabo Velo — was one of the most remote and lawless places on earth. The problem was there were competing ruthless organizations smuggling pot and coke out of the country, while other gangs smuggled appliances and cigarettes into the country. There was no law whatsoever, most people carried guns, and life was cheap. We can also remember several very brutal attacks years ago on cruisers at the Rosario Islands. And we can remember several cruisers who cowered down below*



LATITUDE GRAPHIC / ANNIE

*while their boats were completely stripped of everything — down to the fittings — at the entrance to Cartagena Bay.*

*But as we said, all that was quite a few*

*years ago. The more recent incidents we're aware of are the three you mentioned in the Barranquilla region and the one in Cartagena involving John Haste.*

*Our take on the current situation in Colombia is this: We stopped at the Club Nautico in '94 with Big O, and we stopped there with Profligate in December of '03. We would not hesitate*

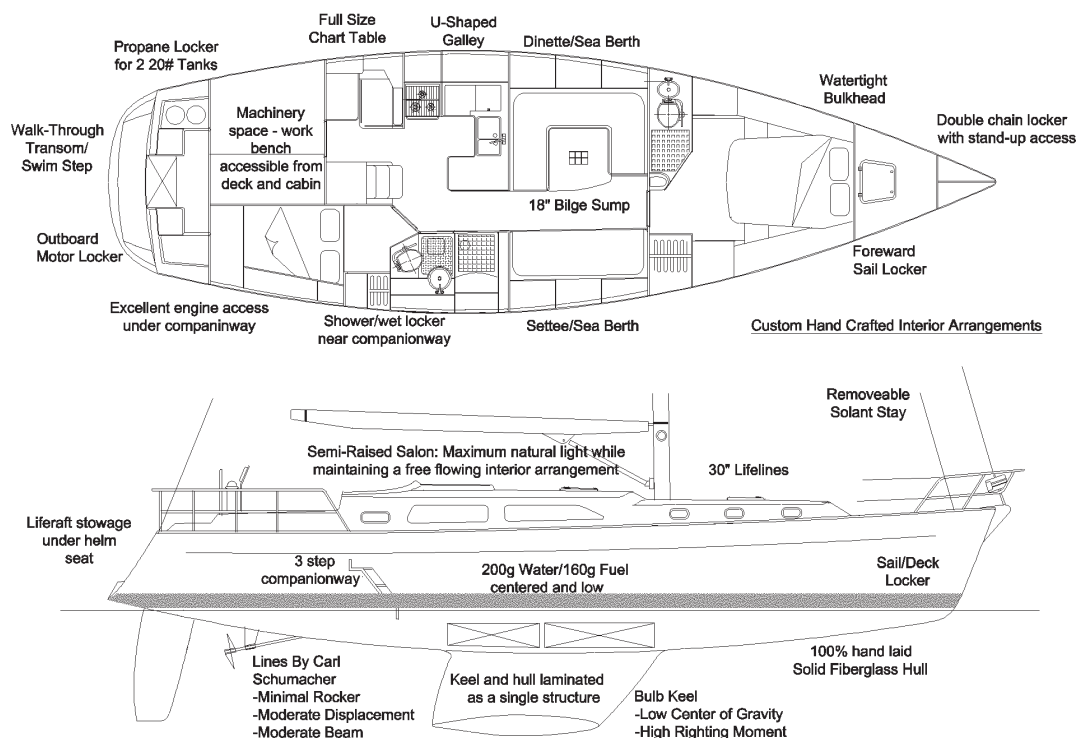
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## LETTERS

to visit again. As you suggest, we would take the normal precautions for our personal safety — and greater precautions to make sure we don't lose another dinghy and outboard there. But we're fine with Cartagena and Club Nautico which, we don't have to tell you, is much loved and appreciated by the international cruising community.

As for the area to the east of Cartagena, those three very violent incidents since 2002 are enough to keep us away until we hear some very good reasons to return. The risk-reward ratio may be acceptable for other cruisers, but not for us.

As for the Gulf of Uraba to the southwest of Cartagena that you seem to believe is safe, we've been told otherwise. While in the nearby San Blas Islands last May, we were told by both officials and other cruisers that while it was once being developed for tourism, warring groups had now made it a place to avoid.

### ↑↓ OUR GUIDE IS THE ONLY ONE

Having just skimmed through the February issue, we have a couple of quick comments.

First, we never said that *Latitude* called us "fools." I think it was Craig Owings, Commodore of the Pedro Miguel Boat Club, who in last year's July or August issue was quoted as saying something like, "just because some fools cruise that coast [Colombia east of Cartagena] and write a cruising guide, and other fools follow that route, doesn't make that coast a safe place." He didn't mention *Pizazz*, but I think our guide is the only one written for that coast. To our knowledge, Owings has never been beyond Cartagena, so for him to say that coast is unsafe without ever doing it himself is wrong. Firsthand knowledge, as opposed to stories and rumors, are the best way to get the truth.

Also, we're happy to see that you admitted that you had been 'slimed' by the whole Dawn Wilson story. I think 99% of the people cruising the Sea Cortez around that time didn't believe the claims of her innocence. It was the first story that we've seen *Latitude* follow and publish without getting 'the other side of the story' first.

Keep up the good work.

Lourae & Randy  
*Pizazz*, Moorings 500  
San Francisco / Caribbean

Lourae and Randy — To our knowledge, the two of you know as much about cruising the coast of Colombia east of Cartagena as anyone. So if you say the coast is pretty safe, we believe you. Well, sort of. The problem is that it doesn't matter if anyone has been there or not, the fact is that over the past three years there have been no less than three attacks on yachties in that area. And they were very violent attacks in which the assailants were clearly willing to kill the yachties in the course of their robberies.

We have no idea whether such violence in Colombia is limited to certain areas, or is endemic because of the poverty, widespread availability of guns, and breakdown of civil society. But given all the other nice places there are in the world, we personally aren't interested in risking our lives to find out. As such, at this time the only place we'd feel comfortable stopping in Colombia is Cartagena.

On a different subject, we wish readers better appreciated the fact that while *Latitude* is the biggest sailing magazine in the world in terms of pages, we have a very small staff and budget. That's because we're free. We are not the New York Times, the L.A. Times, or the Wall Street Journal, and therefore we don't have the staff or resources to do detailed investigative

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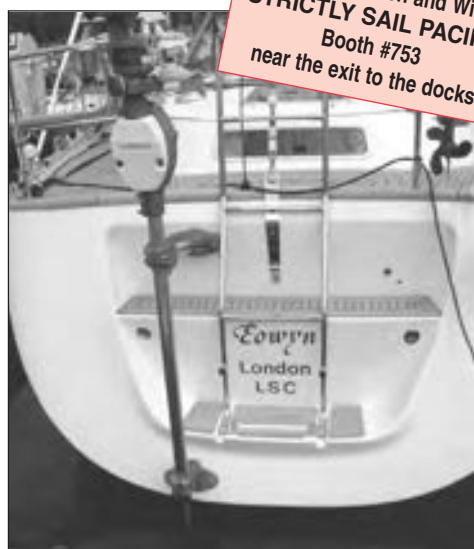
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## LETTERS

reporting. If everyone wants to shell out \$5 a copy for *Latitude*, we'd be happy to get on with such work, but we think most folks prefer *Latitude* to be free.

As such, we rely heavily on our trusted sources around the world to give us the real story — or at least knowledgeable background — on news and events. As such, if 99% of the cruisers in the Sea of Cortez really thought Dawn Wilson was something other than completely innocent, it would have been nice if someone had sent us, even anonymously, a heads-up. Given our limitations, we need everybody's help to do the best job we can for you.

### ↑↓ I FEEL BETTER AFTER HEARING FROM HER

I know that *Latitude* felt burned by the whole Dawn Wilson business last year, but I want to report that we just got a very nice personal thank you note from her for our efforts on her behalf. I think we sent her sponsor \$25. In my book, anyone who sends a classy note like that can't be all bad. So few people have good manners left that it's almost an exception to see some displayed.

It's hard to know what the real truth was in that case, but I feel better after hearing from her. Maybe you will, too.

We're planning to be at Two Harbors, Catalina, this August 13th, so maybe we'll see you there for the Baja Ha-Ha preview.

Doug Thorne  
Tamara Lee Ann, Celestial 48  
San Francisco

Doug — Although we do feel that we and the cruising community at large were burned by the whole episode, we're still happy that Dawn is no longer in a Mexican prison. We wish her the best of luck with the rest of her life.

As for the Baja Ha-Ha Preview Party at Two Harbors on August 13, we'll have more on that in the May issue when the details of the Ha-Ha itself are announced.

### ↑↓ I'M THINKING ABOUT REPOWERING

I'm in the process of buying a 1974 Westsail 32. I believe that it's time to repower the boat as we're planning to do a South Pacific cruise. But I have some questions. For instance, what businesses in the Bay Area are reputable and charge reasonable rates to replace engines? Are there local companies that specialize in re-powering? Where can I haul my boat, have the use of a crane, and do the job myself for a reasonable rate? For what it's worth, I don't consider \$25/day for laydays to be reasonable. If I do the work myself, I expect that the job will take me a couple of weeks.

I'm leaning towards the Beta Marine engine. Any thoughts on this choice of a marine engine?

Joseph Graham  
Sosiego  
Pt. Richmond

Joseph — As you can surely appreciate, it's not our place to recommend one business over another. There are a number of companies that advertise the goods and services you need in these pages. We suggest that you contact them and discuss your project and budget.

If you think \$25/day is too much for laydays, don't haul your boat at all. Engines — and even prop shafts — are commonly removed and installed with the boats in the water.

You also want to make sure that you really need a new engine. Just because a diesel is old doesn't mean it's not perfectly fine. It's much more a question of how many hours





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—Jonathan McKee

Olympic gold-medalist and skipper of *Mini Transat* participant Team McLube



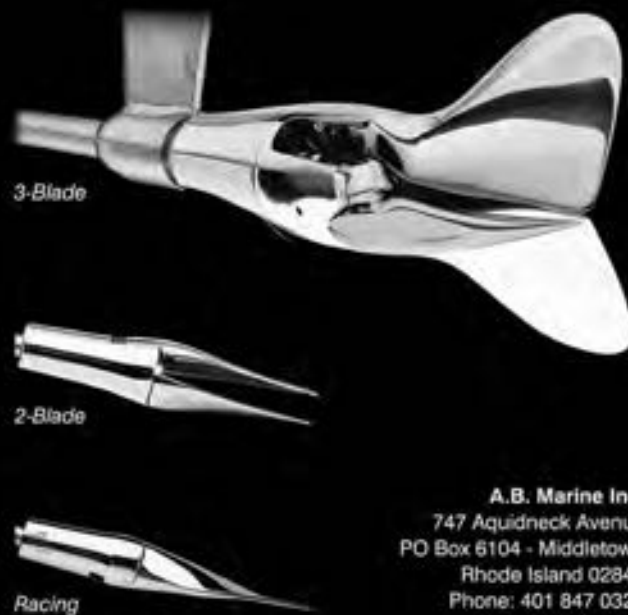
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## LETTERS

*it's been run and how well it's been maintained.*

Also, keep in mind that we're just entering the high season, so everybody wants work done on their boat right now. If you can hold off replacing the engine — if it's even necessary — until the end of the season, you'll probably get more attention and perhaps even a little better price.

We're not in a position to recommend specific brands of engines, and in any event you may be somewhat limited in what engines will fit and work well in a Westsail 32. You might check the Westsail website for recommendations from other Westsail owners. If you plan on going to the South Pacific, a primary consideration should be the availability of parts.

### ↑↓ MEMORIES OF PAGURUS II

Reading *Latitude's* February report about the loss of the Cheoy Lee 42 *Pagurus II* saddened my family. Albert Towle, my father, first owned and captained *Pagurus II*. She faithfully carried us on many coastal voyages out of her homeport of Santa Cruz, and also safely carried my parents and brother to the Galapagos Islands, the Marquesas and Hawaii. That trip was the subject of the book, *A Paguran Adventure*.

My father, who was a marine biologist, passed away in Kona two years ago while looking out at the sea he loved so much. As he did, he had memories of *Pagurus II* on his mind.

In the last few years, the family has continued the sailing tradition on our Pearson 365 ketch *Laelia*, which my husband and I have berthed in Sausalito for many years. We regret that Francois did not have fair winds and following seas with *Pagurus*, and wish him the very best.

Linda & Bob Imber  
*Laelia*, Pearson 365  
Sausalito

### ↑↓ WHAT ABOUT CROSSING THE CARIBBEAN

What kind of advice, tips and notes might you have on sailing from the ABC Islands — Aruba, Bonaire, and Curacao — to Isla de Providencia and Isla San Andres, the Colombian islands that are 500 miles north of Colombia and 150 miles east of Nicaragua. I'm here in Bonaire waiting for the Swan 44 that I'll be crewing on. I'm still looking for people who have done the trip before and know something about it.

P.S. Thanks for publishing such a great mag. Relative newcomers such as myself learn a lot from *Latitude*.

Ronnie Colby  
Soon to be on *Laetitia*, Swan 44  
Truckee

Ronnie — Our advice is to be prepared for winds to 35 knots and big seas, particularly in the longitudes between Cabo Velo and Cartagena. This is the windy time of year for those waters, and it really does blow like stink, and often the hardest at night. The good news is that the wind will be from dead aft to a broad reach. With a Swan 44 it could be pretty fast, but expect to do some rolling.

Other than the potentially rough conditions, you'll want to keep an eye out for logs and stuff when you're abeam of the Rio Magdalena River. When we did this passage a little less than a year ago, we came across significant river debris 100 miles out to sea.

### ↑↓ IF YOU WANT TO GO SAILING . . .

"If you want to build a boat, build a boat. If you want to go sailing, go sailing. Don't ever, ever try and mix the two, as you'll accomplish neither." This is what Jim of Long Beach



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## LETTERS

told us when he heard we'd bought a Westsail 32 kit.

Jim had built three boats, never finishing any of them himself, and never actually going sailing. He was a hell of a builder, but he didn't actually like to sail, so he'd sell the boats when they neared completion. Once he'd sell the boat, he'd soon get the boatbuilding bug again and start on another. By the way, two of the boats he built went on extensive cruises.

We actually 'finished' our boat, lived aboard, and cruised for three years. Nonetheless, during the building process hardly a moment passed when I didn't wish I'd listened to Jim before we started on our boatbuilding adventure. It would have been way cheaper for us to have bought a completed boat. Plus, we'd have been off to the South Pacific two years sooner.

Peter Ogilvie  
Kailua-Kona, Hawaii

Peter — For 99.9% of the population, Jim's quote is as valid as 'men and ships rot in port'.

#### ↑↓DORADO

As you are probably aware, the 'hookless catch-of-the-day'



LIZ STRAND

**Female dorados have rounded heads.**

featured in last month's *Letters* section is a female fish. Male dorados have a much more squared-off head — similar to the bow of amas on today's multihulls. Female dorados, such as in the photograph, have more rounded heads.

Steve Bondelid  
Whidbey Island

Steve — We know the heads of male and female dorado are very different, but we had it backwards as to which one has the blunt head. Thank you for the correction.

#### ↑↓"JUST COME ON IN, WE'LL FIND SOMETHING"

I'd like to take this opportunity to publicly thank Dick Markie and his staff at Paradise Village Marina for helping us out in a difficult time.

The story starts with my boy-toy, Richard, and I sailing off into the sunset last October aboard our catamaran *Mystic Rhythms*. We had planned on puttering about the small anchorages in Mexico for awhile before leaping into the great unknown — to us, that is — of the Marquesas and South Pacific.

But life first decided to whack me upside the head. While in Chamela I received the news that my father had been killed in an automobile accident in Costa Rica. After recovering from sobbing hysterically, I realized that we needed to get our boat into a marina so I could get to an airport as soon as possible.

We left that night for Nuevo Vallarta hoping to find a slip in which to leave our baby while I went to deal with both the grief and bureaucracy of death. On that long overnight passage, we used our Winlink email to contact Dick Markie at Paradise Village Marina. His kind response to our request for a slip — "Just come on in, we'll find something." — set me to

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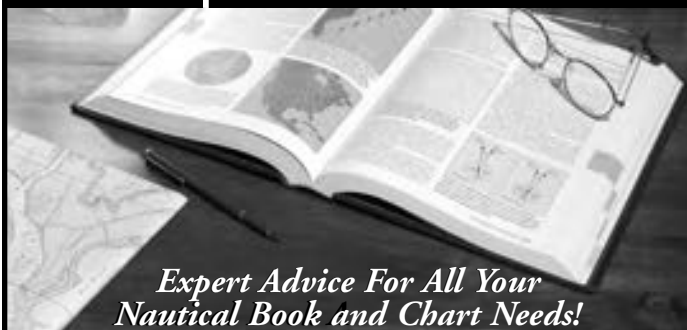
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## LETTERS

crying.

Even though the marina was full to the gills, Dick and his crew squeezed us in, helped with the paperwork, and enabled me to fly out the next day. It was only upon my return that I realized just how busy the Paradise Village Marina is and how difficult it must have been to find space for our 44-foot by 23-foot home.

My father died full of life, living his dream in the country he adored. The kindness we encountered while there helped to reaffirm our decision to keep living our dream as well. By the end of March we will have left, and hope to find kindness wherever we go. Kindness in all things — except, of course, when it comes to hoarding chocolate chips. In that case it's every boat for themselves, no?

Jennifer Eaton  
*Catamaran Mystic Rhythms*

*Jennifer — We're very sorry to hear about the loss of your father.*

*Given the nature of your emergency, we think almost all harbormasters would have been able to accommodate your boat*



**Harbormaster Dick and his wife Gina are hands-on.**

*for a week or two. Nonetheless, we can't think of a better harbor-master than Dick Markie for you to have emailed in your situation. He lives to help cruisers out. We've never seen another harbormaster so eager to guide new tenants down the channel and welcome them at their new berths. He's as hands-on as they get.*

### ↑↓ A FISH STOCKADE ON THE TAMSUI RIVER

When I looked at the photo of the fish stockade on page 157 of the March issue, which accompanied the *Indonesian Interlude* article, it brought back a happy and funny memory.

As a young intelligence officer assigned to Taiwan circa 1956, and working in liaison with a Chinese intelligence group, I was given the task of training a Chinese intel asset for infiltration of the mainland via boat. For training of this asset I was given an 11-ft flat-bottom aluminum boat with a knife-edge bow and a 25-hp Johnson Seahorse long-shaft outboard.

Since the infiltration would be in the dark of night from a much larger vessel, I wanted to give the asset some training on how to get onto shore from a small boat, and at the same time see if he could carry out a reporting assignment. The only place available for training was the Tamsui River, which runs from Taipei to the Formosa Strait. It was a fairly dark night when I took the asset in the boat up-river to an area east of the then-international Sung Shan Airport. The asset's task was to prepare a report on the airport and be prepared for pickup several hours later.

The infiltration and exfiltration went according to plan and, happy that it worked out so well, I started back down the river towards the Tamsui Bridge where we would pull the boat out of the water. Full of youthful exuberance, with a calm river



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## LETTERS

and enough illumination from houses along the river bank, I twisted the throttle wide open and we roared down the river. I suppose we were doing 25-30 mph when all of a sudden there was a horrendous crashing sound and the boat bounced a bit before continuing down the river. I then realized I had hit a Chinese bamboo fish trap head on, destroying the center of it. The asset was quite scared.

The following day I drove to the river and located the fish trap. The only thing left were the two six-foot long bamboo sides. I thought if I could locate the fish trap's owner I would compensate him for the damage. But I couldn't locate him.

The end of the story. The Chinese intel organization successfully infiltrated the asset onto the mainland. He reported for a while to a post office box in Hong Kong. I subsequently learned from another source that he had been given another post office box that was operated exclusively by his organization and kept hidden from me. The asset was subsequently arrested on the mainland. That was one of the problems with running joint operations with the Chinese Nationalists targeting the mainland.

P.S. I thank you folks at *Latitude* for such a great publication, and for the hundreds of sailors who write in and share their thoughts and adventures.

Name Withheld By Request  
Planet Earth

### ↑↓GALES ON BOTH SIDES OF OUR WEATHER WINDOW

Regarding Nicolas Williams's letter in the March issue regarding sailing from San Francisco to Seattle, I've only done it once. Based on my limited experience, that trip is all about luck and finding a weather window.

We made the trip in the month of June a couple of years ago — and had a wonderful four-day trip in light winds and small swells. However, on both sides of that weather window there were gale warnings up and down the coast. And I can't really say that we sailed it either, as the winds were so light that we were forced to motor almost the entire way — except for a couple of hours one afternoon.

David Cahak  
Northern California

### ↑↓TIPS ON GOING NORTH AND TROUBLE WITH TAXES

Having sailed my Baltic 42dp *Zafarse* from Ventura to Lopez Island, Washington, I'd like to share my observations on taking a sailboat north. First, do not have a schedule. I repeat, do not have a schedule. You want to allow plenty of time to sit in port until there is a good weather window or a southerly. Be advised that there aren't many ports along that stretch of coast that can take boats with more than minimal draft.

Sometimes you have to wait in port for a long time. While in Brookings, Oregon, I met a singlehander who had been there three weeks waiting for the 30-40 knot northwesterlies to subside. He gave me an excellent recipe for an enjoyable sail north. He told me to stay in port unless the waves are less than eight feet and the period greater than 10 seconds. I have followed that advice and found the sailing tolerable — and as *Zafarse* loves a beat, often exciting, too.

On another issue, I'd like to register a complaint about the California State Board of Equalization. Five weeks after purchasing my boat in Ventura, I sailed north to the San Juan Islands. Nonetheless, I am still being hassled by the California State Board of Equalization about supposedly owing taxes. Apparently because I left the homeport as San Diego rather than changing it to the San Juan Islands, the tax people feel

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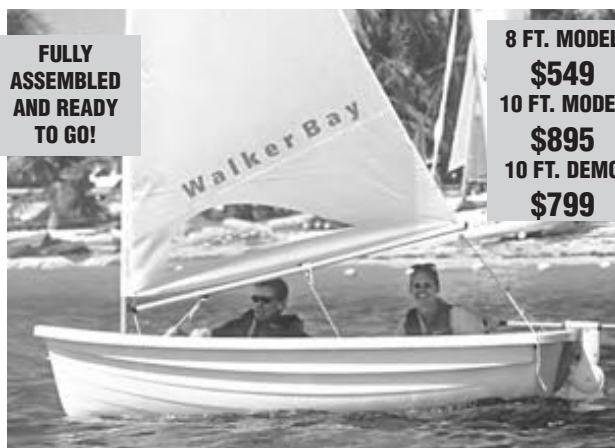
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## LETTERS

I should pay tax on a boat that has rarely seen the California shore under my ownership. The boat spent the entire summer in the Northwest and was put on the hard for the winter. Last fall I sailed down to Mexico, and am currently berthed in Marina Mazatlan.

Paddy Barry  
Zafarse, Baltic 42dp  
Marina Mazatlan

*Paddy — We regret to say this, but if you bought a boat in California without going through very specific steps of taking 'offshore delivery' — and being able to document those steps — the Board of Equalization is never going to stop coming after you. And they are going to start piling on the penalties. As we understand your situation, it would be best for you if you just paid it and were done with it.*

### ↑↓ MARINAS ALONG THE BAJA COAST WOULD BE NICE

While reading 'Lectronic', we saw the comments you made to Mexico City's *La Journal* with regard to Mexico's 'Nautical Stairway' and what they can do to lure more boating tourists to their country. I agreed with most of your opinions, but not all.

My husband Tim and I — with Doug and Carla Scott as crew — did the 2003 Ha-Ha aboard our Pearson 422 *Sogno d'Oro*. We all had a great time and it was educational, but we are some of the few who would have really enjoyed taking our time while going down and back up the Pacific Coast of Baja.

We agree that there should be limits to how many marinas get developed along the Pacific Coast of Baja, but one or two more along that lovely stretch between Ensenada and Cabo San Lucas would be most welcome. And it seems like a couple of communities — such as Turtle Bay and Mag Bay — would benefit from the business opportunities.

And a couple of more marinas along the Pacific Coast of Baja would make a big difference to folks trying to decide between trucking their boats home and enjoying making the trip back up the Pacific Coast. We ended up trucking our boat back from San Carlos last September after spending almost a year in Mexico. We had so many mechanical issues with the boat that it just wasn't worth risking a trek through hurricane areas.

We thank you for doing all you're doing to try and change the clearing in and out system in Mexico, but we found that some of our most interesting experiences came from interacting with all the nice folks while doing our check-ins and outs.

Karen Crowe  
*Sogno d'Oro*, Pearson 422  
San Jose

*Karen — The main problem with the concept of marinas along the Pacific Coast of Baja is that they aren't economically viable. Nobody hangs out along that coast during the winter and spring because it's too cold and/or windy. And nobody hangs out there during the summer because it's hurricane season. The only really good time of year to enjoy the Pacific Coast of Baja is for a few months in late fall and early winter — but that's certainly not long enough to keep any kind of facility in the black. And even if they did build marinas in places like Turtle Bay and Mag Bay, how many of your cruising friends would pay \$30 to \$50 a night for a slip when they could anchor 100 feet away for free?*

*Suppose your boat did have a problem, and you limped into*



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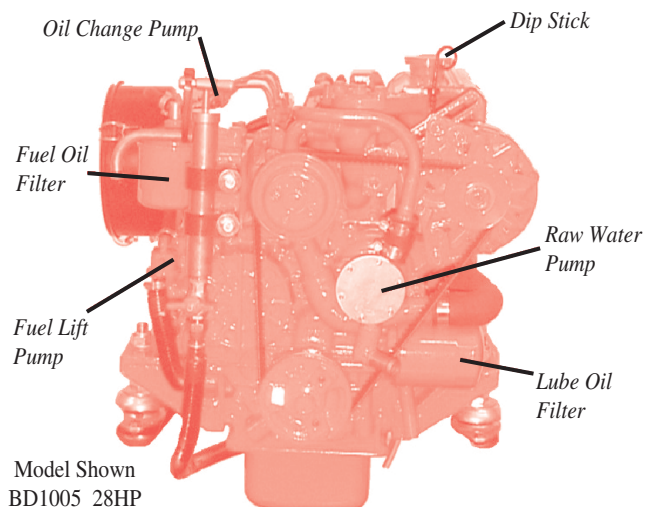
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## LETTERS

one of these places. They aren't going to have a place to haul out if you're having rudder or prop and shaft problems; they aren't going to have any inventory of parts, and they aren't going to have any mechanics; they aren't going to have any of these things because there would be such an infrequent call for them.

If marinas along the Pacific Coast of Baja made any kind of economic sense, a private company would have opened one long ago.

### ↑↓ EXTENDING THE GREEN FLASH TO A GREEN DASH

During our 1996-2000 circumnavigation, we had plenty of opportunities to see green flashes at sunset. While island hopping through French Polynesia, I figured that the rate that the sun sets, meaning the upper limb moving down towards the horizon, can be worked out with some spherical trigonometry. The relative rate of set at the observer's latitude is the speed at which the observer's eyes must rise to keep the sun's upper limb right on the horizon. Since the speed of the earth's rotation is roughly 1,000 mph at the surface, you might think that a fast quantum leap might be required. But trial and error proved that a slow rise is all it takes in the tropics.

This means that somebody sitting in the cockpit would see the green flash a few seconds before someone standing up would see it. But someone rising slowly would keep it in view until he/she was standing, turning a green flash into a green dash. I tried this several times, once during a raft-up potluck dinner in Bora Bora. I kept the green flash in view for a few seconds as I stood up in the dinghy, making for the perfect end to a delightful day in paradise. Unfortunately, we had to break up the raft-up a short time later when the current started pushing us toward a reef.

Ernie Mendez  
Formerly of *Quiet Times*  
San Jose

### ↑↓ RIDING OUT THE STORM THAT CLAIMED MAXINE

The end of January found us — Capt Steve, First Mate Zoe, 12-year-old daughter Shanan, and guests Mark and Melinda Spindler of Michigan — anchored for three days at Los Frailes, which is between La Paz and Cabo. We were waiting out a moderate Norther before beginning our 300-mile crossing to Puerto Vallarta. It was windy — some gusts to 25 knots — and overcast, but what a great place to wait out the weather. We enjoyed long hikes along the coast, diving on one of the few coral reefs on the Pacific Coast of Mexico, and watching numerous whales and other sea life.

We eventually had a lovely crossing toward the mainland, with five to 15 knots of wind. On the third morning we could



**'Contigo' anchored with the shrimpers near the Monas, in the lee of Isla Isabella.**

see Isla Isabella 20 miles in the distance. The Nature Reserve is rumored to be both a mini-Galapagos and a difficult place to anchor securely. Because the swell was out of the NNE, we couldn't anchor at Las Monas on the east side of the island.



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## LETTERS

Twice we tried to get the hook to grab in 45 feet in the south anchorage, but we weren't satisfied it was holding.

We asked for some anchoring advice from the ketch *Maxine*, which was anchored closer in on the south side. They suggested that we anchor inside of them, being careful to get our hook in the sand. We dropped our hook in 25 feet just inside *Maxine*, and when we backed down, the boat stopped with a reassuring jerk.

But when Steve dove on the anchor, he discovered that we had missed the strip of sand by 20 feet, and that the chain had fallen deep into a crack between two rocks. He was able to pull the chain out of the crack, so we raised the anchor. On our fourth attempt, we got it perfect, right down to getting our anchor to grab in the strip of soft sand. Alas, the trip line had hobbled the anchor, so we soon found out that it hadn't set properly either.

While diving, Steve set a buoy on an underwater pinnacle to be a marker if we happened to drag and needed a point of reference. With this done, Zoe and Shanan went for a refreshing snorkel. They found the underwater landscape to be rugged — and alive with fish. But Zoe soon felt a chill and intuitively urged Shanan back to the boat. Sure enough, a squall came up strong and we began to drag. We quickly weighed anchor and got out of there. We waved to a woman on *Maxine* on our way out, and she responded with a thumbs up.

Unbeknownst to us, we were going to be doing a lot more anchoring at Isabella. First, we motored to the west side of the island and dropped our hook below the red cliffs in the island's lee. That night was fairly quiet with the wind from the SE at 20 knots. We did, however, take note that a number of shrimp boats had come in and anchored in the lee of the island. This suggested we might be in for some rough weather.

The following day the wind blew even harder and began to come out of the south, pushing us toward the cliffs. On our way to finding another place to anchor, we thought we'd check in to see how *Maxine* was doing, as they were now on a lee shore. Alas, the wind and swell were too much to get around the point to see them. So we set sail and hove-to in the lee of the 1.5-mile by .75-mile island, gently tacking back and forth as required to stay out of the worst wind and waves. The wind built all afternoon, and we experienced gusts to 40 knots.

Nonetheless, we had lunch in the cockpit and were entertained by the whales and the birds. Late in the day we returned to the west side of the island — the wind was now coming out of the southeast again — and set the anchor for the night. We also hailed *Maxine* on the radio to make sure they were okay. Their response was scary — they were issuing a Mayday!

Their main problem was that they couldn't get their anchor up because it was caught between two rocks, and because the windlass clutch had jammed, they couldn't even let it go and leave it. They were stuck on the lee shore. They were also taking whitewater over the bow, they'd had their dinghy and dinghy davits swept away, and their dinghy outboard was already on the bottom. They said their boat was breaking up, and understandably sounded scared and sick. They had been sending off flares toward the beach, but the fishermen and researchers were unable to respond because of the weather. Their SSB wasn't able to transmit a call, so they were desperate for any assistance anyone could offer.

Unfortunately, all we could offer without jeopardizing our own safety was encouragement. The gale was simply too strong for either us or the fishermen to do anything. Since our SSB was also down, we couldn't even hail the Mexican Navy as requested by the crew of *Maxine*. Zoe did get on every VHF channel asking — in Spanish — for assistance in the hope

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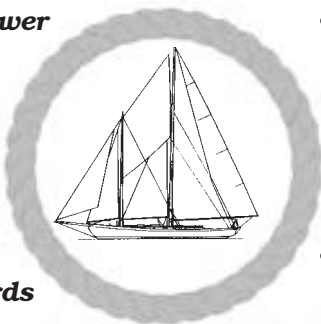
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## LETTERS

that a shrimp boat would respond and perhaps place a call for help. But there was no response.

We maintained an anchor-watch throughout the night in case the wind shifted or we dragged. The six shrimp boats that had pulled in behind us were all in a row. They became our point of reference and added to our sense of security. Fortunately, our hook held well in southeast winds of 20 to 35 knots.

By morning it was almost calm. Steve went exploring in the kayak while Mark and Zoe took the dinghy over to one of the shrimp boats to talk with Capt Carlos. Zoe was thrilled that her limited Spanish, combined with the captain's patience, allowed for an informative conversation. They talked about the storm, that the gringos on *Maxine* had made it through the night and had been taken by small boat to San Blas to seek medical treatment. Why hadn't Carlos responded to the call for help? He feared having to respond to a *gringa* in English! Carlos gave Zoe a huge bag overflowing with shrimp — enough for many meals — for free. In parting, he advised that our *Contigo* was in a secure anchorage and that because of the weather we shouldn't take off for another 24 hours.

That afternoon the wind shifted yet again, backing to the west, then quickly to the NW at 20 to 30 knots. We followed the shrimp boats as they moved around to drop their hooks on the east side of the island to the north of the Monas. Capt Carlos and his crew kindly signalled for us to move even closer to shore than the shrimp boats. Soon it began to rain hard. We took advantage of it, dancing while we bathed on the foredeck! It was a good way to maintain crew morale and entertain the fishermen.

A short time later the wind shifted again, so we followed the shrimpers once more, this time dropping our hook on the south side of the Monas. With continuing strong wind and rain, and fears the wind might continue to clock, we raised our anchor again just before dusk to check out our first anchorage on the south side of the island. It was out of the question. Even from a distance we could see that the now-abandoned *Maxine* was pitching ferociously in the combination of a strong north wind and a big south swell. The sight was daunting enough that we all readily agreed not to tempt fate, so we returned to the anchorage south of the Monas.

Fortunately, the wind let up and we all went to bed.

Until midnight, that is, when it began raining hard in about 25 knots of wind from the northeast. Now the wind was clocking some more. With whitewater smashing over the bow and Zoe getting another layer of clothes drenched raising the anchor, we all agreed that we'd had enough. Although we'd been to all the island's anchorages, yet hadn't been ashore, it was time to leave. Fortunately, the wind direction meant we'd have a fair wind on a sail to Chacala. Our evening sail was wet — but otherwise lovely.

When we arrived at Banderas Bay on February 7, we reported to the net that *Maxine* had been afloat the last time we'd seen her. Two days later it was reported that she'd sunk at the south anchorage.

We've since learned that there had been intense weather all up and down the coast when we were at Isabella, weather that was extremely rare for the winter on the Mexican mainland. The weather gurus called it an LLC — a low level cyclonic, meaning an off-season tropical storm.

Steven Shelendich, Zoe Wolfe & Shanán  
*Contigo*, Cooper 416  
New Mexico / San Carlos, Mexico

Folks — Thanks for your report, as it paints a much clearer

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## LETTERS

*picture of the events and conditions surrounding the loss of the ketch Maxine.*

*For folks planning to cruise mainland Mexico in the winter, be advised that the weather is normally muy tranquilo. But from time to time there can be exceptions. Every couple of years there seems to be a brief but powerful storm cell with maybe 40 to 50 knots of wind that blows through various anchorages. And every 10 years or so, there seems to be a season that's a little odd.*

*To our mind, this winter has been as atypical on mainland Mexico as it has been in L.A. — which has gotten the most rain in about 4,000 years. While the weather in Mexico has been mostly nice, there seems to have been an above-average number of short-lived but nasty blows, lightning storms, and rain. In addition, there have been more overcast winter days on mainland Mexico than we can ever remember. On the other hand, it's been a terrific winter for surfing, with swell after swell. And the Baja Bash conditions haven't been too bad. Doña de Mallorca reports she and the crew of Profligate were wearing swimming suits 200 miles north of Cabo while motor-ing to windward!*

*Next year we expect the weather will be back to 'normal'.*

*It's also important that cruisers realize how little help is available to them if they get into trouble. In the case of Maxine, it was pretty much limited to the other cruisers and the fishermen in the area. If they couldn't do anything because of the weather — and they couldn't — there wasn't going to be any help coming at all. Even if Maxine could have reached the Mexican Navy, it probably wouldn't have done any good. They don't have the resources or interest to attempt such rescues. And given the situation the Maxine crew was in, it's unclear if the navy could have helped. The moral of the story is to always assume you have to be 100% responsible for your own safety and well-being.*

### ⚓ANCHOR CHAIN CAN BE CUT USING A HACKSAW

It is regrettable that the Newporter 40 ketch *Maxine* was recently lost at Isla Isabella because her anchor could not be slipped due to a jammed windlass. Had it been a chain-line combination, the line could have been cut, releasing the boat as soon as the fouled anchor was discovered and before the windlass jammed.

In addition, most anchor chain can also be cut in a few minutes using good hacksaw blades.

For the safety of boats that use all chain, they should be rigged to be easily slipped. The traditional way to do that in the days when rope was still subject to rot, was to use a special shackle to secure the bitter end. The pin of this shackle wouldn't have threads, but rather a hole was cross-bored in the end of the pin. Most people thought this was for an over-sized cotter pin, but actually a small wooden peg was driven into the hole. So in an emergency, a smart rap with a hammer would shear the peg and the pin could easily be removed. An important point then, as now, is that the bitter end be secured high enough in the chain locker to be accessible at all times — and not buried under a pile of rusty chain.

With the advent of synthetic rope, a better way to achieve the same goal is to use a short piece of suitable line, long enough to be accessible on deck after passing up through the hawse hole. Then when the bitter end of the chain is reached, it is simple enough to cut the line to save the boat. I still have my old-type shackle, but I have been using the short length of rope for many years. I also carry a large net float to use as a buoy to make it possible to recover the ground tackle if I ever have to let it go.



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## LETTERS

I hope this information will help save someone's boat someday.

Ernie Copp  
*Orient Star*, Alden Cheoy Lee 50  
Long Beach

### ↑↓ALCATRAZ FLOATS AND HAS PROPULSION TOO

You may be curious as to exactly the method by which Alcatraz moves. I think I know. While racing, perhaps you have also been becalmed just south of the island at mid-tide. As you know, your boat will float around in big circles until you finally decide to break out the snacks. This has to be prop wash. No wonder the prisoners never managed to swim to the mainland.

Margaret Gwathmey  
San Francisco

### ↑↓I COULD STILL HEAR GROANING ON ALCATRAZ

It's with interest I've been reading about Alcatraz and the questions people have about whether it's floating or permanently attached to the bottom.

About 10 years ago I was sailing close to the island on my Zephyr daysailer when I got swamped by a big wave. My boat and I were carried onto the rocks by the swell and the flood tide. Luckily, I found a buoy near the northwest side and tied my boat to it. I decided to wait until sundown, when the wind would be lighter, before attempting to get underway. It was then that I first noticed there was a cave nearby. If the tide had been high, I don't think I would have seen it.

I managed to get to shore, and when I crawled inside I heard voices and smelled food cooking on a fire. Whoever was there was speaking an Indian dialect mixed with a little Spanish. Not being the brave sort, I decided it was best to get the hell out of there. That's when I spotted these huge links of chain which hold Alcatraz in place.

Each link was severely rusted and looked about four feet long. They moved slightly when some big chop hit the island. The links were so old that they looked to me as though one of them might break in a storm. When I reported the poor condition of the chain to the Coast Guard, they said that maintenance of the chain is the responsibility of the Park Service and that it was scheduled to be replaced soon.

When I returned a few months later, the buoy was gone and I couldn't get back into the cave to look at the chain. But I could still hear groaning.

Jim Frey  
*Spirit of Arnaldo*  
Marina Bay, Richmond

### ↑↓ALCATRAZ IS HARD AGROUND, NOT AFLOAT

I read with interest your assertion that Alcatraz is a floating island at anchor in San Francisco Bay — as well as your responses to those who wrote in requesting references and verification. I am appalled that a respected and trusted publication such as your own could print such nonsense. The claim that Alcatraz is afloat is preposterous — and I believe I can prove this assertion with some simple physics.

While it is true that certain types of igneous rock are less dense than water and thus capable of floating, a large proportion of an island thus constituted would, like an iceberg, lie below sea level. I am not familiar with the geological makeup of Alcatraz, but if for argument's sake we assume a density of 66% — that of seawater, and a not-uncommon figure for this type of island — then approximately two-thirds of the island would be underwater. If the height of Alcatraz is 135





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## LETTERS

feet, then we could assume a depth of 270 feet. A quick look at the chart shows that the deeper areas of the Bay are approximately 250 feet deep depending on tide and sedimentation. If my calculations are correct, and I have no reason to doubt them, then Alcatraz is indeed hard aground, not afloat. In support of this theory, one can observe a barely perceptible list of the island to the east on flood tide and to the west on the ebb.

For an example of a true floating island, one need look no further than Anacapa Island just off Ventura. The very name is Chumash for 'mirage', a reference to the island's propensity to disappear without notice. With the coming of statehood in the late 19th Century, efforts were made to fix the island in place with cables. This met with limited success as the cables were apt to part in a stiff northeaster and the island would come adrift, roaming at will until it could be located and returned to its place. In fact, a lighthouse had to be placed on the east end to make it easier to locate in the dark.

Several times Anacapa drifted as far south as the Mexican border, and had to be quickly towed back before the Mexican government could lay claim to it. The last time this happened, the Mexicans got there first. There was a brief but furious naval battle, which resulted in a hole being blown through the east end — a hole that can be seen to this day. The island spent so much time knocking around Southern California during this time that it actually fractured into three pieces. It wasn't until the recent advent of nylon rode and modern ground tackle that the island has stayed put long enough to fix its position with any confidence on a chart.

I apologize if my tone is somewhat pedantic and my argument semantic. It is not my intention to dazzle you or your loyal readership with science. However, I feel that misinformation, no matter how innocent, should not be encouraged in public discourse.

Mike Reed  
Coyote Angel, Catalina 30  
Santa Barbara

*Mike — The calculations you give to attempt to prove that Alcatraz is aground rather than floating are off because you make the false assumption that the entire island consists of igneous rock. In truth, it has about a 10-foot-thick igneous shell that surrounds a central core of molten Velveeta cheese spread. The density of Velveeta is only 37%, which means that Alcatraz indeed floats, and therefore needs to be secured to the bottom with chains.*

*Like Anacapa, Alcatraz has broken free on several occasions. It last broke free during the '06 earthquake, then drifted out the Gate and down to Southern California. Since Anacapa had already broken loose at the same time, it was decided to enter both islands in the first-ever TransPac starting from L.A. in '07. Thanks to a longer waterline, Anacapa was first to the Diamond Head finish line, but Alcatraz corrected out first in the Island Division.*

We are often swamped with 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](mailto:richard@latitude38.com). You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.



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## LOOSE LIPS

Eight bells.

Joe Rinehart, yacht broker and all-around good guy, lost his battle with cancer on February 25. He was 60.

'Jose' Rinehart was always quick with a smile, a joke, or his encyclopedic knowledge of yachts and yachting. He'd been a broker as long as we've known him, which goes back as far as 1977 when the first issue of *Latitude 38* hit the streets. Joe was always there if our supposed 'vast knowledge' failed us, and was often the tipster whose ideas led to many articles. (The first feature this reporter wrote for *Latitude* came from a Rinehart tip.) Unknown to us until he passed, before his brokerage days, Jose served as a ship's photographer aboard a number of passenger



Joe Rinehart.

ships, and worked for a time in the film industry in Southern California.

Rinehart is survived by his partner, Mary Burroughs, three sisters and several nieces and nephews. He was a true original and will be greatly missed by all who knew him.

Quote of the month #1.

"It was a D-Day sale. You can only buy a boat like this because of death or divorce."

— Rod Macannan on buying the M boat *Pursuit* in 1960

Virtual tank.

If you're like us, you're endlessly fascinated by snorkeling and seeing all the sealife. But if you're also like us, you are hopeless at keeping fish alive in a home aquarium. Well, now there's hope for folks like us: a virtual fish tank. That's right, software that purportedly mimics a real fish tank — or tanks, as the case may be. (We say purportedly because it is not yet available for Apple operating systems, so we can't try it.) For \$20, the basic package gives you a wide choice of typical fresh or saltwater setups and fish. Expansion packs, \$10 apiece, include everything from goldfish all the way up to sharks, jellyfish, turtles and ceolocanth. Hey, Steinhart doesn't even have all that! Check 'em out at [www.aquazoneshop.com](http://www.aquazoneshop.com).

Swimming with sharks.

What do Bruce the mechanical shark from the *Jaws* movies, the grandson of famed oceanographer Jacques Cousteau, and the Trojan horse have in common? More than you might think, and it's likely coming soon to a TV screen near you.

As you might imagine, Fabien Cousteau, 38, was practically born with fins. Son of Jean-Michael, and grandson of Jacques, Fabien and his sister grew up on their famous grandfather's research vessels.

Fabien's particular interest these days is in shark research, specifically the apex predator of them all, the great white. Inspired by two things — the phony depiction of great whites in the movie *Jaws* (which he snuck in to see when he was 7), and a European comic book character who zooms off to underwater adventures in a shark-shaped submarine — last year Fabien and his team built a 14-ft, 1,000-pound, great white . . . submarine.

'Troy' the mechanical shark (Troy, Trojan horse . . . get it?) features an inside skeleton of stainless steel and a lifelike 'skin' on the outside. It also features onboard electronics and a pneumatic propulsion system that actually allows the shark



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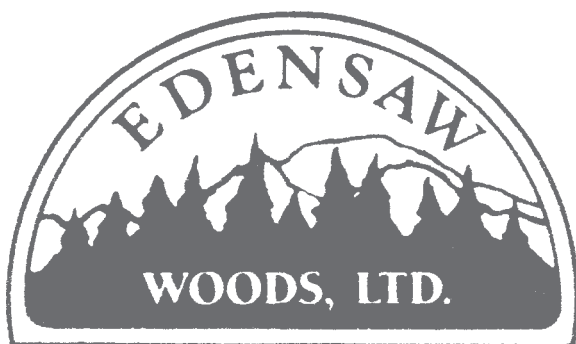
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## LOOSE LIPS

sub to swim like the real thing (at up to 5 knots). Fabien steers with two joysticks inside, and breathes through an onboard re-breather system that is not only silent, but emits no bubbles.



*Fabien Cousteau and Troy.*

But perhaps the best part is how he sees where he's going: Troy's 'eyes' are camera lenses. To see what's beside and behind him, two additional lenses are mounted in realistic 'remoras' (sucker fish) on the sub's flanks. Like his father and grandfather, Fabien is trying to improve awareness of the sea and its creatures by making documentaries. The one resulting from his experiments with Troy the shark sub are due to air sometime later this year, and Fabien, who was born in Paris but lives in New York, says some of the footage will "blow the doors off people's minds." Unlike the unnatural interaction of divers in shark cages, the great whites that Cousteau interacted with for the most part seemed to accept him as one of their own.

For more on Fabien, Troy and the upcoming *Mind of a Demon* documentary, log onto [www.fabiencousteau.com](http://www.fabiencousteau.com).

#### **Quote of the month #2.**

"Down here, if you have to cup the lighter, it's honking."

— Pete Caras, comparing sailing in Southern California to sailing on San Francisco Bay.

#### **Slow progress in Langkawi.**

*Latitude 38* correspondents Tom Morkin and Liz Tosoni were in Malaysia during the December 26 tsunami. After talking with the management at both the Langkawi marinas, which were destroyed in that disaster, they filed this report:

Prior to the tsunami, Telaga Harbour Marina had 70 slips and 8 swing moorings, as well as Med moorings for 7 megayachts. The Med moorings in the west side of the harbor were untouched, while all the slips and swing moorings were wiped away. Management wants to rebuild as soon as possible, but are waiting for authorization from the local government before they can proceed. They would like to be fully operational by December, 2005, with capacity for 130 slips, but whether this will happen or not remains to be seen. They hope to be able to begin construction on their own and be reimbursed by the government at a later date, but again, they need the approval of the authorities.

Rebak Marina had 128 slips, all destroyed, and room for 70 boats on the hardstand. Luckily, the hardstand area is still fully operational, though reservations for the rainy season have all been cancelled to give priority to damaged boats. Management told us that the insurance claim is still in process, that they are looking for a contractor to take on the slip-rebuilding project, and that it will be at least a year before reconstruction begins.

All in all, it's still a bit of a scramble to find a place for your boat this season!

#### **Blind ambition update.**

We wanted to update you on our plans to cross the Pacific and continue with our attempt to be the first legally blind people to cross an ocean and sail around the world. Until about three weeks ago, we had planned to cross with the Zihuatanejo Puddle





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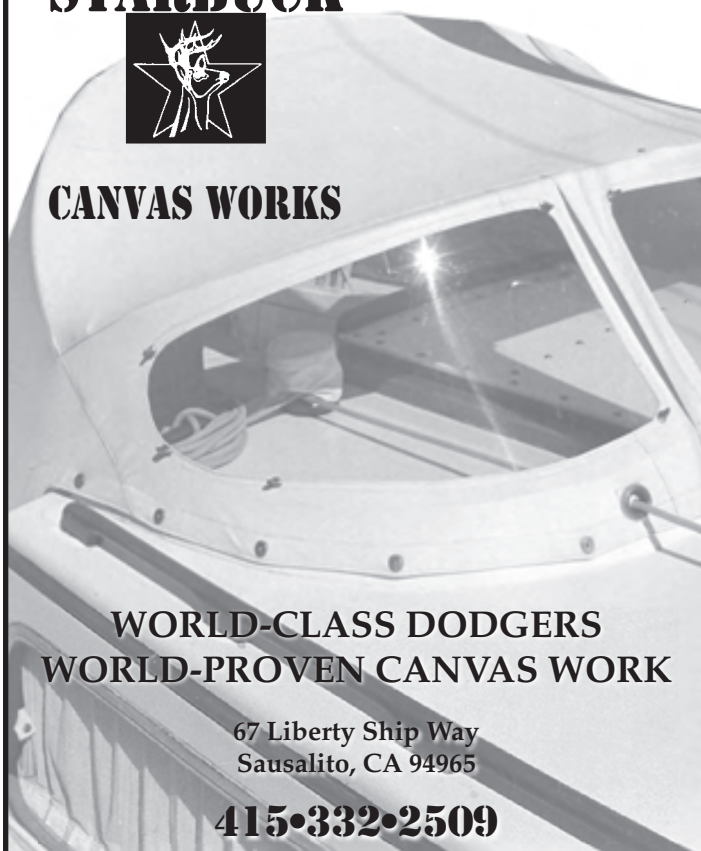
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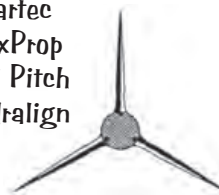
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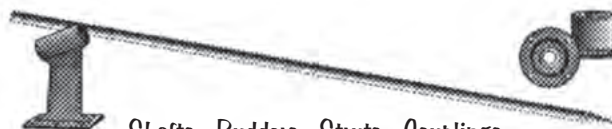
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## LOOSE LIPS

Jump group, but Pam had some unexpected results come back from a biopsy she had in Puerto Vallarta, and we had to bash back up to there so she could have some minor surgery. We were lucky to catch this now, and there should be no long-term problems. Anyway, the surgery and recovery time will delay our departure until mid-April. We now intend to depart on April 24, weather permitting.

So much has happened since the *Sightings* report you guys published in the December *Latitude*. Had my own bout with surgery when my appendix ruptured a few months ago. At times it is a challenge, but we are having the time of our lives and we now get inspiring email from disabled and non-disabled people from all over the world. You can catch up on many of our recent antics in our journal at [www.blindsailing.com](http://www.blindsailing.com). We will also be issuing a press release upon our departure across the ocean and upon our arrivals to the Marquesas, New Zealand and/or Australia.

We hope *Latitude* will continue to cover our voyage and keep the Bay Area sailing community in touch with our adventures.

Oh, one more thing. In the *Sightings* article, we were reported to have raised \$300,000 in sponsorship for our project. A few cruisers we've run into think we're lavishly wealthy. A slight correction please: \$300,000 was our estimated cost of the trip and our *target* for sponsorship. Although we continue to work toward this goal, we have actually raised much less than that to this point. In fact, most of our circumnavigation funds have come from our own savings.

— scott and pam, *tournesol*

**Hitchin' a ride to paradise.**

You don't have to have your own boat to sail to Tahiti. At least that's the premise that Luise Marchi is working from.

We first met this bright, cheerful little lady at last year's Pacific Puddle Jump kickoff party at Nuevo Vallarta's Paradise



**Luise Marchi.**

Village Resort. She was looking for a ride 'across the puddle' then, and she was back again at this year's fiesta — held late last month — still searching for the ideal ride to paradise.

A longtime sailor from San Diego, Luise confided that she is now in her late 60s, but she appears to be fit as a fiddle and she loves offshore sailing. Although she never found a ride to the South Pacific last year, she managed to do a heck of a lot of sailing anyway. After crewing from PV to La Paz, she made that peaceful Mexican town her base while crewing on trips into the Sea of Cortez and three successive Baja bashes "for the experience." The smallest northbound ride was aboard a *Baba 30*.

The low point of the year was when *Water Witch* was hit by a chubasco and — with Luise aboard — was driven onto the beach at La Lancha Cove on the north end of Isla Carmen.

A short while later, she flew down to Costa Rica to join friends for a sail to Panama. While there, she snagged a crew position aboard a Catalina 42, helping deliver her 3,200 north to San Diego. Apparently Lady Luck was riding along with Luise and her friends as they had following winds — yes, southerlies — practically the whole way.

If there are any Puddle Jumpers out there in need of an experienced hand, Luise can be reached at [windlass\\_luise@yahoo.com](mailto:windlass_luise@yahoo.com).



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# SIGHTINGS

## kings of the world

It has been an amazing winter for round-the-world sailing. No fewer than five globe-girdling events were held (or are ongoing) over the past few months — the Oryx Quest; the pay-as-you-go Global Challenge Race; the solo, nonstop Vendée Globe Race; Ellen MacArthur's amazing solo nonstop record; and perhaps the crown jewel of them all, the new Jules Verne round-the-world mark set by the incredible boat pictured below, Bruno Peyron's *Orange II*. The 120-ft 'next generation' maxi-cat with 14 crew aboard crossed the starting line off Ushant (the westernmost tip of France) on January 24, and recrossed it on March 15 for the record: 50 days, 16 hours, 20 minutes, 4 seconds.

Check out some of the numbers. The big cat *averaged* 22.2 knots for the 26,000-mile jaunt. At that speed, if she got the wind, she could do a TransPac in four days and change. Along the way, they pulverized every 'in between' record, as well (Ushant-Good Hope, Equator-Cape Leeuwin, etc.). They recorded day's runs in excess of 600 miles no fewer than 12 times during the mad dash, and during one blazing 24-hour sprint in February, approached the all-out 24-hour record time of 706.2 miles. (But wait — they set that one, too, in August, 2004). Their *worst* day was 166 miles. This boat just sucks in ocean and spits

continued on outside column of next sightings page

## bvbc raises money

What do several hundred Bay View Boat Club members in San Francisco have in common with four fishing villages in the Indian Ocean? The answer is Seacology, the world's premier non-profit, non-governmental organization whose sole and unique purpose is preserving the environments and cultures of islands throughout the globe.

Soon after the disaster in the Indian Ocean, BVBC members voted to hold a fundraiser to aid victims. Jerry Minister was assigned the task of finding the most worthy and efficient organization with which to work. It didn't take long to settle on Seacology — through their Tsunami Relief Program, 100% of all donations would go directly to specific islands in the area.

The club held the fundraiser in late





## for tsunami relief

January. With a silent auction, the club presented items for bid of a kind unique to its membership: 8 hours of handyman work, 3 hours of plumbing services, 4 hours of electrical work, 10 hours of computer/web design, a 4-hour cruise on the Bay, a fishing trip for four, including breakfast, lunch and fishing licenses; auto repair; yoga sessions; massage and much more. The response from the members and their guests was outstanding. At the end of the day, the club had raised over \$7,500.

What really inspired everyone, and was the driving spirit of the event, was the knowledge that the entire sum would be used to purchase 22 boats and fishing gear for four specific villages: Kendhoo, in the Maldives; Kiralakele in Sri Lanka;

*continued middle of next sightings page*

## kings — cont'd

it out the back. They beat the previous Jules Verne record (set by Olivier de Kersauson just a year ago) by almost *two weeks*, and the outright crewed nonstop record for the same course (though not an official Jules Verne entry) set a year ago this month by Steve Fossett on the 'old' 125-footer *Cheyenne* by more than a week.

How long ago it seems that the inaugural 1993 Jules Verne was run. Peyron, who helped organize it, sailed that one, too. As two other larger boats dropped out, Peyron and his crew pushed their 'little' 85-ft *Commodore Explorer* (the lengthened ex-*Jet Services V*) to beat the mythical round-the-world record inspired by Phileas Fogg, the dashing English adventurer in Jules Verne's *Around the World in 80 Days*. They hit whales, they hit logs, they nearly hit ice, they broke stuff — but they did it. Looking more like the patched and wounded boats in *Waterworld*, *Explorer* sailed across the same finish line, beating the 80-day mark by only a few hours. It was one of the most amazing moments in sailing history that we thought could never be repeated.

We were wrong. Bruno Peyron just did it again and the sailing world stands in awe. "The Jules Verne remains the outright reference for human and technological commitment (in sailing)," said de Kersauson. "And Bruno Peyron has just added a new chapter to its history."



GILLES MARTIN-PAGET

# SIGHTINGS

## irving johnson on the beach

On Monday, March 21, the Los Angeles Maritime Institute's 90-ft brigantine *Irving Johnson* went onto the beach just south of the entrance jetty to Channel Islands Harbor. The 20 people aboard — 10 students and 10 crew — all got off safely. They were either rescued from the surf by a Ventura Fire Department inflatable or, in a couple of cases, swam ashore through the surf.

It is unclear at this writing why the accident occurred, and likely will remain so until an investigation is complete. Visibility at the time of the grounding — about 3:40 p.m. — was 10 miles. The surf, generated by a series of recent storms, was big. The ship had her sails furled and was under power, inbound from one of her youth education sail training voyages, when the incident occurred.

That's the extent of what we know. There was lots of speculation going on of course, but we're going to resist the urge to repeat it. We were unable to confirm anything more than what you've just read, and the Maritime Institute wasn't returning phone calls. When we know more, we'll let you know.

One thing that is worth mentioning is that the record rainfalls Southern California has experienced this winter have caused more than the usual amount of shoaling at harbor entrances up and down the coast. Whether this had anything to do with the grounding — the *Johnson* does draw 11 feet, after all — is unclear.

It took four days to get the 128-ton ship off. The first day, environmental crews removed all the water and fuel from the ship. A tow was attempted at high tide on Wednesday morning, but it got off to a bad start when the inflatable running the messenger line out from the ship to the tug was capsized by big surf. By the time everything was rigged and the tug started pulling, it was almost an hour and a half past peak tide. The ship moved a bit, but the tow line broke.

The next morning, things were more organized and the tug again attempted a tow, this time in calmer weather. (Ironically, wave action actually helps when you're trying to pull a heavy vessel off.) This time, she pivoted 90 degrees so her bowsprit was pointing seaward. But she wouldn't come free.

By the evening high tide on Thursday, workers were ready for a major attempt. As well as running a line from the *Johnson's* bow to a tug, salvors had rigged a line around her stern and led each end to tugs on either side. Plus, during the day, tractors had erected a sand berm behind the boat to reflect waves and really get her rocking. At peak tide, about 8:15 p.m., the tugs got the signal and began the pull. She started slowly rocking, then moved a bit, then a bit more. Finally, she slid off the beach . . . and went right over on her side again on a shoal. With a little extra coaxing, she finally slid off into deep water, floating on her lines. The 150 or so people on the beach cheered and clapped.

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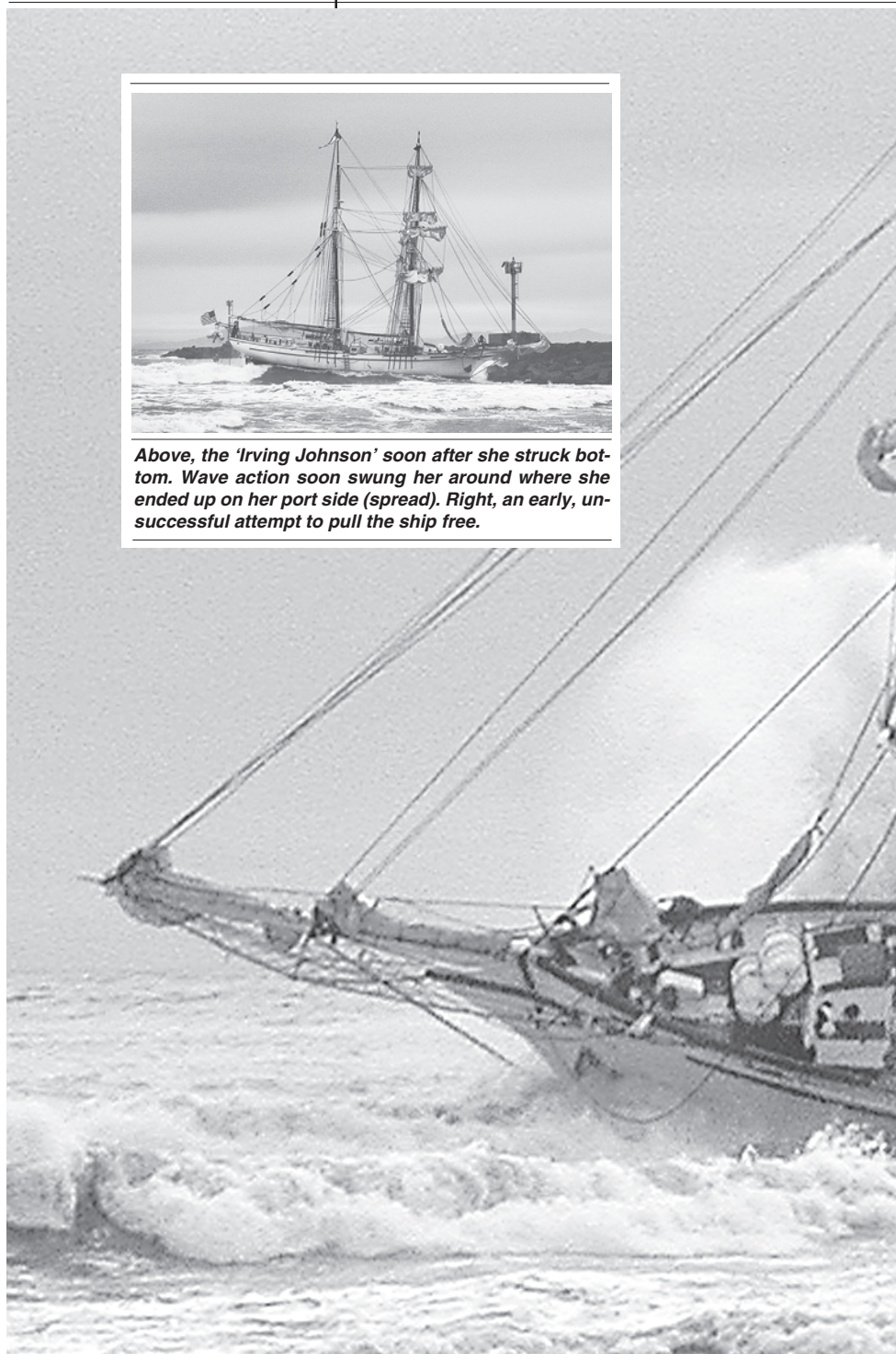
## tsunami fundraiser

Kadakatchang in Andaman; and Koh Muk in Thailand's Trang province. BVBC Club burgees will accompany each boat as a reminder of the friendship and humanity that is a hallmark of all people who go to sea in boats.

The Bay View Boat Club was established in 1961. The club is located in Mission Bay (just south of the ballpark) and



Above, the '*Irving Johnson*' soon after she struck bottom. Wave action soon swung her around where she ended up on her port side (spread). Right, an early, unsuccessful attempt to pull the ship free.





## — cont'd

has an active and diverse membership.  
— *doug mckechnie*

*Readers — Tsunami victims still need help. If you want to do it through BVBC and Seacology, you can make donations to: Seacology, c/o Bay View Boat Club, 489 Terry Fr ancois Blvd., San Francisco, CA 94107.*

## *johnson* — cont'd

Just before presstime, we got a report that the *Johnson* had been tied up safely in Channel Islands Harbor where her condition was to be assessed in the days following the grounding. She will no doubt be out of commission for a while undergoing repairs, but we're happy to say that she did survive, and she will be back. We'll let you know how things are going in the next issue. In the meantime, check the regular updates on the *Irving Johnson* (or her sister *Exy* and the other ships and programs) at the Los Angeles Maritime Institute's website, [www.lamitopsail.org](http://www.lamitopsail.org).



ALL PHOTOS JOHN DYE



# SIGHTINGS

## pirates repelled

On March 8, 2005, the cruising yachts *Mahdi* and *Gandalf* were 30 miles off the coast of Yemen, proceeding southwest from Aden to the port of Salalah, Oman. At about 0900, two outboard-powered boats, about 25 feet long with three men in each one, passed off our stern moving south at about 25 knots. An hour or two later, they returned, one coming quite close and looking us over carefully. The second boat passed our bows, but quite a ways away.

These boats were obviously not engaged in a normal activity such as fishing. At that time we were south of Al Mukalla, Yemen. The area around Al Mukalla is well documented as being a piracy 'problem area' and we started watching carefully for anything out of the ordinary.

At about 1600, we observed two different boats approaching us head on from the SW. These boats were 25-30 feet long, had higher freeboard and sounded diesel powered. They were coming very fast directly at us. There were four men in each boat. When they were about 200 yards away from us, the boats separated. The lead boat came down *Mahdi's* port side and the men aboard opened fire into the cockpit. The other boat was firing an automatic weapon over their bow at both *Gandalf* and *Mahdi*, but more at *Gandalf*. These guys were aiming directly at the cockpits, and obviously intended to kill us.

The first boat swung around behind *Mahdi's* stern to come up and

continued on outside column of next sightings page

## the hits just

Our request for container sightings at sea resulted in several letters and emails, most of which noted other unusual discoveries at sea. We thought you'd get a kick out of a couple of them. Any other unusual, ahem, 'sightings' out there?

— In '90 or '91, on a Sunday summer sail off Point Loma just outside San Diego Bay, we spied a light plane circling overhead and dropping what appeared to be luggage-size containers. We first thought that the plane must be in trouble and was dumping whatever it could to lighten weight so it could glide in for an emergency landing. Getting closer and seeing the floating white packages, we surmised that he was jettisoning narcotics. After he left the area, we snagged one of the packages. It was a grocery-bag size, made of white paper emblazoned with the name of a funeral home. And the gray dust inside definitely did not appear to be co-



## keep on coming

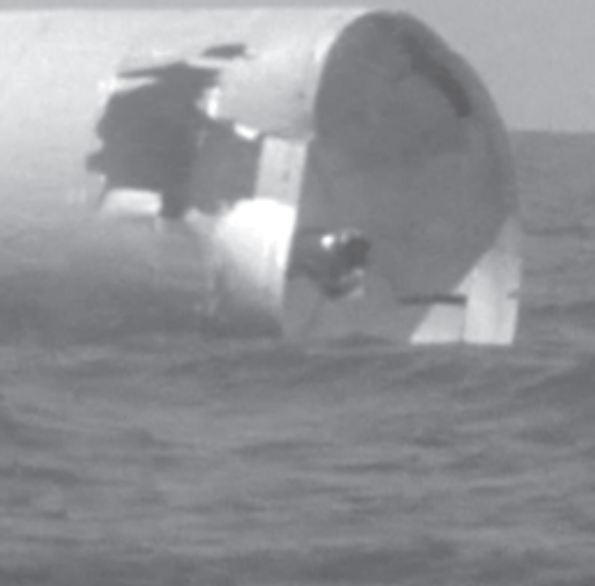
caine. Needless to say, we dropped the bag back in the sea and departed the area quickly!

— *larry and dorothy hirsch Shana*

— Replying to your 'Greatest Hits' article, we have a little story to tell. We were sailing just west of the Gulf Stream off the coast of Georgia in 2003 when we ran into (literally) probably 300 pieces of 4x4x8 square posts floating in the water. They must have been on a pallet that fell off a freighter. We experienced a hole the size of a basketball in the front of our Gemini Catamaran. And shortly thereafter a broken rudder, which stopped us dead in the water. I was able to screw a section of the floorboard to the hole. We were able to make it to St. Augustine, Florida, on the other rudder for repairs.

— *garry rhyne*

**Forget containers. The ultimate flotsam of all time has to be this booster rocket found in mid-Atlantic by the crew of 'Lord Jim' in the late '70s. "How do you know it's one of ours?" asked the Coast Guard when owner Holger Kreuzhage radioed its position. "Because it says 'U.S. Air Force on it in 3-foot-high letters!'" he replied.**



HOLGER KREUZHAGE

## pirates — cont'd

board us. At that point I, Rod Nowlin aboard *Mahdi*, started firing our 12-gauge shotgun loaded with 00 buckshot into their boat. I forced them to keep their heads down so that they could not shoot at us. I am not sure I hit anyone at that point, although I could see the driver of the boat crouched down behind a steering console. After firing three shots at them, their engine started to smoke and I swung around to shoot at the other boat, which was now ahead of us. At that point, I saw Jay Barry on *Gandalf* turn into that boat and ram it amidships, almost cutting it in two and turning it almost completely over.



I turned back to the boat behind *Mahdi* and raised the gun to shoot again. That's when that boat turned away from *Mahdi* and were heading toward the stern of *Gandalf*. *Gandalf* at that time was beside us, about 100 feet away. The bow of the pirates' boat came right up against *Gandalf*'s stern and two men stood up on the bow to board *Gandalf*. I shot both of them. That boat then veered away and I shot the driver, although I am not sure of the outcome because they were then farther away and I did not knock him down like the other two.

*Mahdi* and *Gandalf* kept going at full speed to put as much distance between the pirates and us as possible. As soon as we were out of rifle range, we looked back and both boats were drifting and appeared to be disabled.

If Jay on *Gandalf* had not had the presence of mind to veer over into one boat and ram it, the outcome of this attack would have been totally different. All they needed to do was stand off a ways and shoot us to pieces with automatic weapons. We were extremely lucky.

We broadcast *Mayday* calls on all VHF and HF radio frequencies, including two HF emergency frequencies supplied by the US Coast Guard a few days before. The Coalition Forces in the area were supposed to be monitoring these frequencies, but there was no response except from a commercial ship in the area on VHF 16. They approached and observed the disabled pirates for a bit, then sailed alongside us for two to four hours until dark to make sure we would be all right.

The pirates were well organized and well armed. There were at least four boats involved. They had set up a picket line out from the Yemen coast probably at least for 50-75 miles, so if you transited the area during the day they wouldn't miss you. The two boats that attacked us appeared to have come from the south.

There has been speculation in the past that the ongoing piracy problem off the Yemen coast was being carried out by Somali pirates. Given the number, type of boats involved, and direction the spotter boats came from, this does not appear to be correct, at least in this case. This problem is getting worse and the pirate attacks are getting deadly. One can only expect that the Yemen Government will take more direct action. At the very least, allow yachts to group in Salalah, Oman, and at some point on the NW Yemen coast, then supply an escort along the Yemen coast.

Just to let you know, we are all fine if a little traumatized. The cruising life is a thrill a minute! We have some damage to the boat from bullets but nothing that can't be repaired.

Rodney J. Nowlin, USN Retired  
S/V *Mahdi*

*Readers — This report was forwarded to us by a third party. We were unable to reach the Nowlins or Barrys for confirmation. However, we did receive a letter from another cruiser who knows Rod Nowlin. The sender of the email complained about having to declare his gun at every port of entry — and sometimes have it confiscated and held until he left the country. Nowlin admitted that he did not do this. He did not declare his gun, and he kept it well hidden. This simple deception probably saved he and Becky's lives, and those of the Barrys.*

# SIGHTINGS

## straight talk about containers

Just taking you up on your request for info on containers that go bump in the night.

I haven't been involved with any encounters, but I have a fair amount of knowledge of how and why containers fall off ships and what happens when they do.

The tie-down systems for keeping the containers on the ship when gravity and momentum want to put them in the water are called 'lashing'. For five years I was the chief lashing instructor for the Longshore Union and employers in the Bay Area. In fact, more than half of the lashers currently working around here are my former students. It's a short course but the subject isn't rocket science and I can say my 'kids' know their stuff. More recently I've also been a walking boss — that's a foreman supervising a container crane operation.

I wish I could say that I've never seen a crane driver knock any containers overboard. In fact, I will say it — it's a lie, but just to protect myself and my drivers from being embarrassed I'll claim it anyway. In all seriousness, crane drivers do occasionally knock containers into the water. Dockside accidents of that sort probably outnumber containers lost at sea by dozens to one.

I can say that of all the times I've heard of an incident, I've never known of a container to sink outright and I don't expect that I ever will. Every fallen container we've ever had to deal with has floated until someone (usually a tugboat) was able to corral it and drag it to a crane where we'd get wires on it and pull it out. In fact, the displacement involved says that standard cargo containers *can't* sink outright.

A bit of math: Standard containers are 8 feet wide and either 8.5 or 9.5 feet tall. They come in several lengths but the most common is 40 feet. Empty containers weigh about 3 to 5 tons, depending on type. Full ones vary from weighing just slightly more than empties, to about 20-25 tons. The heaviest I can remember came in about 33-35 tons. Very few commodities, such as frozen chickens, might be packed in at something close to the maximum capacity of the cranes, which is usually about 50-65 tons, but that is very rare.

My quick calculation is that a 8 x 8.5 x 40-foot box of water would displace about 80 tons. Figuring 64 lbs per cubic foot of (sea) water, I get 180,000 lbs, but the containers don't have completely smooth sides so I'll round down. At any rate, the average full container would float pretty high in the water, which matches the experience of those of us who have seen them go over. Twenty-foot containers can weigh more than half as much as 40 footers, so the density can be a little more, but they don't get anywhere near the 40 tons that would sink them.

That said, many containers will sink in anywhere from a few hours to a few days. Some standard boxes have vents. Refrigerated containers are all indirectly vented — the refrigeration mechanism pumps air in and out. I don't know exactly how that works but I know that it's always fun to work near the motorized end of a 'reefer' if it's full of oranges or cherries or some other nice-smelling commodity. I would imagine that a great huge thumping crash followed by salt water immersion would affect the venting mechanism in unhelpful ways. Also many containers have rusty sections. Steel that is still 100% safe and certified for ordinary use might have spots that don't respond well to having the cargo inside suddenly smash into the walls, and holes may occur. Finally, the rubber gaskets on the doors are not completely watertight, and over a longer time the wooden floors of the containers (or should they be "decks" once the container has turned into a floating object?) will seep. In short, a container in the water will leak and will eventually sink, but not usually all that soon.

I'd guess that far fewer containers fall off in blue water today than way back when, but it's not because of lashing improvements or even the replacement of converted ships with those designed for containers. I don't know any stats on containers overboard but the numbers should be going down for two main reasons:

1. Improvements in satellite navigation systems and weather forecasting. Ships don't get caught by storms much anymore because they

continued on outside column of next sightings page

## tallship

If there seems to be something missing on the Bay this summer, it may be the square rigger *Hawaiian Chieftain* and her *Pirates of the Caribbean* air. The *Chieftain* headed south to Southern California last fall, and departed there in January for new charter adventures on the East Coast.

Speaking of *Pirates of the Caribbean*, *Chieftain*'s former owner and operator for the last 12 years, Ian MacIntyre, will be working on the set of Disney's new *Pirates of the Caribbean* movie, as he did on the

*'Ka'iulani' rides again — the beautiful green-hulled schooner returns to sailing education and charter service this summer.*





## shuffle

original. Rumor has it that he doubles for Johnny Depp when he's not working as the resident tall ships expert, overseeing the rigging and trying to make the Hollywood-types look like sailors.

While *Chieftain's* departure has certainly been felt, the good news is, her void will be ably filled this summer by a couple of other 'familiar faces'. One is the 85-ft gaff topsail schooner *Ka'iulani*, designed by Bill Crealock and built in 1985 in Southern California. The green-hulled

continued middle of next sightings page

## containers — cont'd

can sail away from them more easily.

2. The sheer size of modern container ships. The main reason why Oakland is destined to remain a small port in the grand picture is that even with our ambitious dredging plans we won't be able to handle ships with more than 50-ft draft, and that's not much any more. These ships have flat bottoms, too, so that they don't lose container space to angles and curves. Figure 20 containers in beam (about 160') and at least 1,000-ft length for the big 'uns, and they just don't rock and roll in most storms. At the rate they keep designing bigger sizes, you guys will have to start defining some terms more precisely when you run floating island stories.

Hope this sheds a little more light on the subject.

— brian r. mcdonald



LATITUDE/JR



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# SIGHTINGS

## gettin 'bom'ed

We've been doing Boats of the Month ('BOM') features off and on since our first year of publication, 1977. There are now more than 50 of them on the books, including two or three repeats. A few are real

### LEARNING TO LOVE THE BOMS

<b>Ariel</b>	Nov. '80	<b>J/24</b>	Dec. '03
<b>Bear</b>	June '77	<b>JULIA</b>	Nov. '94
<b>Bird</b>	Apr. '77, May '96	<b>KIALOA II</b>	Apr. '89
<b>BRIGADOON</b>	June '96	<b>Knarr</b>	Oct. '77
<b>Cal 20</b>	Aug. '77	<b>L-36</b>	May '04
<b>Cal 2-27</b>	Mar. '83	<b>Merit 25</b>	Dec. '91
<b>Cal 29</b>	Apr. '84	<b>Moore 24</b>	Nov. '90
<b>Cal 40</b>	June '03	<b>NATOMA</b>	Mar. '85
<b>Catalina 22</b>	June '83	<b>Olson 25</b>	Nov. '89
<b>Catalina 27</b>	Apr. '91	<b>Olson 30</b>	Apr. '90
<b>Columbia 5.5</b>	Feb. '03	<b>Ranger 23</b>	Dec. '82
<b>Columbia 26</b>	Nov. '82	<b>Ranger 33</b>	Aug. '03
<b>Coronado 25</b>	Sep. '77	<b>Rhodes 19</b>	Aug. '79
<b>El Toro</b>	Mar. '84, July '89	<b>ROWENA</b>	Feb. '92
<b>Ericson 35</b>	Apr. '83	<b>RUMBLESEAT</b>	Apr. '97
<b>Etchells 22</b>	Dec. '77, Feb. '97	<b>SANTANA</b>	Apr. '94
<b>Excalibur</b>	Sep. '80	<b>Santana 22</b>	Nov. '83
<b>ESCAPADE</b>	Sep. '89	<b>Santana 35</b>	Oct. '85
<b>Express 27</b>	Sep. '85	<b>Snipe</b>	Sep. '87
<b>FAIR SARAE</b>	Jan. '90	<b>Spaulding 33</b>	Mar. '80
<b>Farallon Clipper</b>	June '80	<b>Thunderbird</b>	Mar. '78
<b>Folkboat</b>	Mar. '81	<b>Triton</b>	Jul. '77
<b>Gladiator</b>	Apr. '80	<b>Vanguard</b>	Aug. '89
<b>GOODWILL</b>	Apr. '04	<b>WANDER BIRD</b>	May '90
<b>Hawkfarm</b>	Feb. '83	<b>Westsail 32</b>	Oct. '90
<b>IOD</b>	Jul. '85	<b>Wylie Wabbit</b>	Apr. '92
<b>Islander Bahama</b>	Feb. '85	<b>Yankee 30</b>	Oct. '89
<b>Islander 36</b>	Jan. '83		

jewels.

The official line is that the original intent of the BOMs was to help bolster classes in which interest was lagging. Oh yeah — because we're such great guys. But the truth of it is, in the early years we really didn't know what the hell was going on, or what half the classes sailing the Bay were all about, so we just basically barged in and started asking questions, and wrote down what people told us.

Of course, soon after that we achieved omnipresent oneness with the sport and now know all there is to know about sailing.

The BOMs progressed as the magazine did. After awhile, they really were about helping out classes whose numbers were going south. Others were born when we met interesting owners or just admired pretty boats. We got requests to feature specific yachts rather than classes, so we featured a few of those. Class reps called up and wondered why we had forsaken them, so we did those, too. Certain historical boats sparked our interest, so we did those. In short, the mix is about as eclectic as you can get. The only boats which can't qualify for BOMs these days are newer, popular designs. We figure they get enough press.

We must admit that the quality of the BOMs varies as much as the boats. The earlier treatments tended to be short and breezy, while some of the later ones ponder on well past the usual four-page limit. We like to think we infused each one with the spirit of the times.

Requests for reprints of BOMs arrive regularly, and the arrival of the latest batch has made us realize the whole process needs a lube and oil change. The last time we ran the whole list of all the BOMs

continued on outside column of next sightings page

## tallship

beauty dropped out of the local charter scene a few years ago, but now she's back as the centerpiece of Call of the Sea, a nonprofit, youth sailing program founded by that other familiar face we mentioned — Alan Olson.

Olson founded Call of the Sea back in 1984 with the long-term goal of using sailing to effect positive changes in the lives



## shuffle — cont'd

of young people. Its first 'vehicle' was the 70-ft square-rigged schooner *Stone Witch*, that Olson and a group of volunteers built in Alviso back in the mid-'70s. Unfortunately, she hit an uncharted rock off Tenecatita in 1985 and went down (no one was hurt). Olson and Call of the Sea have continued on. In recent years, it was

continued middle of next sightings page

## bom'ed — cont'd

we've ever done was in 1997. So we put 'er up on the rack and came up with a whole new, updated list through 2004.

Reprints of the following Boat of the Month features are available by snail-mail only, for \$3 apiece. We have to receive the request by mail, along with payment and a self-addressed, stamped envelope. The address is: BOM Reprints, *Latitude 38*, 15 Locust Ave., Mill Valley, CA 94941.

Oh, and if you feel there's a class or individual boat out there that really deserves its own 'Boat of the Month' feature, let us know.

*The L-36 class is one of many profiled in a 'Boat of the Month' article. This 36 is 'Sayonara' racing in last year's Master Mariners.*



LATITUDE/38



# SIGHTINGS

## what really happened to *windward*

Elsewhere in this issue, you'll find the second half of a story on *Windward*, the splendid M-class yacht that sailed the Bay in the '40s and '50s. We have been somewhat taken aback by the response to this story — calls and emails have been arriving regularly either thanking us for the story, offering minor corrections, wanting to contact author Bob Keefe, or offering to tell "the real story" on some aspects of this lovely and significant boat.

Of particular concern to many callers was that we print an accurate account of *Windward's* ignoble end on the beach at Yelapa. In the wake of her demise, apparently many rumors took hold, and were enhanced and exaggerated in the years following the accident. Among the endur-

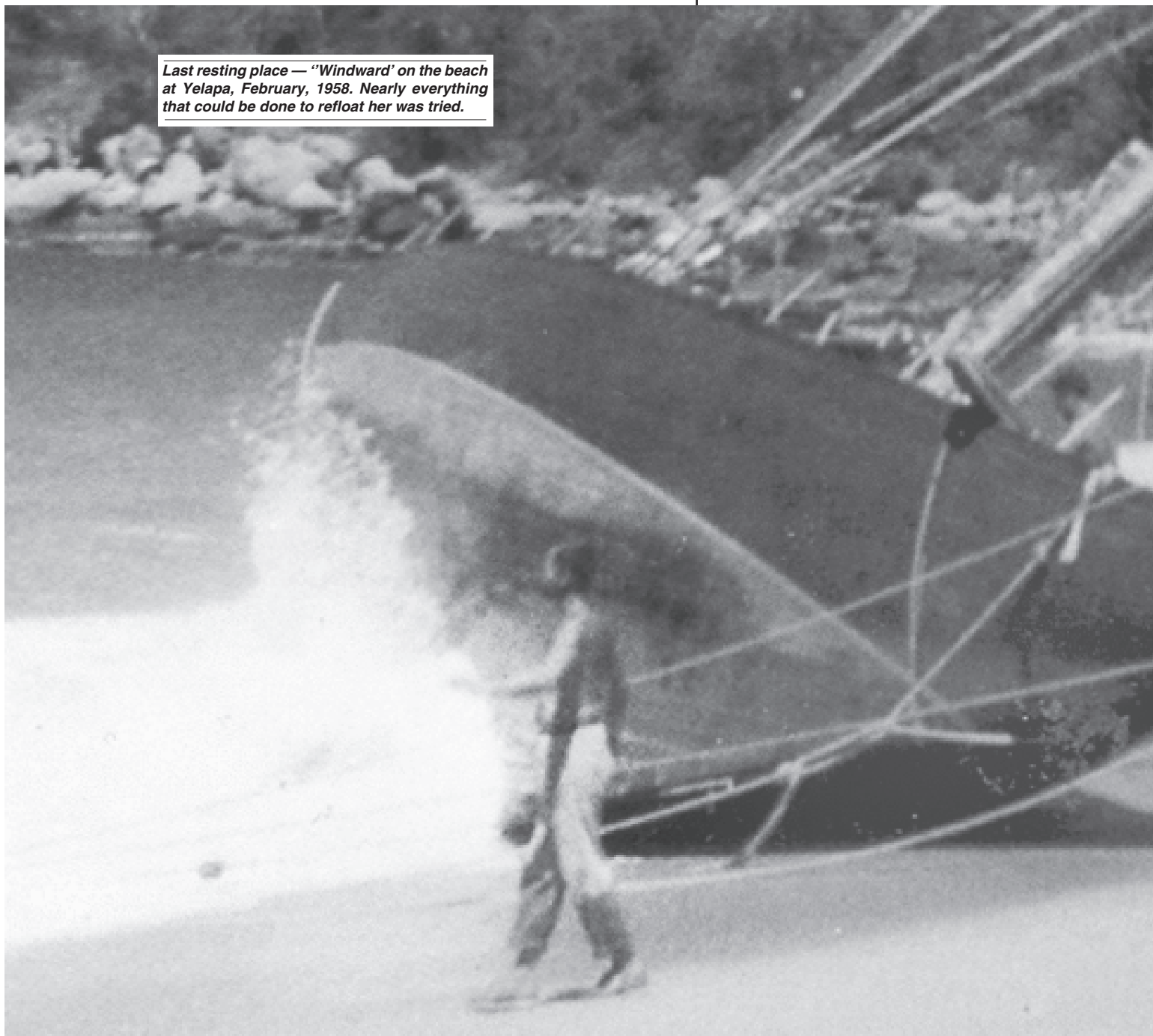
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## tallship

aboard the restored 1929 schooner *Marmel* — which he skippered on several Pacific Rim voyages — and, most recently, several programs aboard *Hawaiian Chieftain*. An advanced sailing instructor (ASA, ISPA), Alan has taught hundreds of kids (young and old kids) to sail over the years.

On their most recent 'upgrade', Call of the Sea took over the *Chieftain's* old business lock, stock and barrel, then leased *Ka'iulani* from new owner Chris Johnson.

**Last resting place — "*Windward*" on the beach at Yelapa, February, 1958. Nearly everything that could be done to refloat her was tried.**





## shuffle — cont'd

Most, if not all, of the programs *Chieftain* was involved with will continue as before aboard *Ka'iulani*. A number of new ones will be added, as well.

When not engaged in educational sails, *Ka'iulani* will offer sunset sails (as the *Chieftain* did) and weekend morning sails for the general public, along with private charters. These will help fund scholarships for their youth programs. For more info contact them at 415-331-3214 or [www.callofthesea.org](http://www.callofthesea.org).



COURTESY RC KEEFE

## windward — cont'd

ing ones: She was driven ashore in a storm after her anchor dragged, and broke up before any substantial refloating attempts were made. But according to one of her surviving crewmen, none of that is true.

To get the real story, we found Bob Dickson of Newport Beach. He was part of *Windward's* seven-person crew for the delivery back from Acapulco and, at 77, one of only two who are still breathing. Here's his account.

*We anchored the boat about 50 yards off the beach at Yelapa. We had her big anchor with half-inch chain off the bow, and a smaller anchor off the stern to hold her nose into the swells. After 26 hours, she seemed to be riding fine so we all went ashore the next evening for dinner at the hotel. We had a light on the boom going so we could keep an eye on the boat.*

*In the early evening, about 8 p.m., I noticed the bow start to swing and the boat went sideways to the beach. At this time there was no wind, but there was a bit of a swell running, probably from a storm around Cabo. There were four guys and three women in the crew. The guys immediately ran down, jumped in the surf and started swimming out to the boat. We couldn't take our dinghy because it was way down at the other end of the beach, where there was no surf.*

*When we got to the boat, she was rolling so much that we just waited until the deck rolled our way and grabbed on. I've never gotten aboard a boat easier. Hugh Kelley went forward to check the anchor while the owner, Don Chilcott, went to start the engine. Upon pulling up the chain, we found that it had broken 20 feet down.*

*Don got the engine going. It was an old gasoline engine that had been installed years before. And just about the time he said, "That was close," the engine stopped and would not restart. We thought later it must have been because the fuel filters had been changed the previous day and the engine had never been restarted to fill the lines. It had run temporarily because of the fuel already in the carburetor.*

*We hit the beach sideways, on the port side. Not too hard. We all just grabbed something — I got the sextant — and jumped off.*

*One of six or seven boats in the anchorage was a motorsailor called Eight Bells. I swam out to her and asked if they might try to tow us off. They immediately raised their anchor — which in hindsight was probably a mistake — to come help us. We got a line from *Windward's* bow out to Eight Bells, but every time they'd start pulling, they'd slew off to one side and have to stop and realign themselves. If they'd had an anchor down, it might have helped them stay straight.*

*(After something like this happens, you think and talk a lot about what you 'should have done'.)*

*After an hour of this, it was pretty obvious it wouldn't work so we stopped. By now, there were lots of people on the beach and someone had lit a big bonfire so we could see what we were doing.*

*The next thing we tried was getting a halyard onto the beach and having people hang on it to try and rock the keel free. Instead, *Windward* took a big roll to seaward and launched six guys about 30 feet in the air! Luckily, they hung on and came down pretty easy and no one was hurt.*

*We didn't figure there was much more we could do that night, so we started unloading the boat. We were shocked at all the booze we found. Apparently, the racing crew had bought up cases of the stuff duty-free in Mexico, and expected to come retrieve it when the boat got home. We ended up taking more than 100 fifths of booze off the boat! There were also piles of food. We stored it all at the hotel and ended up taking over the place, which is where we stayed the rest of the time.*

*The next day, we got the radio ashore and working. We called Sea Drift, Lyman Farwell's big schooner. They were on their way to PV I think and came back 30 miles to help us. This was a big, heavy boat with a powerful engine, so we were all pretty hopeful. They anchored, we ran lines out, and then we waited until 5 in the evening for high tide. Twenty minutes before we were to start the pull, their anchor chain broke! This was 5/8-inch chain!*

*continued on outside column of next sightings page*

# SIGHTINGS

## **windward — cont'd**

*(We later figured out that the steep drop-off probably contributed to these anchor chains breaking. You couldn't get much scope out because it was so deep, so the anchor was pretty much straight up and down. With Windward's long overhangs, and her rocking in the waves, it must have put enough strain on the chain to break the weak link.)*

*At some point, I don't remember exactly when, Don got ahold of the captain of a small freighter and asked if he might pull us off. He said he would, but it would cost \$4,000 — in advance — and if he didn't like the looks of the situation, he wouldn't even attempt the tow and we were out the \$4,000. This was a lot of money in 1958 and Don decided against the deal. Looking back, any attempts to save the vessel would have*

continued on outside column of next sightings page

## **lord jim**

It was 30 years ago that Holger Kreuzhage bought the famous schooner *Lord Jim* in Antigua and sailed her 'home' to the Bay. After an exhaustive 3.5-year refit, which drew on the talents of many local shipwrights and craftsmen, she made her local debut at the 1979 Master Mariner's Regatta, where Diane Beeston captured her — as only Diane could — in the photo below.

Since then she's done four circumnavigations — probably more than any other

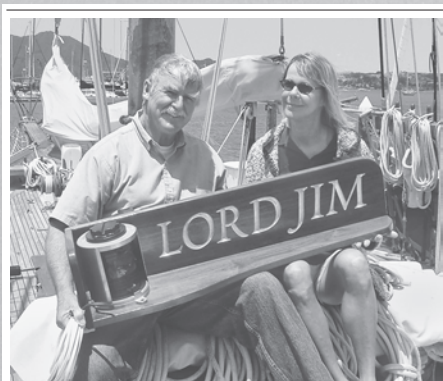




## heading out again

West Coast boat. In the winter of 2001, Holger and his ladyfriend, Tracy Brown, finally brought the *'Lord'* back to the Bay, doublehanding the 72-ft gaff tops'l schooner all the way from Samoa!

Now the couple are preparing for yet another voyage, this time to Europe via South America. There may be room aboard for a few lucky crewmembers. Call (415) 847-1850 or meet the couple at the *Latitude* Crew List Party, April 6, at the Golden Gate YC.



Spread, *'Lord Jim'* has made four circumnavigations, and she's not done yet. Above, Holger and Tracy.

## windward — cont'd

*been paid for by the insurance, so it probably would have been a good gamble. I think we tried hooking lines to a couple more boats from the anchorage that day, but they couldn't pull Windward free, either.*

*On the fourth day, we had a diver go down and find our anchor. We had him rig two lines from our bow to the anchor, and two lines from our stern to our stern anchor. Then we waited again for high tide and everybody started hanging on the halyards and cranking on the winches — singing and cranking. By the way, by this time there was a crowd of hundreds of people on the beach watching all this. Unfortunately, one by one, the lines all snapped.*

*I remember somebody saying, "We'll try again tomorrow." But the next day when we arrived, the side of the boat had caved in. She had lasted four days on the beach — with her rig intact and the boom still in the crutch — before giving up the ghost.*

*At that point, Don just wanted to get as much off Windward as he could. For the next two weeks, we literally took the boat apart. He had a crew come down on a flatbed truck to PV and we'd ferry stuff over there and load the truck. The hotel owner wanted to buy the hull with the idea of dragging it up the beach, cutting a door in the side and making a restaurant out of it. I think Don sold it to him for about \$2,500.*

*Some of the guys erected a sort of memorial to the boat by digging a hole and 'stepping' the top 30 feet or so of the mast. As I understand it, both the hull and the hotel were destroyed in a storm before anything could be done with the restaurant idea, and the mast was lost in a fire many years later. As far as I know, the 48,000-pound lead keel is still there, somewhere. I don't think anyone was ever able to move it.*

*Just before we left for the final time, a bunch of us were sitting around talking and the subject of the coin came up. As you know, most boats have a coin placed under the mast step for luck. We all jumped up at the same time and went running back aboard. We crowbarred the remains of the mast (which had been sawed off at deck level) off its step, and there it was — an 1876 \$5 gold piece. I don't know the significance of the date; maybe that's when the original owner was born. We talked a little about which of us should get the coin, but in the end, we did the right thing and gave it to Don.*

*A day or so later, about 10 of us piled in and on the flatbed truck — which looked like a covered wagon with all the mattresses, spinnaker poles and stuff piled on — and headed home.*

— bob dickson

Readers — As a bit of epilogue, *Pursuit* owner Ron Macannan stopped by Yelapa in 1963 and reports he saw *Windward's* bronze stem piece sticking out of the sand on the beach. He was sure it was still attached to the buried keel. He also found the mast, which had rotted at the bottom and fell over. He cut the rotted part off, then spent several days refurbishing it with sandpaper, linseed oil and creosote. Then he dug a new hole and put it up again, along with a simple carved memorial plaque, which read: "*Windward, resteped by Pursuit.*"

## naked lady unveiled in stockton

Approximately three years ago, Jim Coddington, owner of the 5.5 Meter *Top Gun* at Stockton Sailing Club, was worried about the local fleet. All the boats that were selling seemed to be headed out of town, mostly to the Alameda area. Jim found a boat at Folsom Lake in the early '90s and purchased it in 2002, with the thought in mind to resell it — but only to someone who would keep it in Stockton.

After having the boat for sale for several months without any bites, Jim decided that a little spiffing up was in order. As work commenced and things really got out of hand, he decided to completely go through the boat. Then he decided she would undergo a restoration with more care and attention to detail than he'd slathered on *Top Gun*, which is quite a bit. We took the boat to Jim's 'Gucci' climate-controlled barn in

continued on outside column of next sightings page



# SIGHTINGS

## naked lady — cont'd

Vernalis where we could work indoors and without interruptions from sidewalk superintendents. With every tool possibly needed, we worked every night and at least one day a weekend for a year to strip and fill



**Look at that paint job! 'Lady' restorers (l to r) Jim Coddington, Chris Shepherd, Karri Shepherd and Sue Lund. Henry Colburg should be there, too, but he's taking the picture. By the way, we did ask — no one knows where the name came from.**

every hole in the boat. Next came sanding and painting the interior, hull, mast and bottom. The original phenolic winches were completely gone through and clear coated to look like they did in 1963.

Around the middle of February, we needed to kick it in high gear to mount all the hardware and teak to the hull. The mast had to be put back together with all the freshly polished parts and new halyards.

The week before we were to take the boat out of its greenhouse environment, Jim decided the bottom color was not right so we did some fast work of sanding the old-new red bottom off while Jim was on the phone ordering white bottom paint.

*Naked Lady* is done now, and she is nothing short of spectacular, even if we do say so ourselves. Our all volunteer crew consisted of Sue Lund, Henry Colburg, Karri Shepherd, Jim and I, and represents about 2,000-plus man hours.

Somewhere around 42 Columbia 5.5 Meters were built. With the addition of the 'Lady', there are now nine boats in the Stockton fleet. We know of one each in Santa Cruz, Berkeley, and Richmond, three in Southern California, five in Pontchartrain Louisiana (go figure), two in Tacoma (rumors have it), and 10 in the Alameda fleet.

— chris shepherd

## strictly sail pacific coming to town

If this issue seems more 'heavy displacement' than usual, that's because it's our biggest issue of the year, made all the the moreso by the bound-in program for Strictly Sail Pacific, the biggest sail-only in-the-water boat show this side of the Rockies.

The program details everything you'll need to know to enjoy the April 13-17 show, including the boat manufacturers represented, who's manning the various booths under the big top, and who's appearing at the seminars, which are ongoing all through the show's five-day run.

continued on outside column of next sightings page

## magic mountains

We hate to toot our own horn, but we were particularly proud last month when we realized we'd scooped the entire nation on a phenomenal geologic development. As implied in our feature on the San Juan Islands, 4,392-ft Mount Ranier had somehow migrated 200 miles north of its previous location. It now sits directly behind Bellingham, Washington in — get this — the *precise* former location of Mount Baker!

Although no one knows for certain how this occurred, a round table discussion in *Latitude's* Editorial Dungeon yielded the theory that Ranier was either a) a classic Alpha, type-A bully mountain that went and sat where it damn well pleased, or b) wanted to escape the congestion of Seattle-Tacoma, its former neighborhood, and had gone north to, uh, lay low for awhile. Someone also suggested we simply made a mistake, but he was quickly





Unidentified trimaran sails the Delta. Tha's Mount Everest in the background.

silenced and dragged away.

As we go to press, the whereabouts of Mount Baker remains a mystery. If anyone has sighted the mountain or has a theory, we'd like to hear it.

## strictly sail — cont'd

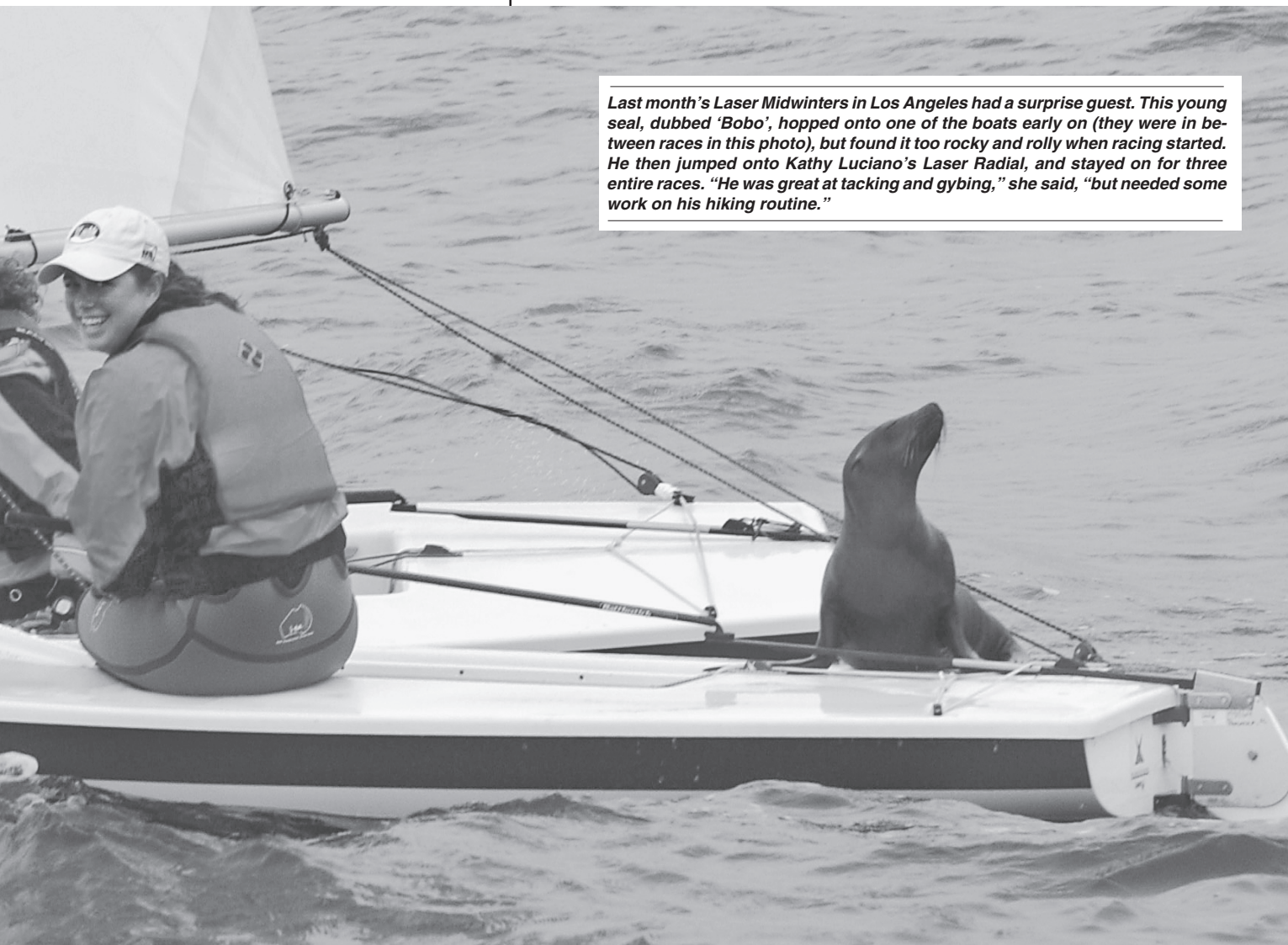
Among the 'new' features this year — you can buy tickets online at [www.strictlysail.com](http://www.strictlysail.com) (click on 'order tickets') so you don't have to stand in line on the day of the show. Tickets are \$12 for adults on weekdays and \$15 on weekends. Here are a few highlights:

\* **Bruce Schwab** — In case you've just been returned to Earth by alien kidnappers, you'll know that Bruce recently became the first American to complete the grueling Vendee Globe singlehanded, non-stop round-the-world race aboard the Tom Wylie-designed *Ocean Planet*. Come hear him talk about the race and what's next for his *Made In America* campaign. (2:15 p.m., April 17)

\* **Kevin Burnham** — Kevin crewed with Paul Foerster on the gold-medal winning 470 at last summer's Olympic Games in Athens. Stop by to meet a real gold medalist and hear what it was like to beat the best in the world. (4:45 p.m., April 15)

\* **Richard Spindler** — Heads up on this one. Richard 'The Grand Poobah' Spindler was originally scheduled to speak on *Comparing Caribbean and Mexico Cruising* at 6 p.m. on Friday, April 15. However, that's been bumped up to 4:45 p.m. so he can attend the Baja Ha-Ha Reunion Party which begins at 6 p.m. in the *Latitude* booth.

\* Other speakers include: **Barbara Marrett, Jim and Sue Corenman, Kame Richards, Diana Jessie, Sally Honey, Pat Henry** and many, many more. Be sure to stop by our booth and say hi. See you there!



Last month's Laser Midwinters in Los Angeles had a surprise guest. This young seal, dubbed 'Bobo', hopped onto one of the boats early on (they were in between races in this photo), but found it too rocky and rolly when racing started. He then jumped onto Kathy Luciano's Laser Radial, and stayed on for three entire races. "He was great at tacking and gybing," she said, "but needed some work on his hiking routine."



## short sightings

**NEVIS** — Authorities in Nevis barred the 248-ft *Polynesia*, a Windjammer Barefoot Cruises schooner with 110 passengers aboard, from entering the tiny island's Charlestown Harbor. Why? Because they deemed the ship's gay, nudist charter as offensive to local customs. The ship continued its 6-day cruise to ports on St. Maarten and Anguilla, which had no problems with the ship or who was aboard. St. Kitts and Nevis have a combined population of about 40,000.

**JAPAN** — Sakae Hatashita moved his family from Japan to San Diego in 1980, where the former fisherman started a business growing plants for nurseries. But his wife, Shizuko, never liked the move, and she never felt at home here.

In 1998, Shizuko was killed in a car accident. On the seventh anniversary of her death, Sakae vowed to grant her wish and return her ashes to Japan. To make the trip really count, he decided not to fly, but to sail. He sold the business and used the money to buy a 39-ft sailboat which he named *Miya*, after Shizuko's maiden name, Miyasaka. After three days of learning to sail, Sakae, who is 80, set off last May for home. Calling on many of his old fisherman skills, he made a roundabout 10,000-mile journey with stops in Hawaii and Tahiti before finally reaching Japan — where *Miya* was involved in a collision with a fishing boat in the middle of the night. She was towed the final miles into port by the Japanese Coast Guard.

Sakae himself became something of a minor hero in a culture which honors its elders. But the most important honor to him was that he had granted his wife's wish to return home. Both *Miya* and Sakae are on the mend after the collision. When their wounds have been healed, Sakae intends to sail back to the U.S.

**SAUSALITO** — The Department of Boating and Waterways last month approved a \$1.4 million recreational marina loan to Zack's, Inc. The loan will be used to make improvements to floating docks, install new dock and utility boxes, pave the parking and dry storage, and upgrade other facilities.

**SAN FRANCISCO** — If you've ever been interested in becoming a volunteer docent at the San Francisco Maritime National Historical Park, here's your chance. The Park is offering a free three-day training course to introduce potential docents to maritime history, the park's historic ships, and "the art of presenting educational programs." The training will take place over three consecutive Sundays — April 17 and 24, and May 1 — from 10:30 a.m. to 4:30 p.m., with an additional eight hours of on-the-job training scheduled later in May.

Reservations are required, and an ongoing time commitment to the Park will be expected. To register or for more information, contact Terry Dorman at 415-556-1613, or email [terry\\_dorman@nps.gov](mailto:terry_dorman@nps.gov).

**DRY TORTUGAS** — On March 14, 31 Cuban refugees landed on Loggerhead Key, in the Dry Tortugas National Park 70 miles west of Key West. Loggerhead Key, a small island neighboring Garden Key — home of historic Fort Jefferson — is unpopulated except for volunteer lighthouse keepers.

Park managers held the Cubans until the Coast Guard arrived to take them to Key West, where they were transferred to the custody of Customs and Border Control. The United States has a 'wet-foot, dry-foot' policy with regard to Cuban migrants. Those who are intercepted at sea are usually returned to Cuba, while those who reach land are usually allowed to remain in the U.S.

Not including this latest group, so far this year, 96 Cuban immigrants have reached land within the Dry Tortugas, with another 38 interdicted before stepping foot on U.S. soil. Some migrants arrive in sketchy, handmade boats, but some are smuggled in 'go fast' powerboats.

**OFF HONOLULU** — Tony Sin sailed his Islander 30 *Accent* out the Golden Gate, bound for Hawaii, last November. He never made it. Last month, his dismantled sailboat was found by the British-flagged freighter *Clementine*, 700 miles northeast of Honolulu. Aboard, they found Sin, who weighed only 89 pounds and was so weak he could neither walk

continued on outside column of next sightings page

## shiver our timbers

Disneyland opened the 'Pirates of the Caribbean' ride in 1967 and it has remained one of the most popular attractions in the park. A few years ago, the powers-that-be decided to spin a movie off of it (that they hoped would do better than the last one — anyone remember the *Country Bears* movie?) Thanks in large part to Johnny Depp's priceless characterization of Captain Jack Sparrow, *Pirates of the Caribbean — Curse of the Black Pearl* was a box office smash. You have surely heard by now that *Pirates II — Dead Man's Chest* is currently filming in the Caribbean.

Now comes word that the *Black Pearl* sails again — not as a pirate brig, but as a cutting-edge 70-footer which will compete in the next Volvo Ocean Race, the crewed round-the-world event which starts in Vigo, Galicia (Northwestern Spain) this coming November. This late entry, officially titled *Pirates of the Caribbean II — Dead Man's Chest*, is the seventh confirmed syndicate listed on the [www.volvooceanrace.com](http://www.volvooceanrace.com) website, and the only American one.

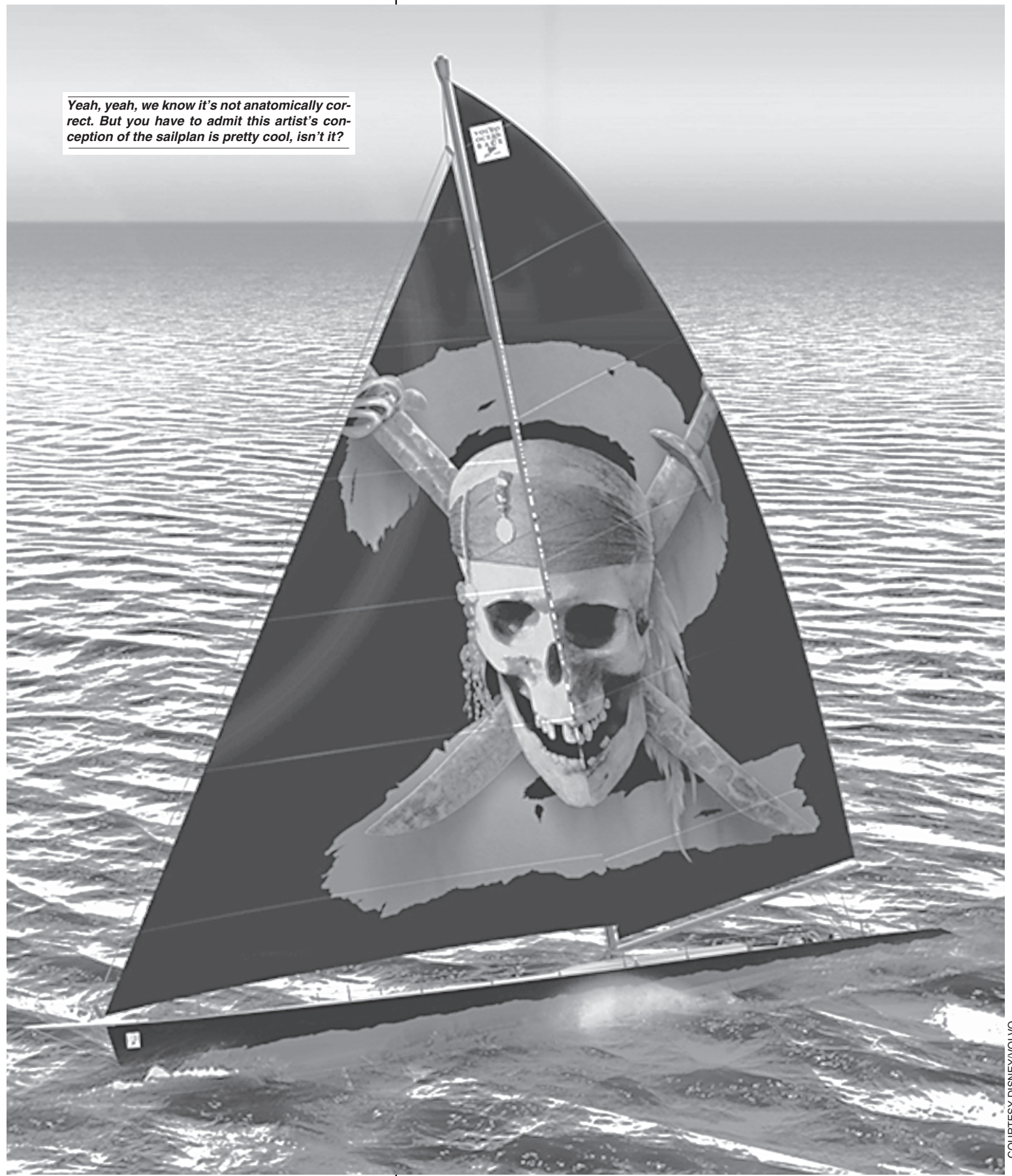
This news broke late in our publishing cycle, so all we know at this writing is that the boat is a Farr design currently being built in Lymington, England. Because of time restraints — this is definitely an 11th-hour entry — management of the team will be handled by *Atlant Ocean Racing*, the Sweden-based syndicate of Richard Brisius and Johan Salen. This syndicate has a proven track record, having backed Paul Cayard's winning *EF Language* in the '97-'98 Volvo, and the second-place *Assa Abloy* in the 2001-2002 event. Per the rules, half of the 10-man crew of the new *Black Pearl*, including the skipper, must be American. The names of such Yankee swashbucklers as Paul Cayard, Chris Larsen and Ken Read have been suggested in some of the PR, but no firm decisions on skipper or crew had been made at presstime. If you don't know already, the boats for the next Volvo are all-new 70-footers (up from 60 footers in past races) with 10 crew apiece and all the new whiz-bang techno stuff, including canting keels.

Graphics have become a big part of the Volvo — who can forget Bart Simpson splashed all over *News Corp's* spinnakers in the last Volvo? And this race is no exception. But the *Black Pearl* takes the visuals to a whole new level. The black-hulled boat will feature a giant graphic of a skull and crossbones spread across her whole sailplan. She'll also set a new precedent for marketing tie-ins: Disney will use the boat to promote *Pirates II*, the

continued middle of next sightings page



*Yeah, yeah, we know it's not anatomically correct. But you have to admit this artist's conception of the sailplan is pretty cool, isn't it?*



COURTESY DISNEY/VOLVO



# SIGHTINGS

## shorts — cont'd

nor talk. Luckily, he was fed well and by the time the 600-ft *Clementine* docked in Panama, the 53-year-old former newspaperman was back up to 125 pounds — still short of his normal weight of 145, but well on his way to a complete recovery.

His tale is a strange one. He worked for the *Santa Rosa Press Democrat* until last May, when — according to an article on his ordeal in that paper — he ‘dropped everything’ to buy a boat and sail to a new life in Hawaii. After a few trips up and down the coast, he closed the door to his apartment, left his car at the Richmond Marina and took off.

He figured the trip would take about 20 days. A week into the voyage, his mast fell down in a storm, taking the radio antenna with it. He had no EPIRB and for reasons not clear, the engine was unusable. So he erected a small jury rig and kept going, “following contrails from passing jetliners” and eating his six weeks worth of provisions until — at rescue — he was down to the last few bullion cubes. He was reportedly also unable to fish. After 100 days — during which he dreamed

continued on outside column of next sightings page

## shivering timbers

movie, at each of the race’s nine host ports. (The nine legs are: Vigo-Cape Town, Cape Town-Melbourne, Melbourne-Wellington, Wellington- Rio, Rio -Baltimore/Annapolis, Baltimore/Annapolis-New York, New York-Portsmouth, Portsmouth-Rotterdam, Rotterdam-Gothenburg.) Johnny Depp — Captain Sparrow himself — may even make an appearance at the Baltimore/Annapolis pit stop. Pi-

***Spring sprang on March 20. In the Bay Area, that means another season of great summer sailing is just around the corner. But who’s waiting? As these boats enjoying the last weekend of winter show, we have great sailing year-around. They***





## — cont'd

*rates II* opens in July 2006, a month after the finish in Gothenburg, Sweden. After the race, the boat will reportedly continue to be used for promotional purposes for *Pirates II* video-game spinoffs.

We'll have more on this boat and the Volvo in the coming months. Until then, log onto [www.volvoceanrace.com](http://www.volvoceanrace.com) for more information.

*also show that every boat with sails up is game for our cameras — and your boat could appear as part of our ongoing 'Eye on the Bay' feature at any time. Want to increase the chances? Give us a wave and smile when we come by.*

## shorts — cont'd

about food and re-read Homer's *Iliad* numerous times, he was rescued by the *Clementine*, which he signaled with the last of his flares. (We couldn't make this stuff up if we tried.) Sin is now back in Santa Rosa, vowing to make good on various debts he left behind.

**INDIAN OCEAN** — One can only imagine that the organizers of the Oryx Quest round-the-world race — which started from the oil-rich country of Qatar in February — are chewing their fingernails more nervously than anyone actually participating in the event. With only two of four starters left, and both stars of the show — Olivier de Kersauson's 120-ft trimaran *Geronimo* and the David Scully-skippered 125-ft cat *Cheyenne* — out with major structural problems (*Cheyenne* dismasted), well, it wouldn't be much of a race if they lost another one.

So far, though, both the 110-ft *Doha 2006* (ex-*Club Med*), skippered by Brian Thompson, and 102-ft *Daedalus* (ex-*Enza New Zealand*) seem to be holding up well. The former is being particularly well sailed and was racing across the Indian Ocean at presstime, about 3,500 miles from the finish, with *Daedalus* 2,800 miles farther back.



ALL PHOTOS LATITUDE/JR



# NEWPORT-CABO RACE

Newport Harbor YC's revived 792-mile Newport-Cabo Race was just ending as we went to press, so we don't really know what happened other than what's posted at [www.nhyc.org](http://www.nhyc.org). But from the sketchy accounts filtering north from Cabo, it sounded like one of the best downhill races in a long, long time. Damn, we should have been there!

"Everyone is walking around Cabo with big smiles on their faces," reported Mike Nash, one of the regatta developers and a crewman on Doug Baker's Andrews 80 *Magnitude 80*, which carved 8.5 hours off the course record. "This race was an absolute home run for our yacht club — great attendance, full moon, lots of wind, a new record. . . It's also fun to be in Cabo again — it's spring break, and the place is just a zoo!"

The race, which reclaimed its former role as the TransPac tune-up, was a raging success even before it took off. Newport Harbor YC pulled it off without a sponsor, a PR person, a glossy race program, or even an awards dinner. At one point, the entry list swelled to 55 boats, before simmering down to the 43 boats that showed up for the Saturday, March 19, start. That's still a great turnout.

"It was an all-volunteer, grass-roots effort, promoted mainly through word of mouth," explained Nash. "It was run by sailors, for sailors — and it was the right idea at the right time. There hasn't been a race to Cabo for 10 years, and people were obviously ready to return."

The fleet — conspicuously minus the 86-footers *Pyewacket* and *Windquest* (ex-Z-5), which were both sidelined with mast issues — got out of the blocks fast, sailing upwind on port tack in 10-15 knots for most of the afternoon. By dinner time, everyone had tacked over to starboard and the wind was building and hauling aft. Code zeros and then chutes went up in the early evening — and it was off to Mexico!

It got pretty hairy by the following night — 25-35 knots of wind — but even before then, the fleet began unraveling. The legendary Lee 66 *Merlin*, now owned by Trish Steele, broke her aluminum rig less than an hour into the race and headed back to Newport. Next to go was the Andrews 68 *Alchemy*, sailing in her first big race under new owner Bob Krause. *Alchemy's* top rudder bearings broke, and when sailmaker Bruce Cooper went below to investigate, the rudder post somehow fell down and broke his right arm. The rudder then proceeded to

fall out of the boat entirely, and gallons of water poured into *Alchemy* before the crew stabilized the situation. The rudderless boat was towed back to San Diego.

Two more boats withdrew on Sunday. *Genuine Risk*, Randall Pittman's complicated and thus-far unlucky Dubois 90, inexplicably broke one of the two hydraulic rams which operate its canting keel. *Risk* was near Cedros, running several hours ahead of *Magnitude*, when her crew heard a loud bang. Thinking

the problem was their mast, they quickly took down their sails and went head to wind. Finding nothing, they sailed for another 12 hours before noticing hydraulic fluid in the keel area. Her disappointed crew cautiously motorsailed *Risk* back to San Diego, where the failure is already being analyzed. Lastly, the Tripp 50 *Falcon* lost the use of her rudder after hitting something, possibly a sunfish or whale, just after midnight on Sunday. Her crew eventually got the emergency



SAILING SHOTS BY RICH ROBERTS; INSET, LATITUDE ARCHIVES

## — THE KITE RUNNERS



**Big rigs, from left — 'Genuine Risk', 'Magnitude 80', 'Scout Spirit', and the new 'Peligroso'. Inset, new record holder Doug Baker.**

steering system installed, and limped into Turtle Bay.

Meanwhile, the 39 boats remaining in the race were having the time of their lives. *Magnitude*, which finally seems to have worked the bugs out, flew down the race track, doing over 20 knots for hours at a time. They pulled into Cabo

after just 2 days, 13 hours, 26 minutes and 58 seconds, obliterating the SC 70 *Blondie*'s 1987 milestone of 2 days, 22 hours. *Mag*'s closeknit 13-man crew, aka 'Baker's Dozen', consisted of Baker, boat captain Steve Dodd, watch captains Keith Kilpatrick and Sam Heck, navigator Ernie Richau, Mike Nash, Rob Snyders, Fred O'Conner, Eric Fisher, Mike Elias, Jim Slaughter, Chris Carson, and Mike Van Dyke.

*Scout Spirit* (ex-Z-4) and the straight-

out-of-the-box Dencho 70 *Peligroso* finished 2.5 hours behind *Magnitude*, also beating *Blondie*'s record. *Spirit*, under charter to Bill Turpin and many of his old *Alta Vita* gang, corrected out first in class, while the squeaky (and, rumor has it, leaky) new *Peligroso* was second in its shakedown cruise. Owners Mike Campbell and Dale Williams did an incredible job, considering their new 70-footer's mast was stepped just two days before the race and her crew never got



# NEWPORT-CABO RACE

to practice before heading south.

Other class winners were Dennis Conner's new-to-him SC 70 *Mongoose*, which along with the Andrews 61 *Medicine Man* and the three big boats all cracked the 3-day barrier; Tom Garnier's lowriding J/125 *Reinrag2*; John Wylie's 1D-35 *Tabasco*, with Seadon Wijsen among the crew; and Simon Garland's giant-slaying, stock Hobie 33 *Peregrine*. The latter also won the race overall, finishing a comfortable 2 hours and 20 minutes ahead of runner-up *Tabasco* and confirming the Hobie 33's status as one of the best, and most economical, downwind racers of all time.

Two of the five Bay Area boats in the race ended up taking home trophies: Mark Jones' TP-52 *Flash* and Bill and Melinda Erkelens' turbo'ed Hobie 33 *Enzo* each took third in their class. *Flash* was sailed by Jones, Peter Stoneberg, Dick Watts, Will Paxton, Roland Brun, Robin Jeffers, Skip McCormack, and Joe Penrod. *Enzo's* crew, all Wabbit owners,

**From top — 'Flash' took a bronze; 'Merlin' was hit by a gravity storm an hour into the race; 'ET' was by far the smallest boat in the race.**



## Newport-Cabo San Lucas Race 2005

CL	Flt	Vessel	Type	Skipper	Corrected	SOC	Yacht Club
CLASS A							
1	13	<i>Scout Spirit</i>	R/P 78	Bill Turpin	50:44:16	12.21	Newport Sea Base
2	23	<i>Peligroso</i>	Dencho 70	M. Campbell/D. Williams	52:29:22	12.25	St. Francis
3	38	<i>Magnitude 80</i>	Andrews 80	Doug Baker	58:59:08	12.89	Long Beach
—	—	<i>Genuine Risk</i>	Dubois 90	Randall Pittman	DNF	—	San Diego
CLASS B							
1	5	<i>Mongoose</i>	SC 70	Dennis Conner	47:16:07	11.20	San Diego
2	8	<i>Locomotion</i>	Andrews 45	D. McLean & W. Lincoln	48:21:13	10.47	ABYC/SSC
3	10	<i>Flash</i>	And. TP-52	Mark Jones	49:38:42	10.78	MJYC
4	22	<i>Skylark</i>	SC 70	Doug Ayres	52:25:31	10.54	Newport Harbor
5	24	<i>Medicine Man</i>	Andrews 61	Bob Lane	52:31:57	10.54	Long Beach
6	25	<i>Pendragon 4</i>	Davidson 52	John MacLaurin	52:46:06	11.14	California
7	28	<i>Sorcery</i>	Mull 80	Jake Wood	54:01:10	10.03	California
—	—	<i>Alchemy</i>	Andrews 68	Robert Krause	DNF	—	Dana Point
—	—	<i>Merlin</i>	Lee 66	Patricia Steele	DNF	—	Transpacific
CLASS C							
1	6	<i>Reinrag2</i>	J/125	Tom Garnier	47:54:13	9.52	Los Angeles
2	7	<i>Bolt</i>	N/M 55	Craig Reynolds	48:01:18	9.41	Balboa
3	11	<i>Adrenalin</i>	Lee 51	M. Munson & D. Clark	49:55:43	9.53	Newport Harbor
4	15	<i>Zephyra</i>	DK 46	Robert Youngjohns	50:48:03	9.30	St. Francis
5	16	<i>Rocket</i>	SC 50	Carl & Kary Fuller	51:01:34	8.91	Newport Harbor
6	17	<i>Morpheus</i>	Schumacher 50	Jim Gregory	51:15:44	8.91	Richmond
7	19	<i>Atalanta</i>	Tripp 74	Richard Hedreen	51:32:06	9.32	Corinthian (Seattle)
8	31	<i>Shanakee II</i>	Ad. Marine 62	Jim Warmington	54:31:38	8.89	Newport Harbor
9	34	<i>Stark Raving Mad</i>	J/145	Jim Madden	56:05:31	8.91	Newport Harbor
10	35	<i>Blue Blazes</i>	R/P 50	Dennis Pennell	56:18:14	9.07	San Diego
11	36	<i>Blue</i>	J/160	Ken Sears	56:21:24	8.56	Cortez Racing
12	37	<i>Heartbeat</i>	Carroll Marine 45	Charles Brewer	58:21:45	8.58	Newport Harbor
13	39	<i>Pendragon II</i>	Davidson 45	David Gray	63:46:56	7.81	Bahia Corinthian
—	—	<i>Falcon</i>	Tripp 50	Ernie Pennell	DNF	—	San Diego
CLASS D							
1	2	<i>Tabasco</i>	1-D 35	John Wylie	45:01:10	8.86	San Diego
2	4	<i>Kahoots</i>	Andrews 43	B. Williamson/K. Deaver	47:05:25	8.58	BYC/LAYC
3	14	<i>Enzo</i>	Hobie 33+	Bill Erkelens	50:47:40	8.33	Richmond
4	26	<i>Shenanigans</i>	J/120	Tim Hogan	53:19:13	7.96	Newport Harbor
5	27	<i>Patriot</i>	J/44	Paul Stemier	53:27:56	8.12	Newport Harbor
6	30	<i>Checkmate</i>	Peterson 50	John Garrison	54:22:46	8.30	Newport Harbor
7	33	<i>Who's Yo Daddy</i>	N/M 45	David Fell	55:44:16	8.20	SLBYC
CLASS E							
1	1	<i>Peregrine</i>	Hobie 33	Simon Garland	42:53:40	8.22	San Diego
2	3	<i>Between the Sheets</i>	Jeanneau 52.2	Ross Pearlman	46:55:37	8.20	Del Rey
3	9	<i>Star Chaser</i>	Nordic 40	Bill Craig	48:31:35	7.15	Balboa
4	12	<i>E.T.</i>	Antrim 27	J. Antrim & T. English	50:13:36	7.66	Richmond
5	18	<i>So Far</i>	Swan 48	Larry Hillman	51:29:31	7.46	Northshore
6	20	<i>Gypsy</i>	Columbia 52	Stephen Washburn	51:42:12	7.73	Alamitos Bay
7	21	<i>Obsession</i>	Cal 39	Les George	52:21:38	7.05	Oceanside
8	29	<i>Super Gnat</i>	Beneteau 40.7	Cliff Thompson	54:17:45	7.44	San Diego
9	32	<i>Odyssey</i>	Custom 48	Cecil Rossi	55:38:46	7.62	Newport Harbor

consisted of the two Erkelens, Kim De-senberg, and Colin Moore.

The other three Bay Area boats fell just short of the podium: *Zephyra*, Robert Youngjohns' DK 46, was fourth in 'C' and Todd Hedin's tiny Antrim 27 *E.T.*, under a loose charter arrangement to Jim Antrim and Tony English, was fourth in 'E' despite losing their electronics. Jim Gregory's Schumacher 50 *Morpheus* ended up sixth in 'C', going from the proverbial peacock to a feather duster in the final, light-air approach to the Sol Mar Hotel finish line. "The wheels fell off in the last few miles," emailed *Morpheus* crew Dave Gruver. "We found a private hole, and boats came charging up from

behind and went to school on us. It was a tough way to end the race, but it can't erase memories of three fantastic days of sailing!"

"This was a perfect Mexican race, the best thing that's happened to off-shore racing on the West Coast in the last ten years," claimed Dave Ullman, who sailed on the Andrews 45 *Locomotion*. "The boat and sailors are out there, ready to go racing again if the yacht clubs pick the right destinations."

The stage is set, the players are rehearsed. Bring on the TransPac!

— latitude / rkm



#### Sailing Career Highlights

- Two time United States "Rolex" Yachtsman of the Year
- Three time Collegiate All American at Boston University
- College Sailor of the Year
- Helmsman of *Stars and Stripes* 2000 and 2003.
- Part of 39 National, North American and World Championship teams including:
  - 2003 International Etchells World Championship
  - 6 J-24 World Championships
  - 2 Corel 45 World Championships
  - 1996 winning US Admirals Cup team



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**— Ken Read**

*Vice President, North Sails*

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# TEN TIPS FOR

A generation ago, most sailors were the sons of sailors, having started out in their fathers' boats when they were kids. They acquired their sailing knowledge not so much through trial and error as by osmosis. However, we didn't start that way, and if you just bought a boat at the boat show, chances are you didn't either.

## *Reefs in San Francisco Bay make for good sailing.*

Most of what little we know about sailing was learned at the school of hard knocks. We're not kidding when we say we've made all the mistakes. We've hit other boats, rammed docks, run aground, gotten lost, fallen overboard — the whole litany.

There's absolutely no point in you new boat owners having to bungle your way along as we did, which is why we're offering you the following list of Ten Tips for New Boat Owners. If you absorb even half of these, you'll be further ahead of the game than we were.

**Tip #1: Don't christen your new boat with a real bottle of champagne.** The reason is simple; those bottles are hard as Hades to break! Many important dignitaries at well-publicized launchings have had to whack real bottles two, three or more embarrassing times before the bubbly flowed.

If you insist on using a bottle of Dom Perignon, buy a bottle cutter from a crafts store and score the bottle first. This will make it break easier. Then wrap the bottle with red, white and blue ribbon, and fine netting. The ribbon is for flair, the netting is so you don't have to interrupt the festivities to take someone to the hospital for the removal of glass shards.

Better yet, most chandleries these days sell special 'pre-scored' christening bottles. Buy one.

**Tip #2: Get some professional help — even if you're sane.** When you buy a new or used boat, include a day or two of sailing lessons in the deal. If you're buying from a private party, hire an experienced professional to spend a day with you on your boat. Even better, take a sailing course (or two, or three) at any one of the excellent sailing schools around the Bay.

Many first time boat-owners — our-

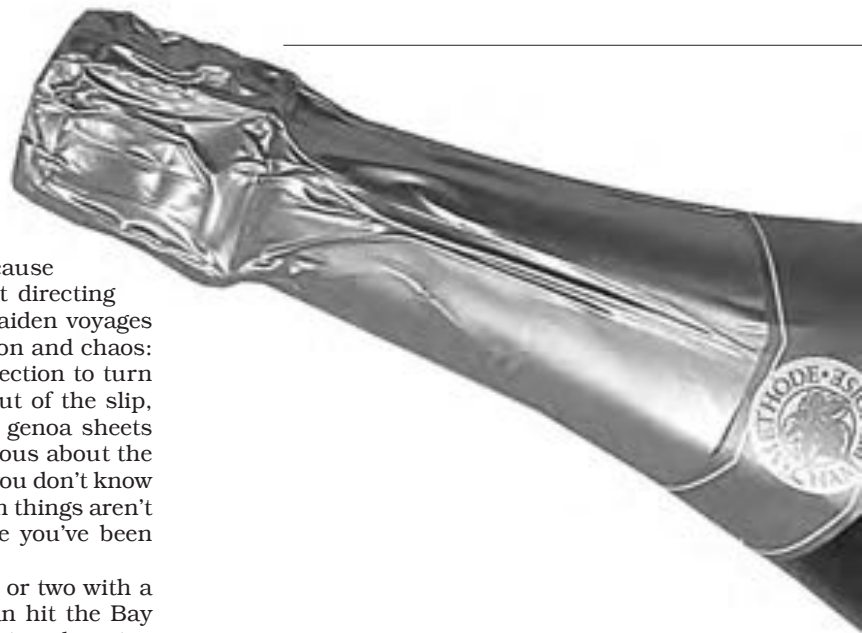
selves included — didn't do this. Consequently, your maiden voyage may turn out much like ours did — a mob cruise with every friend you ever wanted to impress packed onboard. But because it's a case of the ignorant directing the incompetent, such maiden voyages usually result in frustration and chaos: You're not sure which direction to turn the tiller when backing out of the slip, you've no idea where the genoa sheets should be led, you're anxious about the wind coming up because you don't know how to shorten sail — such things aren't conducive to the pleasure you've been anticipating.

But if you spend a day or two with a good professional, you can hit the Bay with confidence. You'll continue learning more about sailing for the rest of your life, but a day or two of good instruction will help you to handle a day on the Bay with minimal confusion.

**Tip #3: Reefs in the South Pacific are dangerous; reefs in San Francisco Bay make for better sailing.** When we first started sailing the Bay with a buddy, who had a sistership, we always carried 150 percent gennies and full mains. And why not? Our boats would heel over like crazy, the girls would scream, and there was enough noise, foam, commotion and excitement for everyone. We were so fast, so macho, so cool! At least we thought we were. About three years later we realized we'd just been slow, stupid, and uncomfortable.

As you already know, the wind blows hard on San Francisco Bay every afternoon from May to September. A lot of wind means you don't need much sail. A reefed main and a 95% jib is just fine for most boats on San Francisco Bay afternoons. If you're heeled over more than 15 degrees, you need even less sail.

There are lots of good things that come with not being overpowered: 1) Small sails cost less and are easier to tack. 2) You go faster and have less weather helm. 3) A boat with the proper amount of sail is comfortable to be on, so female crewmembers will want to come back the following week instead of going shopping.



You'll still see lots of folks sail the Bay with their boats on their ear. You may be a novice, but you can be content in the knowledge that — at least in one respect — you're wiser than they.

**Tip #4: Sail trim takes a long time to learn.** When you're out sailing, copy what other fast boats around you are doing. When you're at home, read a few books on sail trim. As a general rule, beginning sailors try to trim sails in too tight, thus the expression: "When in doubt let it out." The exception to this rule is when you're going to weather and it's blowing hard. In such conditions, only the better racers get the jib in all the way.

**Tip #5: All sailors love the feel of a smooth bottom.** The easiest way to turn your nimble and quick sailboat into a lumbering barge is by letting the bottom get dirty. A thin layer of slime on the bottom will cut your boat speed by a knot. If you've got an inch of crud growing on

# NEW BOAT OWNERS



*You'd be better off drinking this bottle than trying to break it on your bow.*

the bottom, you'll lose 50 percent of your boatspeed, have terrible weather helm, and go crazy trying to figure out what's 'wrong' with your brand new sails.

We strongly urge that you have a good bottom put on your boat and then have a diver scrub it every month or six weeks. If you're new to sailing you may not think it's necessary — it is.

**Tip #6: Go with the flow.** Tides and currents on the Bay commonly flow at 3, 4 and even 5 knots. If your knotmeter reads four knots while you're trying to sail out the Gate against a 4-knot flood, you'll go nowhere. Literally. If you turn and go the other way, your knotmeter would still be reading 4 knots but you'd be making 8 knots over the bottom. That's getting somewhere! It's speed over the bottom that counts, not what your knotmeter says.

(Warning: Don't overdo going with the flow if you're headed out the Gate. Five knots of boatspeed and a 4-knot ebb will have you at the Lightbucket in an hour and a half. At that point, to get home you'll either have to wait for the flood or sail against the flow — both of which could take forever.)

**Tip #7: Learn to distinguish an ebb from a flood.** On the Bay it's pretty easy, even without a tidebook. (But get one anyway; they're free at many marine outlets.) Because the wind always blows from the west on summer afternoons, ebbing water (which is leaving the Bay) goes against the wind and is very choppy. Flooding water (which is coming into the Bay) is smooth because it's going with the wind.

Once you distinguish floods from

ebbs, you'll begin to see how to get the currents to work for you. And does it ever make a difference! If you have two identical boats starting from Point Bonita and sailing on an ebb into the Gate, the one that plays the countercurrent near shore will normally beat the boat that stays in the middle by two, three or four hours!

**Tip #8: Don't sweat the summer fog.** There have only been four or five times when it was so foggy we couldn't see one shore or the other. Most of these times were in the winter and were avoidable. Summer fog is usually fairly high and you can see under it for hundreds of yards. However, do sweat the summer fog outside the Gate. You'll want a good GPS, working radio and possibly radar or radar detector to keep safe around the shipping lanes.

**Tip #9: Dress warm.** Mark Twain said the coldest winter he ever spent was a summer in San Francisco. And he didn't even sail! You need foul weather gear and boots as much as you need sails. And so does your wife or girlfriend. When you get cold you don't feel like doing the things that need to be done to keep your boat sailing correctly, your judgment goes downhill, and worst of all, you have a crummy time. Proper clothing makes all the difference in the world. (See more on proper sailing duds and the layering principle on the next page.)

There are warm places to sail on the Bay. Most are in the lee of something big, like Angel Island. So sailing on the protected east side of the island is usually nice and toasty, as is Raccoon Strait. It's also usually warm around the Bay Bridge and sometimes in the lee of the Tiburon shore. The downwind runs back home to Richmond, Berkeley and the Oakland Estuary are usually very pleasant.

**Tip #10: Watch out for ships and racers.** Ships can't maneuver in tight quarters and you're required by law to stay the heck out of their way. Racing is a form of temporary insanity. Just as when you meet a crazy on a downtown street, give them plenty of room and usually you'll come out of it alive.

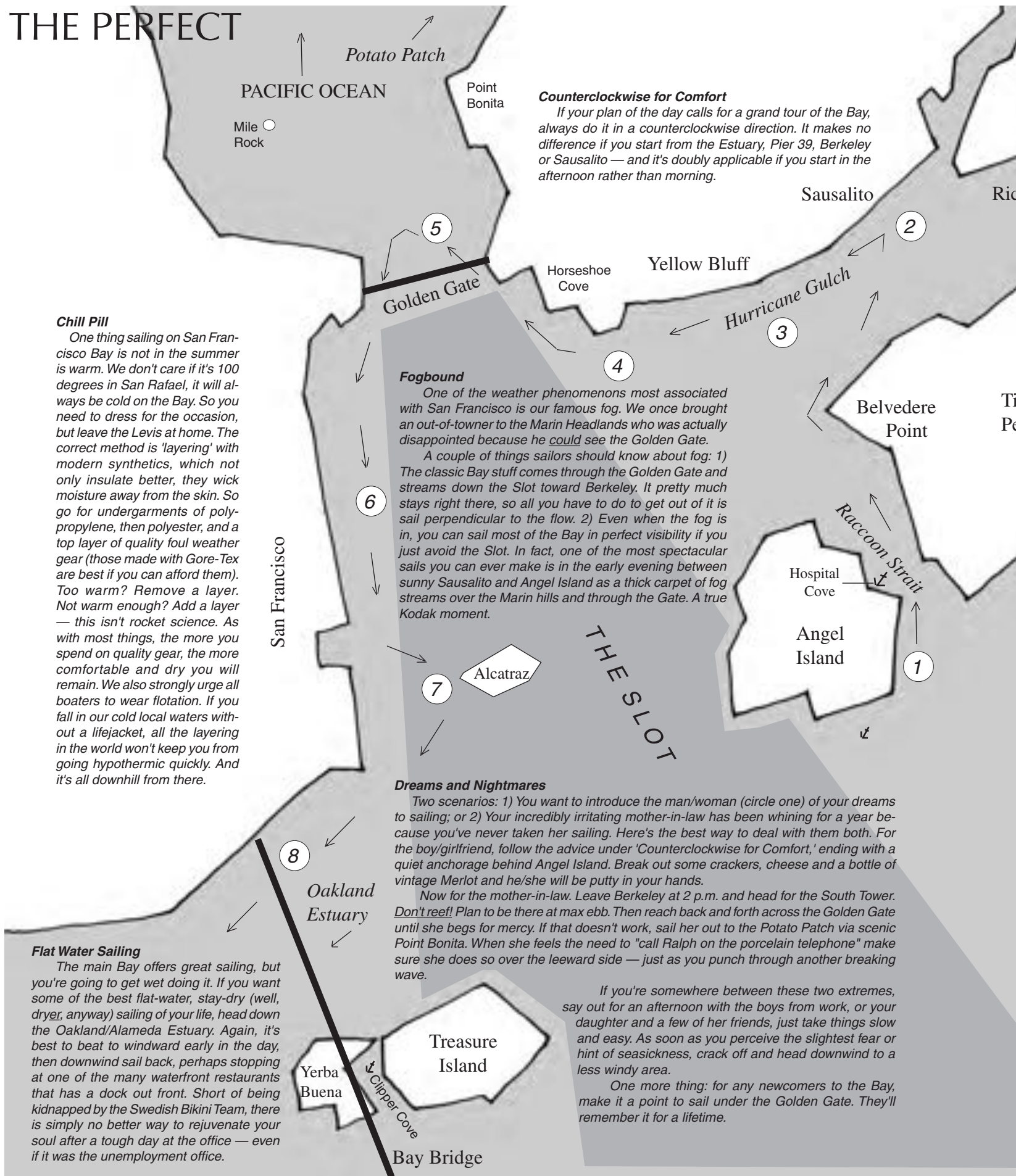
**Special Bonus Tip:** For obvious reasons, be careful not to let the boom hit you on the head.

— latitude 38

*This article originally appeared in the June, 1986, issue. For more on how to play the wind and current to your best advantage, check out The Perfect Daysail on the following pages.*



# THE PERFECT



## Chill Pill

One thing sailing on San Francisco Bay is not in the summer is warm. We don't care if it's 100 degrees in San Rafael, it will always be cold on the Bay. So you need to dress for the occasion, but leave the Levis at home. The correct method is 'layering' with modern synthetics, which not only insulate better, they wick moisture away from the skin. So go for undergarments of polypropylene, then polyester, and a top layer of quality foul weather gear (those made with Gore-Tex are best if you can afford them). Too warm? Remove a layer. Not warm enough? Add a layer — this isn't rocket science. As with most things, the more you spend on quality gear, the more comfortable and dry you will remain. We also strongly urge all boaters to wear flotation. If you fall in our cold local waters without a lifejacket, all the layering in the world won't keep you from going hypothermic quickly. And it's all downhill from there.

## Flat Water Sailing

The main Bay offers great sailing, but you're going to get wet doing it. If you want some of the best flat-water, stay-dry (well, dryer, anyway) sailing of your life, head down the Oakland/Alameda Estuary. Again, it's best to beat to windward early in the day, then downwind sail back, perhaps stopping at one of the many waterfront restaurants that has a dock out front. Short of being kidnapped by the Swedish Bikini Team, there is simply no better way to rejuvenate your soul after a tough day at the office — even if it was the unemployment office.

## Counterclockwise for Comfort

If your plan of the day calls for a grand tour of the Bay, always do it in a counterclockwise direction. It makes no difference if you start from the Estuary, Pier 39, Berkeley or Sausalito — and it's doubly applicable if you start in the afternoon rather than morning.

## Fogbound

One of the weather phenomena most associated with San Francisco is our famous fog. We once brought an out-of-towner to the Marin Headlands who was actually disappointed because he could see the Golden Gate.

A couple of things sailors should know about fog: 1) The classic Bay stuff comes through the Golden Gate and streams down the Slot toward Berkeley. It pretty much stays right there, so all you have to do to get out of it is sail perpendicular to the flow. 2) Even when the fog is in, you can sail most of the Bay in perfect visibility if you just avoid the Slot. In fact, one of the most spectacular sails you can ever make is in the early evening between sunny Sausalito and Angel Island as a thick carpet of fog streams over the Marin hills and through the Gate. A true Kodak moment.

## Dreams and Nightmares

Two scenarios: 1) You want to introduce the man/woman (circle one) of your dreams to sailing; or 2) Your incredibly irritating mother-in-law has been whining for a year because you've never taken her sailing. Here's the best way to deal with them both. For the boy/girlfriend, follow the advice under 'Counterclockwise for Comfort,' ending with a quiet anchorage behind Angel Island. Break out some crackers, cheese and a bottle of vintage Merlot and he/she will be putty in your hands.

Now for the mother-in-law. Leave Berkeley at 2 p.m. and head for the South Tower. Don't reef! Plan to be there at max ebb. Then reach back and forth across the Golden Gate until she begs for mercy. If that doesn't work, sail her out to the Potato Patch via scenic Point Bonita. When she feels the need to "call Ralph on the porcelain telephone" make sure she does so over the leeward side — just as you punch through another breaking wave.

If you're somewhere between these two extremes, say out for an afternoon with the boys from work, or your daughter and a few of her friends, just take things slow and easy. As soon as you perceive the slightest fear or hint of seasickness, crack off and head downwind to a less windy area.

One more thing: for any newcomers to the Bay, make it a point to sail under the Golden Gate. They'll remember it for a lifetime.



**A**re you new to sailing? New to sailing the Bay? Coming back to sailing after a long hiatus? Or just want to get the maximum enjoyment taking guests out? Perhaps we can help with our oft-run and highly refined "Perfect Daysail". Be advised that this assumes typical summer conditions. In the winter, you're on your own.

**1)** Start anywhere east of Alcatraz at about 11 a.m. — at which time the fog is beginning to burn off and a light breeze is filling in. From Alcatraz you're going to be sailing *counterclockwise* around the Bay. Begin your Grand Tour along the backside of Angel Island and up Raccoon Strait. (If there's a strong flood in the Strait, you may need to motor through this part.)

**2)** Once around Belvedere Point — you *do* have a chart aboard, right? — you can reach off toward Richardson Bay and the Sausalito waterfront. If you bear way off to hug the west shore of Belvedere, be careful not to stray past Cone Rock or you'll run aground. The Sausalito side of Richardson Bay is dotted with everything from floating trash to megayachts and is worth a pass. Stay in the channel though, as the northeast side is shallow and the bottom is riddled with debris.

**3)** Sailing back out the Sausalito Channel, hug the

shoreline and enjoy the Mediterranean look of southern Sausalito. Generally, the closer you stay to this shore, the flukier the wind — until you get to Hurricane Gulch. It's not marked on the charts, but you'll know when you're there.

**4)** Once you round the corner at Yellow Bluff, you'll have little Horseshoe Cove on your right and the magnificent Golden Gate in full view ahead. If the conditions are right (slack water or a moderate flood), you might want to slip under the most famous bridge in the world and enjoy the unspoiled scenery of the Marin headlands. If you're on a small or slow boat, however, make sure you're not rocketing out on the start of an ebb or it will take you forever to get back in.

Now comes the best part: turn around. If everything has gone as planned, you've gone as far to weather as you're going to. With the breeze approaching its maximum strength about 2-3 p.m., there's no better time to start reaching and running.

**5)** Go ahead and cross over to the San Francisco side of the Bay. If you seized the day and sailed seaward as far as Point Bonita, aim for Mile Rock, then cruise for the Baker Beach shore and the red South Tower buoy.

## That's Easy for You to Say

"If you can sail in San Francisco," the saying goes, "you can sail anywhere in the world." While that may be stretching the truth a bit, the reverse is certainly true: "You can sail anywhere in the world on San Francisco Bay." We're speaking figuratively, of course. Check it out:

**Caribbean** — Reaching back and forth behind the Tiburon Peninsula on a hot September afternoon feels an awful lot like the Caribbean.

**Mediterranean** — A few passes from Richardson Bay to Hurricane Gulch (Yellow Bluff) and back are just like the Med: There's either way to much wind or practically none, and it comes from all directions.

**Roaring Forties** — Sail out to the Farallones and back on one of those 40-knot days. Cape Horn will seem like a piece of cake.

**South Pacific** — Sail up to the Delta around July and you'll get a taste of what sailing the tradewinds is like. When the wind shuts off, you'll also get a good idea of what the South Pacific bugs and humidity are like.

Richmond/San  
Rafael Bridge

Red Rock

## Cruising

Whether you have a week or a weekend, there are plenty of cruising destinations in and around San Francisco Bay. For the weekends: Angel Island, the Petaluma or Napa Rivers, or even across the Bay to the Oakland Estuary or Sausalito. For those with more time: the Delta, or perhaps out the Gate and south to Half Moon Bay, Santa Cruz or Monterey.

Richmond

Richmond  
Riviera

## Little/Big Boats

We hate to burst anyone's bubble, but in our opinion, boats under 20 feet are too small for sailing the open Bay. There are exceptions, of course, notably organized races sailed by properly-attired small boat sailors where 'crash boats' hover nearby to help anyone who gets in trouble.

On the other end of the scale, San Francisco is a vibrant maritime port, and all manner of commercial shipping comes in and out at all hours. The main thing to remember is that big ships *always* have the right of way. If one of them gives you more than four blasts on its horn, it means, "I don't understand what you're doing and it's worrying me." It's probably time to tack and go the other way.



# THE PERFECT DAYSAIL

Don't take your eye off that buoy, because for a stationary object, it sure seems to get involved in a lot of 'collisions' with boats.

It's possible to sail between the South Tower and shore — if you know where the rocks are. If you don't, we suggest you sail through the main span of the bridge. And remember to give the South Tower Demon his due: a wide berth as you pass the South Tower. If you don't, he'll steal your wind, redouble it and throw it back at you, in which case you may find yourself momentarily heading straight for the tower's cement cofferdam. Whee-ha, we're having some fun now!

Once back inside the Gate, the Wind Machine will probably be in high gear and whitecaps will ruffle the Bay. But you won't care because you're sailing downwind at what should be close to hull speed. The proper etiquette is to wave and smile beatifically at the cold, wet sailors pounding upwind past you. And at the sailboarders who, on weekends, will be whizzing by you like a swarm of angry killer bees. Don't worry, they won't hit you. At least not too often.

**6)** This part of the Perfect Daysail will afford you one of the great views of San Francisco, the place locals call "The City" (never "Frisco"). If any greenhorns aboard felt queasy earlier, roust them out from their bunks below now and tell them to enjoy the view. No one pukes downwind.

**7)** Want an interesting detour? Jibe out toward Alcatraz. The likes of Al Capone and Richard 'The Birdman' Stroud once gazed out those forbidding walls. The prison closed in 1963. Now Hollywood goes there to make movies. The 1996 flick *The Rock* even opened there in the old prison yard!

**8)** Once you've checked out Alcatraz — no landings allowed for recreational boats — jibe back and jog over to Pier 39. Follow the curve of the shoreline around toward the Bay Bridge. The wind will usually drop quickly, giving you an easy and relatively warm sail while you enjoy the Manhattan-like skyline along the Embarcadero.

**F**rom here on, you have a number of options. You can power reach up the

Bay to either the lee of Angel Island or the Tiburon Peninsula to drop your hook for the afternoon or the whole evening. Or you could slip around the backside of Yerba Buena and into Clipper Cove. If you're looking for a warm and gentle downwind run, keep right on going down the Oakland Estuary — an especially good destination if you happen to keep your boat there.

As you might have surmised by now, the secret to the Perfect Daysail is to get as far to weather as you're going to go before the wind really starts honking. (Most days, that's about 2 p.m., with max breeze around 4.) Remember to reef early and make sure your guests are dressed warmly — terrifying chilly friends by sailing rail-down for extended periods is the fastest way to become a singlehander.

If you (or they) didn't bring warm enough clothes, definitely head for the warmest place on the Bay: the northeast (lee) side of Angel Island. If you're not quite up to the Perfect Daysail yet, practice up on the lighter-air, flatter-water Richmond Riviera or behind Treasure Island/Yerba Buena. Enjoy!

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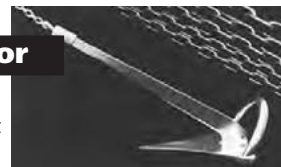
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# BIG DADDY REGATTA

Most of the participants in Richmond YC's Big Daddy Regatta on March 12-13 were probably too young to remember the '60s. And the oldsters, well, as the saying goes, "If you can remember the '60s, you weren't really there." So the fun-lovers at RYC, who love a good theme party twice a year, decided it was high time to travel back to that stony decade, declaring the 23rd Big Daddy as a 'Sail Back to the '60s'.

"Let's groove back to the free love, free speech, great music, and good times of the '60s," read the whimsical Notice of Race. "Long hair, bell bottoms, mini-skirts, tie-dyed clothes, and psychedelic jewelry are welcome. Right on, brothers and sisters! Power to the people!"

The nautical love-in attracted 99 boats, which were broken down into 11 classes sailing on two race circles for Saturday's buoy racing, the 'serious' part of the weekend. The weather was initially a little overcast, but a nice 10-to-12-knot westerly was blowing and, for once, all three scheduled races were sailed. Four boats ended the day with perfect scores: Sy Kleinman's Schumacher 54 *Swiftsure*, with Steve Taft driving; John Clauser and Bobbi Tosse's Farr One Tonner *Bodacious*; Ed Durbin's Beneteau 36.7 *Mistral*; and Chris Longaker's Express 34 *Two Scoops*. The latter boat was clobbered at the leeward in the third race by *Punahele*, which ripped down *Two Scoops*' stern-mounted radar tower — but Longaker and crew shrugged it off and went on to win again.

The racing was excellent, as were the shoreside festivities, which kicked off with some 300 people attending Dave Perry's rules seminar on Friday night. Saturday night's dinner/dance party was fueled by kegs of free beer donated by Santa Cruz Sails, Grand Prix Racing Academy, and Pirate's Lair, which also produced the regatta T-shirts (naturally, they were tie-dyed with a giant peace sign on the back.) Over 280 dinners were served, after which the happy hippies drank "psychedelic jello shooters" and "acid margaritas" and caroused into the evening to the music of the Sun Kings, a Beatles cover band.

Sunday's always entertaining pursuit race, aka the 'Two Island Fiasco', was held in perfect spring sailing conditions — sunshine, flat water, and a pleasant 15-knot westerly. The fleet was split about 50-50 off the Southampton Shoals starting line, with half going



SAILING PHOTOS LATITUDE/JR; PARTY PHOTOS COURTESY RYC

counterclockwise (leaving Angel Island and Alcatraz to port) and the other half going clockwise. The former option was the winning direction this year.

Colin Moore's Wylie Wabbit *Kwazy* was the overall winner, nipping an on-rushing Hobie Miracle at the finish line by just one second. Sailing with Joakim Jonsson and two women, Gene Harris

and Terry White, Colin chased another Wabbit, Andy Hamilton's *Buster*, through Raccoon Strait, passing them by hugging Angel Island for relief from the flood. "We were essentially the first boat out of the Strait, and planed over to Alcatraz, and then planed to the finish," said Colin. "Wabbits love weaches!"

At the sun- and-champagne-drenched

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## — MAGICAL MYSTERY TOUR

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awards ceremony, everyone was smiling after a gorgeous day of sailing — especially the pursuit race winners, who, in keeping with the '60s theme, took home lava lamps as their trophies. The only bummer of the weekend was the conspicuous absence of IRC racing, which was meant to make its club level debut at the Big Daddy. Local measurer Dick

***Roll up, roll up for the mystery tour — Sunday was an absolutely gorgeous day for a pursuit race, even if you went clockwise.***

Horn worked hard (and for free) the two weekends before the regatta to get numbers together on two dozen boats, only to have the US Sailing office back in Rhode Island fumble the ball on processing the certificates in time for the regatta.

There's obviously a lot more to the IRC saga, but in the 'love and peace' spirit of the otherwise fine weekend, we're not going to touch it. We'll let the accompanying pictures and results (page 150) tell the rest of the story — see [www.richmondyc.org](http://www.richmondyc.org) for full results and more pictures.

— **latitude** / rkm







*Big Daddy '05: love, peace and sailboat racing! Clockwise from upper left — Hanging out on 'Dust Bunny'; crosstown traffic; Paul Kantner and Grace Slick came to the party (okay, it's Torben and Judy Bentsen, who actually still owned these clothes); coming and going near Alcatraz; a J/105 holds off an 1D-35, at least temporarily; dueling 1D-35s; Janis Joplin and unidentified groupie.*





# BIG DADDY REGATTA

## SOUTHAMPTON COURSE (March 12):

PHRF 100-120 — 1) **Harp**, Catalina 38, Mike Mannix, 4 points; 2) **Maguro**, Santana 35, Jack Feller, 8. (5 boats)

WYLIE WABBIT — 1) **Mr. McGregor**, Kim Desenberg, 4 points; 2) **Furrari**, Peter & Angie Rowland, 7; 3) **Bad Hare Day**, Erik Menzel, 35; 4) **Keala**, Ron Tostenson, 12. (9 boats)

PHRF 121-129 — 1) **Dianne**, Express 27, Steve Katzman, 4 points; 2) **Shenanigans**, Express 27, Bill Moore, 8. (6 boats)

PHRF 130-149 — 1) **Silkye**, WylieCat 30, John Skinner, 4 points; 2) **Encore**, Wylie 31, Andy Hall, 6; 3) **Buster**, WylieCat 30, Russell Long, 9; 4) **Uno**, WylieCat 30, Steve Wonne, 11; 5) **Lotta'Tude**, WylieCat 30, Jon Bloom, 9; 6) **Tinsley Light V**, WylieCat 30, Doug Ehrenberg, 22. (13 boats)

PHRF 150-186 — 1) **TMC Racing**, J/24, Michael Whitfield, 4 points; 2) **El Gavilan**, Hawkfarm, Jocelyn Nash, 8; 3) **Paramour**, Moore 24, Rowan Fennell, 11; 4) **Sweet Ness**, unknown, Nesrin Bazo, 11. (9 boats)

## OLYMPIC CIRCLE (March 12):

PHRF -30-39 — 1) **Swiftsure**, Schumacher 54, Sy Kleinman/Steve Taft, 3 points; 2) **Bustin' Loose**, Sydney 38, Jeff Pulford, 9; 3) **Zsa Zsa**, 1D-35, GPSA, 9; 4) **Great Sensation**, 1D-35, Dave Carlson, 14. (9 boats)

PHRF 40-69 — 1) **Bodacious**, Farr One Tonner, John Clauser & Bobbi Tosse, 3 points; 2) **Inspired**



**Question authority? Richmond YC Commodore Les Durfee and wife Cathy model the psychedelic regatta T-shirts and 'peace' hats.**

**Environments**, Ben. 40.7, Timothy Ballard, 12; 3) **White Fang**, Ben. 40.7, Mark Howe, 12; 4) **Sand Dollar**, Mumm 30, Erich Bauer, 16. (9 boats)

PHRF 70-78 — 1) **Knots 2**, J/109, John Notman, 4 points; 2) **Max**, Antrim 27, Bryan Wade, 8; 3) **Arch Angel**, Antrim 27, Bryce Griffith, 10; 4) **Always Friday**, Antrim 27, John Liebenberg, 11. (9 boats)

J/105 — 1) **Brick House**, Kristen Lane, 8 points;

2) **Risk**, Jon Titchner, 9; 3) **Whisper**, Eden Kim, 10; 4) **Lulu**, Don Wieneke, 13; 5) **Orion**, Gary Kneeland, 13. (11 boats)

PHRF 79-99 — 1) **Two Scoops**, Express 34, Chris Longaker, 3 points; 2) **Ozone**, Olson 34, Carl & Jini Bauer, 11; 3) **Razzberries**, Olson 34, The Nesbits, 13; 4) **Hot Betty**, Olson 30, John Scarborough, 15; 5) **Voodoo Child**, Olson 30, Charles Barry, 16. (11 boats)

BENETEAU 36.7 — 1) **Mistral**, Ed Durbin, 3 points; 2) **Oni**, Peter Krueger, 7; 3) **Athena**, Paul Brocchini, 19. (6 boats)

## BIG DADDY PURSUIT RACE (March 13):

1) **Kwazy**, Wylie Wabbit, Colin Moore; 2) **#935**, Hobie 20, Mark Zimmer; 3) **#27**, Hobie 20, Jacob Sailer; 4) **E-2**, Tornado, Bill Erkelens; 5) **#841**, Hobie 20, Al Leonard; 6) **Usagi**, Wylie Wabbit, Marceline Therrien; 7) **Furrari**, Wylie Wabbit, Pete & Angie Rowland; 8) **Cloud Nine**, Ultimate 20, James Carlsen; 9) **#943**, Hobie 20, Rolf Jaeger; 10) **Buster**, Wylie Wabbit, Andy Hamilton; 11) **Flying Tiger**, Moore 24, Vaughn Seifers; 12) **Keala**, Wylie Wabbit, Ron Tostenson; 13) **Dianne**, Express 27, Steve Katzman; 14) **Knots 2**, J/109, John Notman; 15) **Bodacious**, Farr One Ton, John Clauser & Bobbi Tosse; 16) **Hot Betty**, Olson 30, John Scarborough; 17) **Numa Boa**, Moore 25, Mark English; 18) **Final Final**, Etchells, John Gilmour; 19) **Sunshine**, Moore 24, Stan Martin; 20) **Expressway**, Express 27. (99 boats)

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## WINDWARD, PART II

*The M-Class yacht Windward was a landmark in Bay Area sailing history. Not only was the 83-ft flush-decker the largest sloop ever to sail the Bay in the late '40s, but her superior windward ability signaled the end of the schooner and the gaff rig as preeminent forces in local racing. Last month, in Part I, St. Francis YC historian and curator Robert 'RC' Keefe introduced us to Commodore Cyril Tobin and some of the events that led up to his eventual purchase of Windward in New York, as well as her journey to the Bay on the deck of a freighter. We pick up this month with her recommissioning at Stone Boat Yard, her debut in West Coast racing, and perhaps her most significant contribution of all — the role she played in the development of the modern winch.*

As mentioned last month, when *Windward* was launched in 1929, no expense had been spared and she was as fine a yacht as could be built at the time anywhere in the world. She was also one of the best-kept — after the 1941 season, she had been placed in a boat shed constructed specifically for her at the Nevins Yard, where she had been built 13 years before. She remained in the shed all during the war, perfectly maintained by one full-time man and often several part-timers. Whatever she needed, she got.

So when the 83-ft M-Class yacht arrived in San Francisco in the spring of 1946, it took Stone Boat Yard only a month to get her back in commission.

*Windward* sailed San Francisco Bay for the first time in July of 1946, and she was as lovely and impressive under sail as she was at the dock. And she was very impressive at the dock. The boat was completely bright-finished (the only paint anywhere on her was on the bottom), and below decks she had by far the most complete and yacht-like interior of any M

boat. The combination of hand-rubbed American hardwoods was nothing short of spectacular.



Cyril Tobin.

As perfect as *Windward* seemed to be, she, like all yachts, had some 'issues.' One was that she was rather tender in typical San Francisco conditions. She could — and did — put much of her leeward deckwell underwater and was a very wet boat in any real wind. Lester Stone was a great believer in the addition of inside ballast to improve the upwind performance of local yachts, and *Windward* eventually carried 6,000 pounds of inside lead.

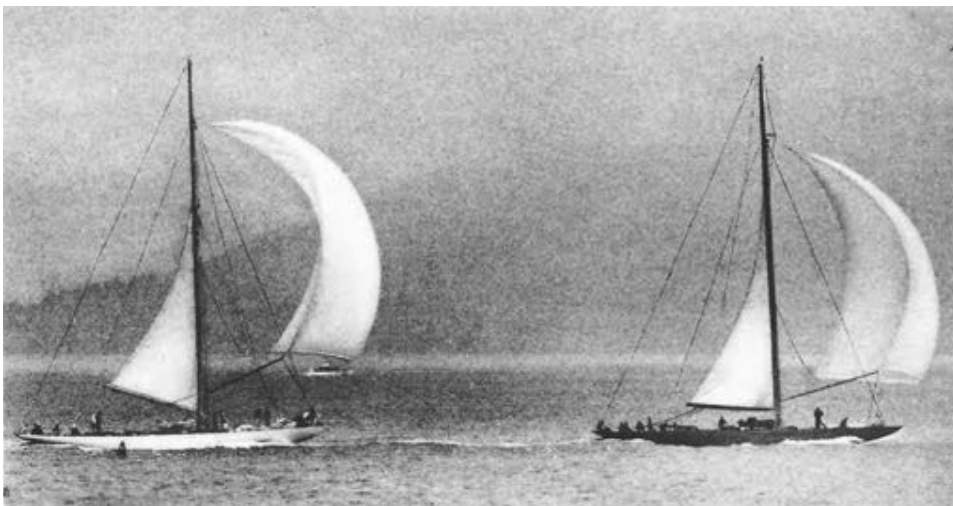
Another of her eccentricities was the absence of lifelines, bulwarks or even a cap rail to help keep crew aboard. All she had was a 1-inch toe rail along her sheer. It's hard to imagine a yacht as big as this sailing without lifelines, yet that's how she had been since launch. One reason for this might have been that most of her sailing had been done in protected waters and light winds (although there is a famous photograph in the New York YC of *Windward* and



Harold Vanderbilt's *Prestige* finishing a race off Glen Cove in 35 knots of wind). Another is that, when racing, only the professional crew moved about the deck — her afterguard always remained in the cockpit.

There were also concerns about her rig. Built as she was during one of the great transitions in yacht racing design — from gaff to marconi — *Windward* sported a cutting-edge hull and a beautiful hollow spruce mast, but almost everything connected to it belonged to the gaff-rigged age. For example, the upper and lower sets of spreaders on her three-spreader rig were the width of the yacht, 16 feet. However, the intermediate spreaders exceeded the beam of the yacht by about a foot on each side, making it impossible to properly flatten her overlapping headsails when sailing on the wind except in very light conditions. As well, all of her standing rigging was looped around the mast and eye spliced. She was without tangs or through bolts.

Her mast stood about 110 feet off the water, and everything aloft was big and heavy. Her main shroud turnbuckles stood as tall as a man's leg and were as big around. They had been machined by the builder out of solid bronze stock. There were five on each side, two on the twin headstays, and one on the backstay. Their heavy weight could be at



## — MAGNIFICENT M BOAT



least partially forgiven in that they were works of art, especially after the lengthy polishing process by her crew. All of this rigging weight probably accounted for her being somewhat 'tender' as already mentioned.

She was also designed with a single-headsail sloop rig. Most big yachts of the day carried double headsail rigs, as they were much more manageable in a breeze than one big headsail. In fact, *Windward* was the only M boat which did not carry double headsails. As a result, with the technology of the day, her big jib (which today we would call a #3) was impossible to sheet down tight without first luffing the yacht.

Then there were the winches. All of her winches were made in the machine shops at the Nevins yard when she was built, and they were also beautifully machined works of bronze art. They were as big and powerful as any winches built at the time, with the largest about the size of what we used to call a number 7.

And none of them had enough power to service the needs of the yacht.

Because of this lack of winch power, most every piece of running rigging that really had a load connected to it — and *Windward* developed some pretty sizable loads — had several-part tackles to supplement the winch power. The jib, for example, had a tackle arrangement on the clew consisting of a 3/8-inch wire

***'Patolita' and 'Windward' met in two match racing series, one in San Francisco in 1951 (left) and one off Santa Barbara in 1952 (above). Although 'Windward' proved faster downwind, 'Patolita's' superior pointing ability allowed her to win both contests. In the photo above, note the difference in 'Patolita's' two-headsail rig and 'Windward's' single headsail.***

sheet and two 8-inch blocks — about 100 pounds worth of hardware including the tabling — to help out the winches. With the sail set, the clew was about 7 feet off the deck and therefore 'safe' when tacking, but no one wanted to think about what would happen if any of the hardware struck a crewmember when the sail was being raised or taken down.

Her running backstays had a single standing part connected to a five-part whip that made up on one of the big winches. These backstays supported the jibstay intersection about 85 feet up, and had to be tended whenever tacking or gybing. It took four men just to tend these backstays, and sometimes they needed additional help.

She had twin, side-by-side headstays about 10 inches apart to expedite headsail changes. Her two jib halyards each had a part with a traveling block that shackled into the head of the jibs and genoas. Even with this two-part halyard led to one of the big winches, there wasn't enough power to properly tension the luff of the headsails. To do that, you had

to use half-inch wire downhauls that passed through the deck at the base of the two headstays and then made up on four-part tackles below in the fo'c'sle. With this combination of tackles, halyards and winch power, proper luff tension could to some degree be achieved.

By today's standards, *Windward* was a nightmare to sail. But at the time, she was pretty close to state of the art.

What her rigging lacked, she made up for in sail inventory. Among the thousands of items that arrived by rail car while *Windward* was making her way west aboard the deck of a freighter, were her 15 bags of sails. Her complete wardrobe had been made by Ratsey and Lapthorn, who were conveniently located right next door to the Nevins yard. Although the sails were the same Egyptian cotton ones she had used since launch in 1929, they were in near-new condition, having been delivered to the loft every fall for inspection, repair and storage in the Ratsey 'vaults'. Among the inventory were a racing and delivery main, four jibs (none of which overlapped the mast), three large genoas, two ballooners and four spinnakers. All were state of the art prior to the introduction of synthetics.

As *Windward* got into commission and sailing on the Bay, she of course was a great novelty to all who saw her



# WINDWARD, PART II

for the first time — as well as to those sailing aboard. San Francisco Bay over the years had seen many yachts bigger than *Windward*, but they had all been gaff rigged schooners. Big sloops like her were really only known in New York, and to some degree in England.

Cyril Tobin sailed her on a regular basis during the 1948 season; most Sundays would see her out of her berth. There wasn't any real racing to speak of locally, as there was nothing comparable on the Bay to race against. At that time, *Heleria*, a 10-meter about 60 feet long, was about the biggest boat racing in YRA's 'Division 7'. There were also a couple of 8-Meters and what was left of the old R boat fleet. It wasn't much, but it was at least something to call yacht racing. When he wasn't sailing the Bay, Tobin liked the river country, and *Windward* made several trips to the Sacramento River where she'd tie up to the bank above the Steamboat Slough bridge. Few yachts from St. Francis ever cruised in the San Joaquin River until a new generation acquired Tinsley Island in 1958. Nowadays, it seems that few St. Francis yachts are ever seen on the Sacramento River.

The lack of local competition can't have bothered Tobin too much, as he had grander designs for his new yacht: the next Honolulu race. A member of the Trans-Pacific Yacht Club since participating in the 1939 race on his 72-ft schooner *Sea Weed*, Tobin now entered *Windward* in the 1949 event. And the debates began.

Various members of the TransPac race committee questioned the ability of a yacht like *Windward* to race in the open ocean. M-Class yachts were designed for sailing in sheltered water, and *Windward* had never sailed in the open ocean back east, much less raced there. However, Charles Wiman's M boat *Patolita* was accepted into the '47 Hawaii Race, and sailed the course without undo trouble. On the strength of that precedent — and the fact that *Patolita* had again applied — both boats were eventually accepted.

By way of comparison, *Patolita* was the same age as *Windward*. She was one of three M's designed by Burgess and Morgan of New York and built (as *Simba*) in 1929 by the German yard of Abeking

ALL PHOTOS COURTESY RC KEEFE

and Rasmussen. Wiman had acquired her when almost new while he was still a student at Harvard. He was part of the family which founded the John Deere tractor company, and in later years he would become company president. John Deere was headquartered in Moline, Illinois, but Wiman liked the weather out west, so he berthed *Patolita* in Santa Barbara and sailed her in Southern California events. He was a fine sailor, and a great yachting enthusiast and sportsman. He and Tobin were a great deal alike in more ways than just owning large sailing yachts. It wasn't long before they were as good friends off the water as competitors on it.

Getting *Windward* ready for the July 4 start in Los Angeles was a production in itself, again ably run by Tobin's right-hand man Lester Stone and St. Francis YC Commodore Leon De Fremery, both of whom were members of the afterguard along with Tobin. Much was



**Above and right, 'Windward' on the beach at Yelapa in 1958. Despite several days of intense effort, she could not be refloated.**

made in the press of the two big sister sloops prior to the start. There was even talk of some sizable bets being made. Both of the yachts rated about 69.0 feet under the rule used by the TransPacific yacht club at the time, and everyone was looking forward to a great 2,200-mile boat-for-boat race to the islands. But the two M's weren't the biggest boats in the race. That distinction went to the eventual winner, Richard Rheem's 98-ft schooner *Morning Star*, which was also



based out of Stone's Alameda yard. *Morning Star* rated 80.5 feet under the TransPac rule.

The noon start inside the L.A. breakwater saw the usual large gathering of spectator craft — and the breathtaking sight of *Patolita* and *Windward* sailing close together, hard on the wind, quickly moving out ahead of the fleet. *Patolita* was the first boat around the west end of Catalina Island about 4 that afternoon, with *Windward* a few minutes behind. *Windward* stayed on the wind as *Patolita* paid off a bit, and the two split apart on their separate tracks for Hawaii. Alas, the 'great race' was over later that night when *Windward* lost her mast off San Clemente. De Fremery later reported that

## — MAGNIFICENT M BOAT



the big sloop was close reaching in 20 knots of breeze in rough and confused seas when the accident occurred. She was carrying a full main and heavy #3 jib, with lots of water coming aboard. About midnight, "She dove into a head sea and stopped." Her permanent backstay parted and the mast broke just above the deck and went over the bow. Nobody was hurt, and the difficult job of clearing away the wreckage was a great piece of seamanship by all hands.

There was great concern that the broken mast would hole the yacht, so it was quickly jettisoned. Lester Stone had seen to it that the cotter pins through the clevis pins in the top of the turnbuckles were only slightly spread apart before being taped. This made it easy to remove

the pins so that each stay came adrift without the aid of bolt cutters and hacksaws. Like everything else aboard, the hardware was big and would have taken some spirited sawing — the cotter pins were 1/4-inch round and the clevis pins were 2 inches in diameter. The big bronze turnbuckles were all saved as the mast, rigging and sails were cast off. Once the lines were clear, *Windward* powered into the lee of San Clemente island where she hailed a fishing boat the next morning and relayed to the Coast Guard that the yacht and those aboard were all right and proceeding back to Los Angeles. Upon arrival at the Wilmington Boat Works in San Pedro, an obviously frustrated Tobin commented to the press that, "It was better to loose the mast the first night

out rather than the last night."

(Later in the week and for sometime thereafter, many boats searched for the wreckage which would have had great salvage value. Nobody ever found it.)

As mentioned last month, *Windward* came with two masts. However, the spare back at Stone's was found not to be in suitable condition, so a new spruce mast was glued up for her at the Wilmington yard.

So ended *Windward's* racing debut on the West Coast. She returned to her front-row berth at the St. Francis YC in September, and Tobin started thinking about future plans for racing his big sloop. She was in fine condition and now had a completely new rig, a new mainsail and heavy #3 jib. *Windward* had been well insured for the Honolulu race, but Tobin showed no interest in trying for Honolulu again in 1951.

Tobin and Wiman took 1950 off from the yacht racing wars, with *Patolita* sailing locally in Southern California, and *Windward* sailing here on the Bay with a trip or two to Steamboat Slough. However, they made a plan to meet in two separate events in the following years: Wiman agreed to bring *Patolita* to San Francisco during the summer of 1951 for a match race series, and Tobin agreed to take *Windward* south to Santa Barbara for a similar series in 1952. These matches assumed great importance to the two men, who by now were great friends — and keen competitors quite used to coming out on top in anything that they did. To say the least, the match-ups promised some fierce competition.

Unfortunately, that lack of adequate winch power put *Windward* at a disadvantage before she ever left the dock. *Patolita* had the advantage not only of two, smaller, overlapping headsails, but Wiman had had Sparkman and Stephens design two pedestal winches which were put aboard the boat a few years earlier. That's what enabled *Patolita's* crew to handily out-tack *Windward* on the beat up to the West End of Catalina after the start of the Honolulu race. Tobin and Stone knew that in the short courses and strong summer winds of the Bay, they would be at even more of a disadvantage. They were going to be in big trouble if they didn't get some proper winch power.

Their problem was that in those days, you couldn't just go into the local chandlery and buy large winches. Neither did the powerful winches they needed exist



## WINDWARD, PART II



in any suppliers catalog. Ironically, while *Patolita*'s grinders were better than what *Windward* had, they really didn't have enough power, either. (Many who sailed on *Patolita* over the years could attest to that.)

Enter Tim Moseley.

Moseley at that time was a casual sailor. He was also a design and engineering entrepreneur and the president of Dalmo Victor, an early-day electronics firm on the Peninsula. Tobin knew him in both business and social circles and, with input from Lester Stone, approached Moseley with the ideas they had for new, improved winches. Moseley felt that he could not only design and build two large winches that would service *Windward*'s needs, but that they would also far outperform the two grinders on *Patolita*.

Tobin gave the go-ahead, and it took most of 1950 and early 1951 to design and fabricate the two units. They were basically of bronze and stainless steel, having large, low profile drums about 24 inches in diameter. They were hand cranked with a 12-inch winch handle rather than pedestal driven. They were also two-speed and geared in both directions. In low gear, they would pull 5,000 pounds, an unheard of number at the time. Every part in these winches had to be cast or machined — nothing was a cataloged part or from shelf stock. What they cost, only Tobin and Moseley ever knew, but it was apparent at the time that Moseley took on the project much less for profit than for the challenge of building something that had never existed before. The winches were mounted in May of 1951, and performed as promised.

(One of the by-products of the winch project was that Tim Moseley got very interested in sailing. In 1952, he took a page from Tobin's playbook and sent Lester Stone east to survey, and eventually purchase, the yawl *Orient*. She arrived in San Francisco in 1953 with the same winch problems that had plagued *Windward*, albeit on a smaller scale. After suffering the same fate in the 1955 Honolulu race — losing *Orient*'s mast the first afternoon not far from where *Wind-*

***Tobin loved the Delta. This is 'Windward' in cruising mode, passing the Brothers lighthouse on the way to her Sacramento River hangout.***

*ward* had dropped hers six years before — Moseley brought his yacht home and went to work on her rig, and the winch situation. He built several new winches for *Orient*, and in the late 1950's got together with Staff Commodore James Michael to form the Barient winch company [an amalgamation of the names of their yachts, Michael's famous 72-ft yawl *Baruna*, and Moseley's *Orient*]. In a few short years, that name was to captivate the market for large yacht winches. Without the need for adequate winch power on *Windward*, it's doubtful that any or all of this would have ever taken place. Moseley went on to serve as Commodore of the St. Francis in 1965.)

*P*atolita arrived in San Francisco right on schedule on August 1, 1951. She was given the berth next to *Windward*'s, and having both these big sloops together at the club was quite a sight.

The series consisted of four races over two weekends, commencing on Saturday, August 18. Tobin had his usual crew which of course included Lester Stone as skipper, navigator Leon de Fremery, and sailing master Harold Martin. Several other St. Francis members rounded out the 16-man crew of *Windward* — or were recruited to sail on *Patolita*. The races were all sailed in moderate breezes with all starts and finishes directly in front of the mens' grill. A weather mark was placed each day up by the Golden Gate Bridge, and a leeward mark down by the Berkeley Pier. The old powder buoy off of Hunter's Point was used in two of the races. All of the courses sailed were about 25 miles in length.

*Patolita* quickly proved the old adage about racing on San Francisco Bay: "To win you have got to have a boat that will go upwind." By virtue of her superior ability in that area, *Patolita* won three of the four races — and the series. *Windward* was the faster of the two downwind and reaching, and on more

than one occasion caught and passed *Patolita* on the downwind legs, but she couldn't hold *Patolita* when it counted. Despite the Southern California victory, the series was a great success, and a fine time was had by all both on and off the water. *Patolita* left for Santa Barbara over the Labor Day weekend, and *Windward* went back to being a daysailor for the rest of 1951 and most of 1952.

On September 2, 1952 — also right on schedule — *Windward* arrived in Santa



### LAST OF THE BREED

The last 'true' M-class yacht — perhaps in the world — is right here in San Francisco Bay. She's Ron Macannan's *Pursuit*, and you can have a look at her on the 'front row' in Sausalito Yacht Harbor downtown. You won't have any trouble finding her — just look for the tallest mast around.

*Pursuit* — launched as *Avatar* — is one of a trio of sisterships built by Abeking and Rasmussen in Germany in 1929. She came west sometime in the late '50s, although no one seems to remember who brought her out here. Macannan bought her in 1960 and raced her in the '61 and '69 TransPacs, among other events. He also lived aboard for 28 years.

Though it has been decades since she sailed, Ron, now 79, devotes "six and a half days a week" to the boat and hopes to have her sailing again one day.

Barbara, and the four-race, two-week-end series began the following weekend. Once again, *Patolita* was to come out the winner, but conditions were so light that more drifting than racing took place.

# — MAGNIFICENT M BOAT

## WHERE ARE THEY NOW?

Nevertheless, the Santa Barbara YC provided a fine venue, and there was much talk of another match the following year. It was not to happen. *Windward* came home to her berth at the St. Francis, and from then on sailed only a few times a year. Commodore Tobin's health had declined, and he no longer seemed interested in the big sloop. He finally sold her in 1956 to Don Chilcott, who moved her to Southern California and entered her in several Mexico races.

In January, 1958, *Windward* enjoyed one of her finest hours as she became the first yacht to finish the Acapulco Race, and set a new course record of 8 days, 12 hours in the process. She corrected out to first in Class A and second overall in the 35-boat fleet.

On the return trip from Acapulco, her crew anchored in the open roadstead at Yelapa and went ashore. On February 15, her anchor chain parted and though the crew were able to get back aboard, she went aground. In spite of salvage efforts,

Although a number of older designs were rerigged and classified as M-Class yachts over the years, only six 'true' M's were ever built. Three were identical Burgess and Morgan designs built side by side at Abeking and Rasmussen and launched in 1929 — *Simba*, *Avatar* and *Valiant*. The three American-built M's were *Prestige* (designed by Starling Burgess), *Windward* (Charles Mower) and *Istalena* (L. Francis Herreshoff).

*Avatar* became *Pursuit* (see sidebar "Last of the Breed"). You know what happened to *Windward*. As far as we could find out, here's what became of . . .

\* *Simba* was sold, resold and renamed a number of times. Her subsequent names, in order, were *Patolita*, *Barlovento*, *Sirius II* and, finally, *Formidable*. As *Patolita*, this is the boat that Charles Wiman raced against *Windward* in the '51 and '52 match race series.

Under three of her names, the boat

participated in a total of four Hawaii races. Her best performances were two third place finishes in Class A, as *Patolita* in 1949, and as *Barlovento* in 1957. As *Formidable*, she was eventually acquired by a Dutch owner who shipped her to Holland intending to restore her. At last report a few years ago, the boat was a skeleton and he had run out of money.

\* *Istalena*, the radical double-ended M designed by Herreshoff, spent many years sailing the Great Lakes, possibly as *Saber*. She eventually went to South America, where she was never heard from again.

We weren't able to find out what became of *Valiant* or *Prestige*.

\* As for Cyril Tobin, that 'declining health' apparently didn't bother him too much. He passed away in 1977 at the age of 97. It was said at the time that if he hadn't smoked, he might have lived to be 120.

within days she was a total loss. And so passed a part of all that was grand about the sport of yacht racing, and much that

was integral to the development of Bay and West Coast yacht racing.

— robert c. keefe

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Jonathan Livingston, Susie Grubler and Brian Larkey sailed as a trio to win Division C of the West Marine Pacific Cup.

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# THE BEAUTY OF

"Without question, the greatest invention in the history of mankind is beer. Oh, I grant you that the wheel was also a fine invention, but the wheel does not go nearly as well with pizza."

— Dave Barry

**H**allelujah! Daylight savings time begins on April 3, signalling the unofficial start of the 2005 beer can racing season. To celebrate the return of these low-key, fun series, we've dusted off *The Ten Commandments of Beer Can Racing*, which reads almost as well today as when they first ran in our May, 1989, issue. Okay, they're not quite as inspired as the ones Moses brought down from the mountain, but they'll have to do.

We've also identified 26 Northern California beer can series in the box below, and there are no doubt more — please send us the 411 on your club's series and any corrections to our list, which will be moved to *Calendar* starting next month.

If you study the dates of the various beer can series, you'll see that it's literally possible to sail five weeknights in a row some weeks — which reminds us to reissue the *Latitude 38* Beer Can Challenge. Anyone who staggers through five beer cans — the races, not the almost six-pack — in a row will receive a *Latitude* t-shirt, your picture and write-up in the magazine, a snappy title of your choosing like 'King of the Kegs' or 'Baron of the Brewskis' or 'Poobah of the Pilsner' and, of course, the undying adulation of the entire Bay Area sailing community. For about 15 minutes, anyway. Check in with us before you start your assault, and be sure to take notes and pictures.

Speaking of beer, it's 5:00 on Friday afternoon and we need to go start training for the rigors of the upcoming battles. Our 'home' series, the Corinthian YC Friday Nighters, starts on April 8 and we can hardly wait. We hope you, too, will

support your local beer can series — it's good for your mental health, and might even make you a better sailor. Bottoms up!

\*\*\*\*\*

## The Ten Commandments of Beer Can Racing

**1)** Thou shalt not take anything other than safety too seriously. If you can only remember one commandment, this is the one. Relax, have fun, and keep it light. Late to the start? So what. Over early? Big deal. No instructions? Improvise. Too windy? Quit. Not enough wind? Break out the beer. The point is to have fun, but stay safe. Like the ad says, "Safe boating is no accident."

**2)** Thou shalt honor the racing rules if thou knowest them. *The Racing Rules of Sailing 2005-2008*, unless specifically stated elsewhere in the Sailing Instructions, is the current rules bible. Few sailors we know have actually studied it cover to cover — it's about as interesting as reading tax code or the phone book. For beer can racing, just remember some of the biggies (port tack boats shall avoid starboard ones; windward boats shall avoid leeward ones; and outside boats shall give room at the mark). Stay out of the way of big-

ger boats, pay your insurance premiums and keep a low profile unless you're sure you know what you're doing. Like most things, it boils down to common sense.

**3)** Thou shalt not run out of beer. Beer (a.k.a., brewskis, chill pills, thought

LATITUDE/ROB



## 99 BOTTLES OF BEER ON THE WALL, 99 BOTTLES OF BEER...

**BAY VIEW BC** — Monday Night Madness, Spring Series: 4/18, 5/2, 5/16, 5/30, 6/13, 6/20. . . Fall Series: 7/25, 8/8, 8/22, 9/5, 9/19 (make-up), 9/26 (Champion of Champions). John Super, (415) 664-0490.

**BENICIA YC** — Every Thursday Night: 4/7-10/6. Joe Marra, (707) 746-6600.

**BERKELEY YC** — Every Friday Night: 4/8-9/30. Paul Kamen, (510) 540-7968.

**CAL SC** — Year round Sunday morning Lido 14 races, intralub only. Ed Corbett, [racing\\_chair@cal-sailing.com](mailto:racing_chair@cal-sailing.com).

**CORINTHIAN YC** — Every Friday Night: 4/8-

9/2. Michael Moradzadeh, (415) 435-4771.

**COYOTE POINT YC** — Every Wednesday Night: 4/6-10/26. Mike Finn, (408) 866-5495.

**ENCINAL YC** — Friday Nights. Spring Twilight Series: 4/15, 4/29, 5/13, 6/3, 6/17. . . Summer Twilight Series: 7/29, 8/12, 8/26, 9/16, 9/30. Tony Shaffer, (510) 522-6437.

**FOLSOM LAKE YC** — Every Wednesday Night: (916) 5/4-9/28. John Poimiroo, [john@poimiroo.com](mailto:john@poimiroo.com).

**GOLDEN GATE YC** — Friday Nights: 5/13, 5/27, 6/10, 6/24, 7/8, 7/22, 8/5, 8/19, 9/2. Gary Salvo, (916) 363-4566.

**HP SAILING CLUB** — El Toro Races. Every Wednesday Night: 4/6-10/26. Dan Mills, (831) 420-3228, or [www.hpsailingclub.org](http://www.hpsailingclub.org).

**ISLAND YC** — Friday Nights: 4/22, 5/6, 5/20, 6/10, 6/24, 7/22, 8/5, 8/19, 9/9, 9/23. Joanne McFee, (925) 254-5384.

**LAKE TAHOE WINDJAMMERS YC** — Every Wednesday Night: 5/4-10/26. Kurt Rasmussen, (530) 541-1129, [rasm@charter.net](mailto:rasm@charter.net).

**LAKE YOSEMITE SA** — Every Thursday Night: 5/5-9/1. Jim Stealy, (209) 383-6149, or [ozonejim@aol.com](mailto:ozonejim@aol.com).

**MONTEREY PENINSULA YC** — Sunset Se-

## — BEER CAN RACING



cylinders) is the beverage that lends its name to 'beer can' racing; obviously, you don't want to run out of the frothy nectar. Of course, you can drink whatever you want out there, but there's a reason these things aren't called milk bottle races, coca-cola can races, hot chocolate

**Twilight zone — 'Silver Bullet' (aka 'Coors Lite') and 'Recidivist' glide home in a Corinthian YC Friday Nighter. Is there any better way to end the work week and kick off the weekend?**

races or something else. Just why beer is so closely associated with this kind of racing escapes us at the moment, but

it's a tradition we're happy to go along with.

**4)** Thou shalt not covet thy competitor's boat, sails, equipment, crew or PHRF rating. No excuses or whining; if you're lucky enough to have a sailboat,

ries. Every Wednesday Nigh between 4/6 and 9/28. Ronald Baxter, (831) 626-9169, or *Ron. Baxter@TFDG.com*.

**OAKLAND YC** — Sweet 16 Midweek Series. Wednesday Nights: 5/11-6/29& 7/27-9/14. Ted or Diane Keech, (510) 769-1414.

**RICHMOND YC** — Wednesday Nights: 5/4, 5/18, 6/1, 6/15, 7/6, 7/20, 8/3, 8/17, 9/7, 9/21. Eric Arens, (510) 841-6022.

**ST. FRANCIS YC** — Folkboat Wednesday Nights: 5/4, 5/11, 5/18, 5/25, 6/1, 6/8, 6/15, 6/22, 6/29, 8/3, 8/10, 8/17, 8/31. John Craig, (415) 563-6363.

**SANTA CRUZ YC** — Wet Wednesdays.

Every Wednesday Night during Daylight Saving Time. Larry Weaver, (831) 423-8111, *lweaver@cruzio.com*.

**SAUSALITO YC** — Tuesday Nights. Spring Sunset Series: 4/26, 5/10, 5/24, 6/7, 6/21. Summer Sunset Series: 7/26, 8/9, 8/23, 9/6, 9/20. George Shea, (415) 999-9358.

**SEQUOIA YC** — Every Wednesday Night: 4/13-10/12. Charlie Watt, (650) 361-9472.

**SIERRA POINT YC** — Every Tuesday Night: 5/3-8/30. Larry Walters, (650) 579-3641.

**SOUTH BEACH YC** — Friday Nights: 4/22 (practice), 4/29, 5/6, 5/20, 6/3, 6/17, 6/24, 7/15, 7/22, 7/29, 8/5, 8/19, 8/26. Sherry Nash, (650)

302-1187.

**STOCKTON SC** — Every Wednesday Night: 6/1-8/24. Jim Hachman, (209) 474-6659.

**TAHOE YC** — Summer Beer Can Series: Every Wednesday Night, 6/1-8/31. . . Fall Beer Can Series: Every Wednesday Night, 9/7-9/28. Laser Series: Every Monday Night, 5/30-8/29. Valerie Melucci, (530) 581-4700.

**TIBURON YC** — Friday Nights: 5/20, 6/3, 6/10, 6/17, 7/8, 7/22, 7/29, 8/12, 8/19, 8/26. Lesa Kinney, (415) 332-4014.

**VALLEJO YC** — Every Wednesday Night, 4/6 through 9/28. Gary Cicerello, (707) 643-1254.



# THE BEAUTY OF BEER CAN RACING

just go use it! You don't need the latest in zircon-encrusted widgetry or unobtainium sailcloth to have a great time out on the water with your friends. Even if your boat's a heaving pig, make modest goals and work toward improving on them from week to week. Or don't — it's only beer can racing.

**5)** Thou shalt not amp out. No screaming, swearing, or overly aggressive tactics. Save that stuff for the office or, if you must, for Saturday's 'real' race. If you lose it in a Friday nighter, you're going to run out of crew — not to mention friends — in a big hurry. Downing a quick chill pill on the way to the starting line has been medically proven to have a calming influence on the nerves.

**6)** Thou shalt not protest thy neighbor. This is extremely tacky at this level of competition and should be avoided at all costs. Perhaps it's justifiable if one's boat is damaged and blame needs to be established, but on the whole, tossing a red flag is the height of bad taste in

something as relatively inconsequential as a beer canner. Besides proving that you're unclear on the concept of beer can racing, it screws up everybody's evening, including yours. Don't do it — it's bad karma.

**7)** Thou shalt not mess up thy boat. Everybody knows some hardcore weekend warrior who ripped his sails up in a Friday night race and had to sit out the championship race on Saturday. The point is that it's not worth risking your boat and gear in such casual competition: like the song says, you got to know when to hold 'em, and know when to fold 'em. Avoid other boats at all costs, not to mention buoys and other hard objects. If you have the luxury of two sets of sails, use the old ones.

**8)** Thou shalt always go to the yacht club afterwards. Part of the gestalt of beer can races is bellying up to the yacht club bar after the race. Etiquette demands that you congratulate the winners, as well as buy a round of drinks for

your crew. Besides, the bar is a logical place to see old friends and make new ones. However, when meeting new sailors, avoid the gung-ho, overly serious types who rehash the evening in such gory detail that the post mortem (yawn) takes longer than the race. As much as we enjoy a quick romp around the cans, there's more to life.

**9)** Thou shalt bring thy spouse, kids, friends and whoever else wants to go. Twilight races are great forums for introducing new folks to sailing, such as your neighbors, out-of-town visitors, co-workers or maybe even the family dog. Always bring your significant other along, too — coed crews are happy crews. And don't just make the newcomers watch — give them a job on the boat. Get everyone involved.

**10)** Thou shalt not worry; thou shalt be happy. Leave the cellular phone in the car, bring the ghetto blaster. Lighten up, it's not the Big Boat Series. Have fun, and we'll see you out there!

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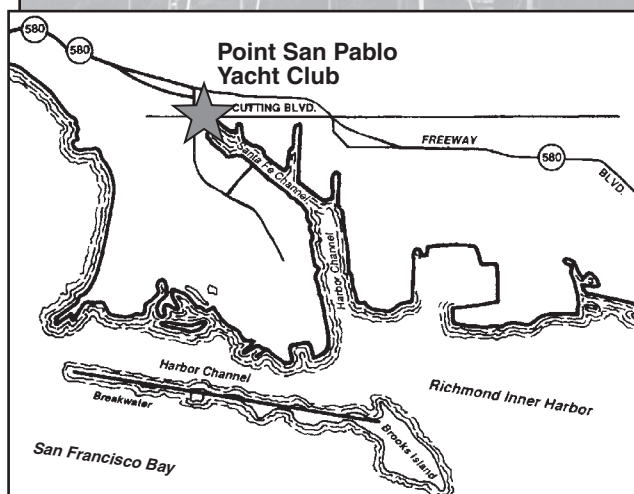
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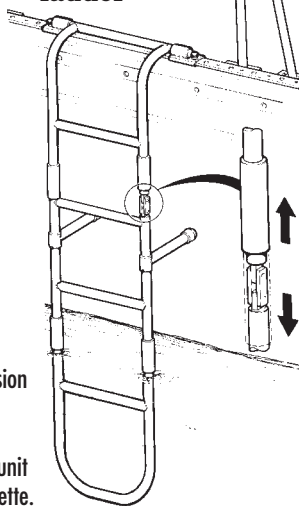
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# PACIFIC PUDDLE JUMP, PT. I

As far as we can tell, the annual Pacific Puddle Jump is completely unique among sailing events. It requires participants to sail roughly 3,000 miles across open water with no possibility of an emergency landfall. Its participants begin on different dates from a variety of different locations and 'finish' at one of several remote South Sea islands. It attracts roughly 50 boats a year, yet is neither sanctioned nor administered by any yachting authority and receives no commercial sponsorship. It has no rules and finishers receive no trophies.

For the uninitiated, we're talking about the annual springtime migration of cruisers from Mexico to French Polynesia, which we've dubbed the Pacific Puddle Jump. For would-be circum-navigators traveling through the tropics, this crossing is the largest patch of open water they will encounter while circling the globe. Regardless of a boat's size or the number of crew aboard, completing the Puddle Jump is a substantial accomplishment, the likes of which most sailors only dream about. Thus, we've dedicated a substantial amount of 'real estate' this month and next to profiling members of this year's disparate fleet.

While the Puddle Jump has no official organizing body, sailors who intend to make the crossing somehow find each other and typically hold a variety of pre-departure meetings to share information, routing strategies, charts and related literature. During the passage, few, if any, attempt to sail in tandem. But most participate in daily HF radio nets in which the leaders relay weather

**Are 'Latitude' Crew List parties worth attending? Gary and Sally of 'Navigator' think so.**



info back down the line.

In order to become acquainted with the passage-makers profiled here, we relied on a time-honored technique: We lured them to our annual Kickoff Party with the promise of free beer and hors d'ouvres! As in years past, our little shindig (February 28) was generously cohosted by the Vallarta Yacht Club and the luxurious Paradise Village Resort and



ALL PHOTOS LATITUDE / ANDY

**"How did they talk me into this?" wonders singlehander Susan Meckley of 'Dharma'.**

Marina, located on Banderas Bay, just north of Puerto Vallarta.

As you read this, roughly half the fleet is in mid-ocean, closing in on idyllic landfalls that most of these sailors have been dreaming about for decades. We salute their bold adventure and wish them all the best of luck. (Look for a second installment next month, profiling those PJers leaving from Zihua and elsewhere.)

## **Dharma — Challenger 32 Susan Meckley, Alameda, CA**

Susan gets top billing here because she was courageous enough — or should we say foolish enough — to allow herself to be shanghaied as this year's de facto group leader. Her organizational chores will end when *Dharma* leaves the dock, however, as she is the fleet's only singlehander, and will be sailing aboard its smallest boat.

But Susan isn't your average lady sailor. She's over 6 feet tall, broad-shouldered, and, at 72, has more spunk than most 40-year-olds. She learned to sail more than 50 years ago, at age 16, and before she turned 20 she'd conjured up a voyaging goal that has stayed with her all her life. After earning her first Ham radio license at age 19 (in 1952), she followed the travels of an early South Pacific cruiser named Danny Weil, who

broadcast Ham calls to listeners on the mainland from many remote Pacific Islands. (This practice is called a DXpedition in Ham circles.)

Now retired from a military career in both the Army and Navy, Susan has plans to make Ham calls from 23 remote locations including rarely visited Wallis and Fortuna Islands. Her other goal is to find an island to call home, perhaps in the Marshalls, Samoa or Palau. If none of them seem right, she'll continue on to Phuket, Thailand where she *had* a home before the tsunami destroyed it.

But why singlehanded? Apparently she just likes solo sailing, as she's been at it for many years. Two years ago, however, before beginning this grand adventure, she thought it wise to downsize, so she traded her Brewer 46 *Ménage à Trois* for this 32-footer. "At 70, I figured I was too old to singlehand my old 46-footer offshore." Susan is the mother of five, but none of her grown 'kids' are sailors, so we weren't surprised to hear her say, "They all think I'm crazy!" But, we certainly don't agree. In fact, sailing west to points unknown sounds like a perfectly rational idea to us.

## **Navigator — Beneteau Oceanis 461 Gary Cook & Sally Hose, Ventura, CA**

Since we first met Cap'n Gary on the 2000 Baja Ha-Ha, some things have *really* changed aboard *Navigator* — most notably, the first mate.

After Gary's marriage ended several years ago, he met Sally at a *Latitude 38* Crew List party, one thing led to another, and, well, . . . they're now heading off to Tahiti together.

We have a feeling their union will last, as they are both longtime sailors, they're well accustomed to the cruising life — she's been at it for 11 years, while he's been cruising since 2000 — and they both share similar dreams of bluewater sailing.

When he was a kid, Gary's military family was stationed in various areas off the South Pacific, so parts of this cruise will be a homecoming of sorts. He can still vividly remember his first opportunity to crew on a sailboat in the Philippines — a voyage credited with launching his cruising dreams.

Like most Puddle Jumpers this year, Gary and Sally plan to explore French Polynesia, then island-hop to New Zealand before the beginning of typhoon season. Once there, they'll ponder further plans.





## — WESTWARD MIGRATION



*The Banderas Bay contingent of the Class of 2005 Pacific Puddle Jumpers strikes a pose atop a mock Mayan temple at Paradise Village.*



# PACIFIC PUDDLE JUMP, PT. I



*No more waiting on charter guests for Dennis and Cindi. This trip is a pleasure cruise.*

## **Sea Bear — Gulfstar 68 Dennis Roquet & Cindi Scott Friday Harbor, WA**

You might say that Dennis and Cindi are on a bussman's holiday, as they have worked together for years running back-to-back charters in Alaska and the Pacific Northwest. Now it's time to enjoy the fruits of their labor, as they begin their much-anticipated South Pacific cruise aboard one of the slickest boats in the fleet.

Dennis has been working aboard boats since his early 20s. (In fact, many moons ago he and *Latitude's* Managing Editor, John Riise, spent a year and a half crewing together in the Med.) During his long career chartering and running private boats for wealthy owners he's been just about everywhere *except* the South Pacific. Hence, this year's cruise.

Cindi — who first met Dennis at a Long Beach high school — may not be quite as 'salty' as Dennis, but she can whip up gourmet fare while under sail and, as she puts it, "I'm always up for an adventure." Among the places they'd like to visit eventually are the Greek Islands, where Dennis hopes to reconnect with fishermen he knew there 30 years ago.

On the trip to French Polynesia, *Sea Bear* will have additional crew: Tommy and Binkey Pichard, and Tom Pezman.

*Two years after buying 'Laelia', Howard and Judy are eager to tackle the blue Pacific.*



## **Laelia — Kennex 42 cat Howard & Judy Wang, Ventura, CA**

Howard and Judy began thinking seriously about going cruising about 10 years ago. Then in 2003, when Howard retired, they went boat shopping and eventually found *Laelia*, one of only two Kennex cats on the West Coast.

Among the things that inspired them to embark on this ambitious cruise, Howard remembers reading Tania Aebi's 1989 book *Maiden Voyage* and thinking, "Hey, if this 16-year-old can do it. . ." High on their list of must-see destinations is Tonga, where they hope to spend a good deal of time before crossing to New Zealand.

After a couple of years of cruising, Howard's advice to the wannabees back home is to "Do some serious shakedown cruises and get your boat totally ready before you leave home. It's very hard to do upgrades in Mexico due to the lack of parts here and the heavy import taxes." To that, Judy adds, "Due to the heat and humidity here, and elsewhere in the tropics, it takes twice as long to do anything. It really slows you down."

## **Northern Lights — Nordic 44 Larry and Jeff Pollock, Fox Is., WA**

Here's a crew combination you don't often see these days. Cap'n Larry and first mate Jeff are father and son. Crossing an ocean together seems like an ideal bonding opportunity to us. "Well, I hope so," says Larry with a laugh. "So far we haven't been able to spend too much time together without wanting to kill each other."

The pair came down in the fall of 2003, spent the winter in La Paz, then relocated to Puerto Vallarta this year. On their open-ended cruise they expect to island-hop along the 'cruiser milk run' to New Zealand, then reassess. Hopefully they'll still be speaking to one another! Meanwhile, Mom and two other grown children are expected to fly in to various choice locations along the way to enjoy the less challenging side of cruising.

## **Velocity — Hallberg-Rassy 43 John & Lauren Kutschka**

"On our third date (back in 1989) he asked me if I wanted to go cruising," says Lauren. "I thought, 'What the heck is cruising?' But he was cute, so I said, 'Sure, I'm in.'" According to John there was a bit more to it than that, but 16 years — and three boats — later here they are ready to jump off for the Mar-

quesas. Pretty cool, eh?

Whenever we meet cruisers with Hallberg-Rassys, we always have to ask if they know sail training instructor John Neal — who has long been a vocal proponent of these sturdy Swedish-built boats. Sure enough, John Kutschka took a course in the South Pacific with John Neal in '97, which not only inspired him to buy a similar boat, but also "sealed his fate" in terms of his desire to go cruising.

Over the years John and Lauren also prepped for cruising by doing 10 bare-boat charters in Caribbean with The Moorings. "The only bad part was that we never wanted to give the boat back," says John. Their advice to the wannabes back home: "Life is short. You'll never have 'enough' money, so just go!"

## **Whinchat — Seabird 37 Raine & Liette Riutta Vancouver, BC**

For Raine and Liette, this Pacific cruise is a rebirth of sorts. Thirty years ago they set sail from Mexico bound for Hawaii, and they've yearned to get back 'out there' ever since.

We loved hearing about that first cruise — back when life was simple. "We really roughed it," recalls Raine. "We took off with no charts of the Hawaiian Islands, only a large planning chart of the entire Pacific. And we had no radio." A day or two out their engine crapped out, but they did have a "wonderful" Monitor Windvane and a sextant which they more or less knew how to use. And, of course,

*When Lauren hooked up with John (of 'Velocity'), she also adopted his dream of cruising.*





**Having paid their dues in the working world, Bill and Joan of 'Sage' are rarin' to go.**

they also had the optimism of youth on their side.

These days, notes Liette, they have plenty of charts and loads of high tech gear on board. But, ironically, they now have to "worry about it breaking down."

On that first trip they only got as far as Hawaii, so now they are eager to explore all the must-see South Pacific islands that they've been reading about for decades. "We've always remembered how we felt when we arrived at the Strait of Juan de Fuca from Hawaii 30 years ago," says Raine. "We'd fallen in love with the ocean and the sailing way of life, and we didn't really want to see land again. If we could have afforded it at the time, we would

## — WESTWARD MIGRATION

have turned around and headed for Australia." Now, finally, they've got a second chance.

### **Sage — Beneteau Oceanis 461**

**Bill & Joan McKnight, Larkspur, CA**

Bill, an engineer, and Joan, an elementary school teacher, are world travelers who have already seen a variety of South Pacific islands, but never by boat. Back in the early '70s they hopped on a Swedish freighter and 'cruised' from San Francisco to Tahiti, then island-hopped by plane to Tonga, Fiji and points west. They realize they are probably in for a shock, especially in the Tahitian islands. Thirty-five years ago they were invited to crew aboard local fishing boats and they remember "introducing the Frisbee to the people of Tahaa." They would

meet an occasional cruiser, but there were no charter fleets and few roads.

This time they look forward to seeing more remote areas such as the Marquesas and Tuamotus, as well as reconnecting with old friends in Tonga and Fiji.

Both are longtime sailors: Bill first learned seamanship in the San Francisco Sea Scouts, while Joan's initiation into the sailing world was on her first date

with Bill — aboard the Snipe that he'd built himself. That was their only boat until a few years ago when they made the radical upgrade to this sleek 46-footer.

One bit of advice they offer to future cruisers is: "Do it, but remember, there is so much more to cruising than just sailing. . . Everything takes longer and sometimes things go wrong.

Expect it, be patient and don't forget to laugh! The highs will outnumber the lows."

### **Wandering Star — Hallberg-Rassy 352** **Russ Spencer & Shirley Higginson** **Abbotsford, B.C.**

Russ and Shirley aren't concerned about hitting rough weather during the long trip to the Marquesas, as they figure they've already endured their quota. Here's their logic: In the book *Storm Tactics*, authors Lin and Larry Pardey apparently wrote that you'll typically only see stormy weather about 3% of the time while cruising. But, according to Russ, during their five years of cruising to date, "Every time we've gone out on a passage of five days or more, we've been hit by a storm — including a particularly nasty blow off Cape Mendocino. So you don't want to sail with us!"

For them, the dream started while on vacation in the Bahamas. They were walking the docks, when they met a



**Russ and Shirley are hoping to see plenty of blue skies on their trip west.**

young family who introduced them to the concept of cruising under sail. "Wow," said Shirley, "you can do this?" Upon returning home, they immediately enrolled in a sailing course, learned to scuba dive and soon after bought their first boat.

Early retirees from entrepreneurial careers, they now seem equally invested in the cruising dream. No wonder. They've been together since they were 15. One difference, though, is that Russ was always a 'water person' while Shirley was not. In fact, she's still a nonswimmer. "For me this was a fearful thing for quite some time, but I'm really excited about moving beyond that fear. I think I'm going to achieve another level by doing so, and that will make my whole life more enjoyable."

**Three decades later, Raine and Liette of 'Whinchat' are finally heading back 'out there'.**





# PACIFIC PUDDLE JUMP, PT. I



*Opting out of the crossing, Susan will fly out to meet Kit and 'Wind River' in the Marquesas.*

## **Wind River — Tayana 37 Kit Hanes, Seattle, WA**

Although Kit, a retired mathematics professor, had done a lot of rock climbing and wilderness camping in his earlier years, he only got into sailing in 1999 with the purchase of *Wind River*. Seems as though it was a long-delayed impulse, because he clearly remembers being inspired by the writings of the Hiscocks many years ago.

Kit and his ladyfriend Susan, also a neophyte, paid their dues while coming down the Washington coast, as they faced "40-knot winds and seas as big as houses." As Kit recalls, "We learned that the boat is stronger than the people in it!"

Although Susan says she and Kit get along amazingly well at sea, she admits that she's a "high anxiety sailor" when offshore, so she's opted to skip the actual Puddle Jump and rejoin Kit in French Polynesia. They will then island-hop to New Zealand. An old friend, Tom Ten-

## 2005 PACIFIC PUDDLE JUMP FLEET

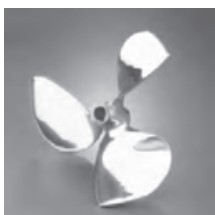
BOAT NAME	CAPT & CREW NAMES	BOAT TYPE & LGTH	HOMEPORT	DPT FROM
<i>Anduril</i>	Don & Erika Sandstrom	Cross 40 tri	Richmond, CA	Zihuatanejo
<i>Akauahelo</i>	Brent & Susan Lowe	Royal Passport 47	Seattle, WA	Hawaii
<i>Calliope</i>	Skip & Wendy Rodriguez	Valliant 40	Seattle, Wa	Puerto Vallarta
<i>Carmelita</i>	The Reid Family	Kelly Peterson 44	Santa Cruz, CA	Zihuatanejo
<i>Costa Vida</i>	Mark Schlichting & Jean Wood	Brent Swain 36	N/A	Zihuatanejo
<i>Dharma</i>	Susan Meckley	Challenger 32	Alameda, CA	Puerto Vallarta
<i>Er Nibs</i>	Norah & Merle Zarow	Hunter 42	San Diego	Puerto Vallarta
<i>Eros</i>	Shelly & Jody Ward	N/A	N/A	Puerto Vallarta
<i>Gemrit</i>	Brian & Susan Gochoel	C&C 38	N/A	Zihuatanejo
<i>Grasal</i>	Gregg & Jean Tranter	Ontario 32	Victoria, BC	Zihuatanejo
<i>Icarian</i>	Brian Woodward	N/A	N/A	Puerto Vallarta
<i>Interlude</i>	Frank & Linda Szerdahelyi	Cheoy Lee 32	San Francisco, CA	Mazatlan
<i>Jamboree</i>	Bruce & Nora Slayden	Island Packet 485	Sisters, OR	Zihuatanejo
<i>Laelia</i>	Howard & Judy Wang	Kennex 42 cat	Ventura, CA	Puerto Vallarta
<i>Paloma Blanca</i>	Tom Dameron	Jeanneau 45	Las Vegas, NV	Puerto Vallarta
<i>Med Viking</i>	Bernard Debbasch	Beneteau 411	Newport Beach, CA	Los Angeles
<i>Moana</i>	Sam & Sally Peterson	Downeast 32	San Diego, CA	Zihuatanejo
<i>Moonlight</i>	Ron Olson	N/A	N/A	Puerto Vallarta
<i>Navigator</i>	Gary Cook & Sally Hose	Beneteau Oceanis 461	Ventura, CA	Puerto Vallarta



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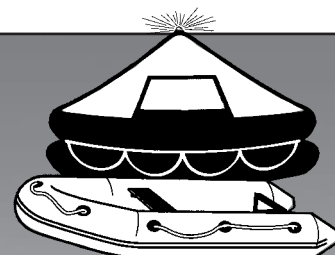
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## — WESTWARD MIGRATION

nies, will crew for Kit on the crossing.

### **Seafire — Searunner 40 The Dean Family, Seattle, WA**

When you consider all the trials and tribulations they've endured since leaving Seattle three and a half years ago,

it's amazing how upbeat and cheerful the Dean family is. Their vintage 1979 tri needed a lot of repairs on the trip south, and by the time they reached the Sea of Cortez, she had sprung a leak in her centerboard trunk



**A new generation of Deans prepares to conquer the South Pacific aboard Grandpa's trimaran.**

which put the family's proposed Puddle Jump back a year. Then, seven weeks after they finally resumed active cruising, the aptly named *Seafire* was struck by lightning. Five more months of repairs in San Carlos set their Pacific crossing back another year. Then, a month after arriving at Banderas Bay, Bill (aka Dad)

BOAT NAME	CAPT & CREW NAMES	BOAT TYPE & LGTH	HOMEPORT	DPT FROM
<i>Nereida</i>	Kate Graeme & Tom Hollingshead	C&C 39	Vancouver, BC	Puerto Vallarta
<i>New Focus</i>	Paul Biery	Catana 431	Livermore, CA	Zihuatanejo
<i>Northern Lights</i>	Larry & Jeff Pollock	Nordic 44	Fox Is., WA	Puerto Vallarta
<i>Novia</i>	Ann & James Parry	Dreadnought 32	Southampton, UK	Zihuatanejo
<i>Pegasus</i>	The Stephens Family	Cheoy Lee 40	Bainbridge Is., WA	Zihuatanejo
<i>Redwood Coast II</i>	Don and Anne Taber	Marples 44 tri	Santa Cruz, CA	Zihuatanejo
<i>Sage</i>	John & Bill McKnight	Beneteau Oceanis 461	Larkspur, CA	Puerto Vallarta
<i>Seaductress</i>	Fred Cassell	N/A	N/A	Puerto Vallarta
<i>Seafire</i>	The Dean Family	Searunner 40 tri	Seattle, WA	Puerto Vallarta
<i>Seayanika</i>	Erik & Katriana Vader	Cal-Vader 49	Vista, CA	Zihuatanejo
<i>Sea Bear</i>	Dennis Roquet & Cindi Scott	Gulfstar 68	Friday Harbor, WA	Puerto Vallarta
<i>Shearwater</i>	Bob & Terry Hood	N/A	N/A	Puerto Vallarta
<i>Sidetrack</i>	Frank Keavy & Brenda Howard	Passport 42	Portland, OR	Mazatlan
<i>Skua</i>	Richard Herring	N/A	N/A	Puerto Vallarta
<i>Sonrisa</i>	Greg & Deb Claesson	Hunter Passage 450	Long Beach, CA	Puerto Vallarta
<i>Suka</i>	Doug & Debra Barnsworth	CT41	Long Beach, CA	Zihuatanejo
<i>Tequila</i>	Quinn Closson & Mikey Zeck	Roberts 53	San Diego	La Paz
<i>Tin Can</i>	Ian Knowles & Becky Lloyd-King	Bruce Roberts 434	N/A	Zihuatanejo
<i>Tournesol</i>	Scott Duncan & Pam Habek	Valiant 32	San Francisco, CA	Zihuatanejo
<i>Velocity</i>	John & Lauren Kutschka	Hallberg-Rassy 43	Seattle, WA	Puerto Vallarta
<i>Wandering Star</i>	Russ Spencer & Shirley Higginson	Hallberg-Rassy 352	Dublin, Ireland	Puerto Vallarta
<i>Whinchat</i>	Raine & Liette Riutta	Seabird 37	Vancouver, BC	Puerto Vallarta
<i>Wind River</i>	Kit Hanes & Tom Tennies	Tayana 37	Seattle, WA	Puerto Vallarta

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# PACIFIC PUDDLE JUMP, PT. I

broke his back due to a freak medical accident which led to a year of convalescing.

We're happy to report, however, that now the entire family — and their boat — seems to be fit and ready to tackle the big blue Pacific. Although *Seafire* is equipped with many modern conveniences, Bill and his wife Karryn try to maintain some of the old-style mariner's spirit that Bill experienced as a kid when he sailed to French Polynesia with his parents aboard a home-built Piver Vic-tress. (His parents later built *Seafire*.) For example, they shun inflatables and outboards, preferring instead to commute ashore in their two sailing/rowing dinghies.

With their kids, Jackson, 12, and Naomi, 9, being 'home-schooled' along the way, the Dean's cruising plan is flexible. Initially, they expect to visit French Polynesia, the Cooks and Samoa before heading up into Micronesia — the less-traveled path.

**Er Nibs — Hunter 42**  
**Merle & Norah Zarow, San Diego, CA**  
Although Merle has some sort of dif-



**For Skip and Wendy of 'Calliope', a two-week cruise morphed into a 30-year romance.**

ficult-to-diagnose disease which has led to chronic weight loss, he and Norah seem determined to make this 3,000-mile crossing this year — "Before we get too old."

When we met them they were interviewing potential crew, to make the passage easier on them. "I like to travel," says Norah, "and I like to go to places I've never been before." Unlike the dynamics of many sailing couples, Merle jokes that, "She's dragging me along." They expect to spend at least two seasons in the South Pacific.

Merle and Norah first came down to the sunny latitudes of Mexico in '96 with *Baja Ha-Ha III*, and have been splitting their time between their Mexico-based boat and San Diego ever since.

**Calliope — Valiant 40**  
**Skip & Wendy Rodriguez**  
**Seattle, WA**

"When I was 29 years old," recalls Skip, "I was down in Florida sailing aboard my Alberg 35, while taking a break before beginning my medical residency. My crew had abandoned me after running into a gale in the Gulf of Mexico and I was about to set off to the Bahamas when this cute girl walked by. We chatted, arranged a short interview and the next day set off across the Gulf Stream to the Bahamas." He didn't realize at the time that the girl, Wendy, was only 19. She had intended to stay on for a couple of weeks, but stayed for six months. Five years later they got married and 30 years later they're still cruising.

Over the years, they've managed to squeeze in six years of cruising, including a return trip to the Bahamas and a two-year cruise from the Great Lakes

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## — WESTWARD MIGRATION

to Turkey. They upgraded to this Valiant for that trip.

This time around they expect to spend two years doing a South Pacific loop out to New Zealand and back home to the Northwest. By then they will have seen both ends of the spectrum, as they began this cruise by first sailing north to Alaska! Ren and Wanda Bilkey will crew to New Zealand.

**Sonrisa — Hunter Passage 450  
Greg & Deborah Claesson  
Long Beach, CA**

Greg apologized for being a bit grumpy the day we met him, but he'd just had a very frustrating experience with customs regarding boat parts he'd shipped down. He's not alone. Import headaches are one of the few complaints we ever hear about Mexico from cruisers.

Other than occasional bureaucratic snafus, however, Greg and Deborah have thoroughly enjoyed their two years in Mexico. "We've been most impressed by the wonderful local people, as well as the cruising com-



*By the end of the season, Deborah and Greg may take 'Sonrisa' all the way to Australia.*

munity and the ongoing adventure of discovering new places — truly amazing."

They've done lots of land travel over the years, and, although they started sailing together 25 years ago, this is their first major cruise. With an open-ended timetable, they expect to work their way west to Australia, then eventually circle home via Hawaii. Their advice to the wannabes back home: "If you don't go cruising when you have a chance, you're a damn fool!"

**Nereida — C&C 39  
K. Graeme & T. Hollingshead  
Vancouver, BC**

Tom didn't make it to our little fiesta, but Kate filled us in on *Nereida's* plan.

"Ours is a little different story," explains Kate. She had decided to take a year's sabbatical from her career as a marketing manager and invited Tom, a mechanical engineer, to go traveling with her.

He accepted, but convinced her to do their traveling under sail. They bought

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# PACIFIC PUDDLE JUMP, PT. I

*Nereida* last March, spent three months getting her organized and took off.

"So far, the biggest lesson I've learned about sailing is how plans *always* change." They'd originally intended to head from Vancouver directly to the South Pacific but instead spent half of their allotted time dawdling in California and Mexico. Nevertheless, Kate has no regrets and now knows that she loves the cruising life. If they stick to their new Plan A, they'll swing out to the Marquesas, then head home via Hawaii. But Kate is already making future plans: "I want to go home, pay everything off and start building a nest egg for an open-ended cruise."

## **Akauahelo — Royal Passport 47 Brent & Susan Lowe, Seattle, WA**

Having recently sampled South Pacific cruising, Brent and Susan's timetable is substantially different from that of most Puddle Jumpers. "Instead of crossing all the way to New Zealand in one season as most cruisers do, we're going to take several years to see the South Pacific Islands," explains Susan. "There's just too much to see."



**Although they sail a fast boat, Brent and Susan of 'Akauahelo' advise cruisers not to rush.**

They developed this 'go-slow' philosophy after sailing first to Ecuador in 2003, then out to the Galapagos and on to the Marquesas. A combination of minor boat problems and a reluctance to move through those remote islands too quickly, kept them in the Marquesas for five months, during which time they made many Polynesian friends and hiked to dozens of lofty waterfalls. When typhoon season approached, they headed north to Hawaii.

Last spring, they set off from Honolulu toward French Polynesia again.

But about 1,000 miles out they ran into a stretch of very rough, confused seas which lasted for days. The beating that *Akauahelo* endured eventually led to her dismasting in the middle of the night. They lost the whole rig, but were able to motor back to the Big Island without outside assistance.

Now, both they and their 47-footer are primed and ready for more cruising. After seeing more of French Polynesia, they intend to jog north to the Marshall Islands at the end of the season. (Brent and Susan flew out to our Puerto Valarta party from Hawaii just to meet other Puddle Jumpers.) "So far," says Brent, "the greatest highlight for us has been the local people we've met." To future cruisers he advises, "Don't be on a schedule. Be prepared to slow down if you find a place you like. You'll regret it later if you rush through."

On that note, we'll give it a rest until next month, when we'll profile another batch of Puddle Jumpers leaving from Zihua and Mazatlan.

— **latitude/aet**

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# CANTING KEELS

*In our December edition, Max Ebb and Lee Helm addressed the relative merits of canting keels vs water ballast. That article generated a thoughtful rebuttal in February from canting keel pioneer Matt Brown. The debate continues this month with the thoughts of Dave Beck, a friend of both Brown and Tom Schock who frequently sails Schock 40s. Since Beck has designed a boat or two of his own, has an engineering degree and claims to have "just enough knowledge to be dangerous," we*

I'd like to address some of the issues raised in the Matt Brown/Lee Helm exchange in your February issue.

1) The tone of the opening paragraph would seem to indicate that Ebb/Helm feel that since Matt Brown is the co-inventor/developer of the CTBF technology, his comments are apparently suspect. Irrelevant. Either his arguments stand up or they don't.

2) It would seem that the stored energy debate is moot. Starting with the Open Classes in Europe, and now the Volvo 70 as well as specific provisions for the technology in the IMS, IRC and PHRF rules, acceptance of canting ballast as a viable way to provide stability in offshore racing sailboats is a given. The technology makes for such fast, fun boats that most of us don't care what rule means what. Rating rule makers and race/regatta authorities have long had the right to make exceptions to sailing regs as technology and practice develop.

3) Some canting ballast boats are breaking as the designs develop. That's true, but hardly surprising at this stage of the technology. We broke a lot of lightweight composite hulls, carbon fiber masts (and aluminum before them), rod rigging and highly loaded fixed keel struts over the years before we got them right, too. Those technologies are now common on cruising and series production racer-cruisers.

4) Draft is not a canting ballast issue. Deep draft is fast. The current rating rules encourage (or at least don't discourage) deep draft. The existing canting ballast boats are no deeper than their fixed keel contemporaries, and everyone is getting stuck in the mud. Some design offices are offering the solution of lifting and now canting and lifting keels, mostly on high-end cruising boats. You take what you are willing to pay for and put up with. If the rule makers heavily penalized draft, the advantage would shift more strongly to canting ballast.

5) Multihulls versus monohulls — Of course a properly designed cat or tri will beat a monohull. If we were all serious about the ultimate in performance only, we would be sailing nothing but multihulls. Modern cats and tris are brilliant designs, and rarely turn over, though they still stay that way when they do (again, if you don't like that, don't sail multis). And while Corsair has addressed the dock/marina space issue at an

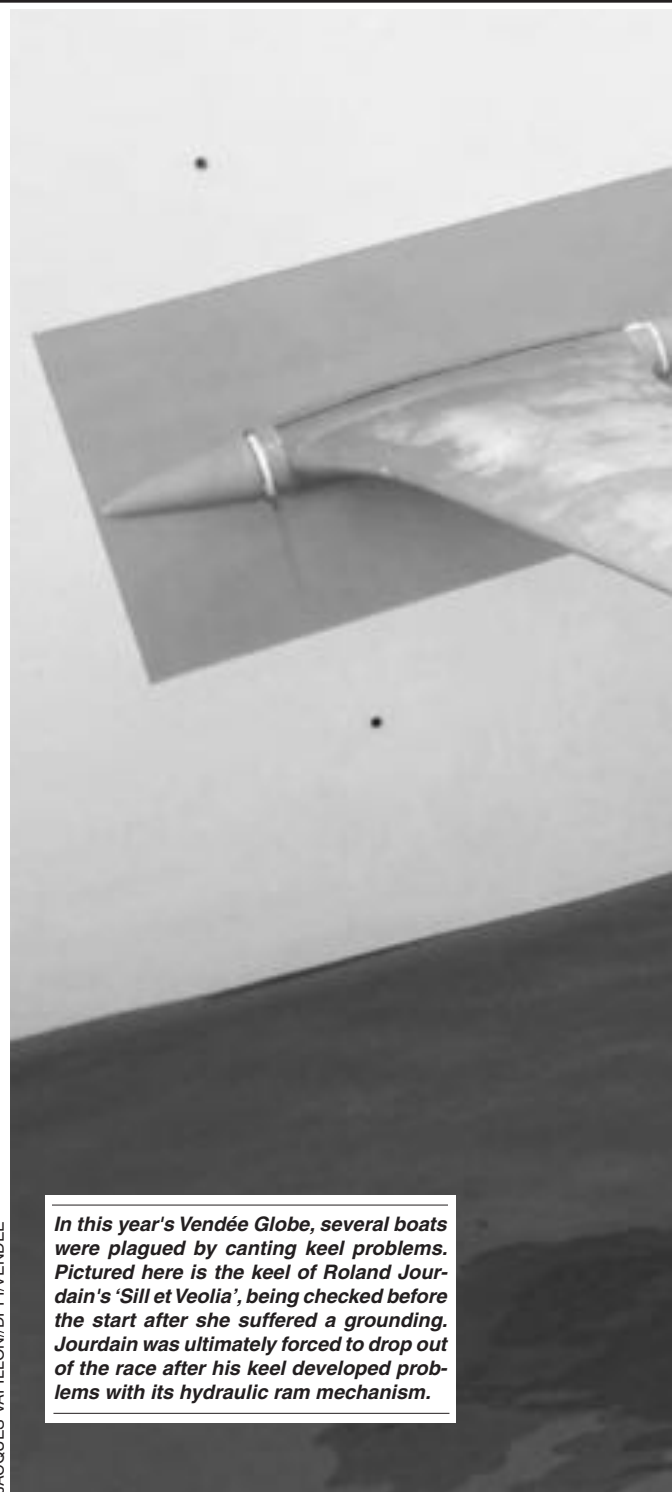
acceptable weight/performance cost, no viable ocean going cat has. Further, Dick Newick's maxim about multihulls, that you can have only two of the three desires

— low cost, high performance and good accommodations — still applies. The only logical reason to raise the issue of multihulls is to point out that canting ballast has at last provided a way for ballasted keelboats to cross over into skiff, if not multihull performance.

Max and Lee grant that canting ballast will make for better self-righting boats (This is a good thing, right?), but that man-overboards during knockdowns with the ballast on the wrong side are a greater concern. Maybe. People have been falling over in knockdowns for years, and we will have to see if the statistics change for canting ballast boats. I've been in wrong side knockdowns on a Schock 40. They feel about the same as any other good knockdown I've been in.

In any event, it's hard to see how our radically extended water ballast pod will be significantly different in this regard. Yes, the water goes neutral once immersed, but you still have all that stuff (pod, plumbing, strut, retraction/extension hardware) jammed out in the water. Further, the weight of the water doesn't go away, it's still out there, it's just less effective than lead, while strut/pod generates a huge drag/turning moment that will be hard for the rudder to overcome. Certainly when the pod/strut dives into the water in a high

*The technology makes for such fast, fun boats that most of us don't care what rule means what.*



*In this year's Vendée Globe, several boats were plagued by canting keel problems. Pictured here is the keel of Roland Jourdain's 'Sill et Veolia', being checked before the start after she suffered a grounding. Jourdain was ultimately forced to drop out of the race after his keel developed problems with its hydraulic ram mechanism.*

JACQUES VAPILLON/DPPI/VENDEE

speed jibe/knockdown its going to make for some interesting dynamic over-turning moments on the hull that a canting ballast boat will never have to deal with. Further, "right side" knockdowns still have the ballast-strut-over-center issue diagrammed in the February "Max Ebb" to deal with. Yes, you could add another system to jettison the strut, but it would remain to be seen how this would make for a better, cheaper, and — maybe — safer boat.

The Open 60's in the Vendée Globe all had wrong side knockdowns in wind and sea conditions none of us will ever

## — THE DEBATE CONTINUES



see, and none turned turtle, or laid over more than about 60 degrees. These are much beamier hulls than non-open class canting ballast boats, which makes the situation more dangerous than for a narrower hull. It would seem the safety issues are well addressed in the knock-down/overturning issue.

One positive aspect of research in this area is the work Farr and other design houses did in support of the Volvo 70 rule, where they analyzed and determined a rational minimum ballast on the wrong side stability. The result was rule limits on minimum hull beam

and cant angle to ensure that the boats had "wrong side" stability around 60% of the maximum "right side" stability.

It might also be worth pointing out here that the Open classes are just that, open. As long as the ballast doesn't heel the boat more than 10 degrees, anything goes. They went from side water ballast, to canting ballast. I would have expected one of these very skilled, competitive, inventive design houses to have tackled the water ballast pod idea, but maybe not. Everyone has their biases.

I do like the panic button, auto-canting ballast centering idea. It seems

like a good addition to canting ballast design practice, along with the existing emergency manual canting/pump systems.

As to the relative practical merits of the water ballast pod versus canting ballast, who knows? I would encourage Max and Lee to design such a boat, or work with one of the respected Bay Area designers to do so. Existing canting ballast systems are transparent in operation for their crews and make little intrusion into the interior or function of the boats that use them. A Schock 40's ballast strut swings through its 110 degree arc in 12



# CANTING KEELS

to 15 seconds. Paul Bieker has designed some wonderful water ballasted boats (*Dark Star* and *Riptide*) with excellent gravity ballast transfer systems that take about 35 to 45 seconds (through large diameter pipes, not hoses) to fully gravity transfer. Note that this has to be accomplished before you tack, while canting ballast transfers during the tack, with all the tactical considerations that implies in a short tacking duel. To load the water ballast requires an engine driven pump, though there are some ram fill systems if the boat is going several knots.

It remains to be seen what the functional and cost tradeoff would be in the water ballast strut/pod system. You need pumps and plumbing to fill the pods, a mechanism (winch driven?, electro-hydraulic?, electric?) to extend and retract the pods, a water transfer system, and the struts themselves. All this needs to fit and operate unobtrusively on deck amidst the other sailing activities, yet be stowable in port while withstanding weather/sun/salt. If the hardware is to be placed below deck, then it will be

operating in the very center of the boats cabin/galley area at about forehead level.

Is this cheaper/better/more practical than canting ballast? Try it and see, or at least do some good engineering design studies. The water ballast strut /

*Canting ballast transfers during the tack, with all the tactical considerations that implies in a short tacking duel.*

pod hardware should make for lively exchanges with competitors on crowded starting lines and tense mark roundings, though I can see the struts as a great place to mount twings, and bolting a sheave to it would allow it to stand in for a reaching strut.

A final point, and a final non-issue raised by Ebb/Helm. Matt Brown pointed out that the 7,000-pound Schock 40 is

highly trailerable. Again, most would agree that this is a good thing. The response is that it's bad that boats have to travel to race. In Lee's vernacular: "Like, your point being. . . ?" How can the current racing culture be reflected on a boat as a negative? Whether Key West is sponsored by an SUV or not, it's cool that your 40-foot racing boat is easy to get there should you elect to go.

I would close with the comment that I have enjoyed the wit and really great sailing technical ideas imparted in *Max Ebb* for a decade or so. I have learned a lot in those pages. I would expect Mr. Ebb and particularly Ms. Helm — as a respected technoid — to welcome and embrace a new technology that makes for really fun, fast boats, and that truly advances the state of the art into areas of performance that keelboats never approached before. If it's truly a better approach, I'd like to see the water ballast strut boat in action. As another fictional Bay Area resident once said, "Make my day."

— Dave Beck

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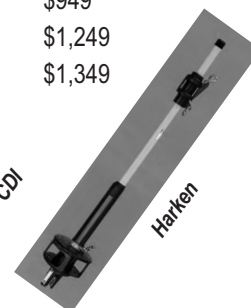
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# BANDERAS BAY REGATTA

When it comes to the perfect cruiser's regatta, the Banderas Bay Regatta near Puerto Vallarta has just about everything. It consistently has the best pleasure sailing conditions imaginable,



**The Benny 40.7 'Something Wicked' shows the form that made her the top boat in the regatta.**

with 10 to 15 knots of wind, flat seas, and air and water temperatures over 80 degrees. In Paradise Marina, the regatta has a world-class base just minutes from the starting line. A half-hour after the end of a race, you can be having two-for-one mai-tais served to you in the resort's hot-tubs overlooking the ocean. For the younger crew, the après race nightlife in Puerto Vallarta is all about dancing on bars and groping Spring Breakers in the froth of spermicidal foam. As if this weren't enough, there's no regatta entry fee and all the participants get 50% off on berthing.

The only thing missing from the Banderas Bay Regatta this year was participants. That's not entirely true, because 29 boats did turn out — but it's a far cry from the numbers the regatta should be attracting. If a similar event were held in the Caribbean, there would be 100 boats on the starting line. One reason for the difference is demographics. There are a lot more retirement cruisers in Mexico, and a lot more young sailors



**The Sauer family and their Montana friends kicked booty.**

in the Caribbean. But still, it left us wondering if folks in Mexico are getting all the enjoyment they could from their boats.

Some folks told us they didn't enter

because they didn't want to "race their home". That's understandable, but these weren't rough conditions. Furthermore, everybody sails conservatively enough to prevent bumping boats. To our knowledge there's never been a collision in the regatta.

A few other boat-owners told us they would have raced were their boats not loaded down with gear for the Marquesas. Oh phooey! This is a cruisers' regatta, so everybody's boat is loaded down for comfort rather than set up for speed. Besides, the BBR is all about having fun with friends on boats, not winning or losing.

Finally, a few people may have gotten the wrong impression that the BBR is somehow serious or grim. It's neither. Except for the top spinnaker divisions, it's almost like a parade with results rather than a competition. And consider this: Three of our crew had to catch a 4:50 p.m. plane on the afternoon of the last race. With the time running out, we radioed the race committee for assistance while still racing. They happily obliged by dispatching a boat to rush the three to a waiting airport taxi. It's *that* kind of a cruisers' regatta.

We urge folks heading down to Mexico with their boats next season to keep their minds open about joining the fun at the Banderas Bay Regatta. And don't forget to invite friends down to join you. A few months ago, Nels Stranberg of the Morgan 45 NM *Charisma* called his old friend Chris Conlan, who with his wife Paula owns an Ericson 33 in San Francisco's South Beach Harbor, and suggested they join him for the fun regatta. "Nels said the air was 85 and the water was 82," remembers Chris. "He didn't have to ask twice, as I was tired of the California cold, and hadn't sailed in the tropics for a long time. It's been wonderful — I recommend it to everyone."

This year's 13th Annual Banderas Bay Regatta featured two days of racing in seven to 13 knots of wind, followed by a final race in which there was uncharacteristically almost no wind. But no matter if it was 2 p.m. or 2 a.m., it was always pleasantly warm. The fleet of 39

ALL PHOTOS BY PROFLIGATE CREW

boats that signed up were divided into seven classes, six for monohulls and one



**Sandy, Kevin and Mike of North Sails, a 'wicked' trio of racers if there ever was one.**

for multihulls. There were spinnaker and non-spinnaker classes. The spinnaker boats sailed courses that were about 11 miles long, the course for non-spinnaker boats was shorter.

*Something Wicked*, Kevin and Sandy Reath's Beneteau 40.7, took honors in Class Two, the competitive big boat spinnaker division. Thanks to being the only



# EVERYTHING BUT ENOUGH ENTRIES

spinnaker boat to finish the fluky final race, they also took overall honors for the regatta. Having moved to Puerto Vallarta from British Columbia, both Kevin and Sandy admit that they are experienced light-air sailors, which helped in this year's conditions. Having previously campaigned a Farr First 53f in the Caribbean, being assisted by Mike of the local North Sails loft, and having a regular core crew didn't hurt their chances in the regatta's only really 'racy' division.

Dorr Anderson's Vallarta-based Jeanneau 38.5 *Bright Star* nipped Wayne Noecker's Long Beach-based J/44 *Sabrosa* by six seconds to take second in class.

Sailors in Montana? You bet. Sixteen of the very active 125 North Flathead Lake YC members came down to Paradise Marina from the frozen north to help conquer two of the monohull divisions. Taking honors in Class Three was Montana sculptor Jack Muir and his Sabre

402 *Tambourine*. He and his wife Sandy brought the boat to Mexico in 2000, and now spend three months each winter cruising mañanaland. During the summer they race a Capri 25 on North Flathead Lake. "It's absolutely true that the Banderas Bay Regatta ought to attract 100 entries, it's a wonderful event for cruisers," they agreed.

Bill Forrest's New York 36 *Koloa* was second, and Christopher Stockard's Saga 43 *Legacy* was third.

Class Four was the smallest division, with only two starters. And wouldn't you know it, they managed to have a protest over one start — the first Banderas Bay Regatta protest in something like five



**Dave Crowe's 34-ft wide Morrelli-Choy 70 cat 'Humu-Humu' took up a lot of ocean.**

years. When it was all over, Carl Bergan's custom Columbia 50 *Sorsha*, which he'd cruised down from Long Beach a few months before, took honors. Kathy McGraw's Newport Beach-based Kelly-Peterson *Po'oino Roa*, which cruised down in the Ha-Ha, was second.

Another boat from Montana, the Pete Sauer family's Jeanneau 36 *Anamchara*, took honors in Class Five — and showed evidence of being the best-performing boat in the regatta. Crewed by wife Sandee, daughter Haylee, 11, son Tristan, 7, and four members of the North Flathead Lake YC, they sailed well enough to be the top boat in class and fleet the first two days. Sauer, the J/Boat and Quantum Sails dealer in Montana,



**A smooth-water spinnaker run under the bright Mexican sun.**

knew why the boats from his yacht club did so well. "Our racing season is only 11 weeks long, but we race on Tuesdays, Fridays, and weekends, and we get 40 to 50 boats — mostly J/22s and J/24s — on the line every time. Future cruisers should know that the location and conditions of the Banderas Bay Regatta are great, and with the opening of the J/World branch here in the fall, participation in the event should grow."

Second in Class Five was John Bol-

**Spread; Tom Hoffman of the Peterson 44 'Persistence' found plenty of room on the course. Inset left; During the raucous party at the Vallarta YC, Kathy Robinson showed where she was "mauled" by a Paradise Resort tiger on the golf course. Inset right; The victorious Muirs of 'Tambourine'.**





# BANDERAS BAY REGATTA



Pat Henry, second from left, and her 'schoolgirls' — Sharon, Shelly and Kathy.

linger's big and heavy Nauticat 52 ketch *Raven*. We're not sure he belonged in the same division as *Anamchara*, but he still beat four other boats in his class. If we were awarding a trophy for the fastest boat based on a length-to-weight ratio, it would now be sitting aboard *Raven*. At Last, Delayne Brink's Sabre 38, was third.

Class Six honors were claimed by Mike Heath's Eureka-based Nautic Saintonge 44 *Finisterre*. We didn't get a chance to talk to the Ha-Ha vet after the event, but the retired forester from Eureka had the

same smile on his face as he did when we surfed together a few days earlier at Punta Mita. He looks as though he's having the time of his life. Ed Henderson's S-2 *Escape Velocity* was second.

Class Seven honors were claimed by Jack Taylor's Dufour 28 *Ave de Aires*. Also racing in this division was Pat Henry's Southern Cross 31 *Southern Cross*, with her all-woman crew consisting of co-skipper Shelly Ward, Sharon Bendixen, and Katy Huntsman. Henry, originally from Santa Cruz and the first American woman to singlehand around the world, runs the Coming About Women's Sailing School in Puerto Vallarta. All of the women were from that school, and all were having a blast!

In a rematch of previous Banderas Bay Regattas, Blair Grinols' *Capricorn Cat* edged David Crowe's 70-ft *Humu-Humu* in a tie-breaker to take top honors in

the multihull division. We, on *Profligate*, stunk up the course the first day, took line-honors the second day, and enjoyed a real thriller in the finale. After four hours of racing we were leading our fleet, but still came up an exasperating 150 feet short of the finish line when the time ran out. It was the most fun we've ever had not finishing a race. Although we didn't do well in the standings, we had enjoyed another wonderful day of matching speed and wits with our dear competitors Blair and Dave. It's what the Banderas Bay Regatta is all about.

We'll be at the Banderas Bay Regatta with *Profligate* again next year, and we'll no doubt be having lots of friends fly down to join us. We encourage you to do the same, because if you like sailing and you like having fun, you'd have to be crazy not to. For the only way to lose in the Banderas Bay Regatta is to not participate.

— latitude 38 / rs



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# 2005 BIG CREW LIST —

Last month, we ran the Racing Crew List. This month, we run the List for everyone else. So if you're looking to co-charter, boat swap, go cruising, or just daysail — you're in the right place. Whether you're young or old, male or female, experienced or completely new to the sport, you're likely to find someone on the next few pages to go sailing with this coming summer.

**IMPORTANT NOTICE: The *Latitude 38* Crew List Advertising Supplement is for informational purposes only. *Latitude 38* does not make nor imply any guarantee, warranty**

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 top 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."

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 hooking up 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

**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.**

and family — quit good-paying jobs they didn't like to pursue low-paying ones in sailing that they did like. Some even got married — and *thanked* us for it.

The popularity of the Lists continues, although we admit to being baffled that for the first time, numbers are down in almost all categories this year. Either you folks already have great sailing gigs, or the economy has forced you to stick closer to home. We sure hope it's the former.

Another advantage to having your name listed here is that you get in free to the Crew List party. If you haven't been to one of these in awhile, they've grown from relatively low-key get-togethers to multifaceted Events, complete with equipment demonstrations, T-shirt giveaways and the usual no-host bar.

This year's Crew List Party is on Wednesday, April 6, at the Golden Gate YC in San Francisco from 6 to 9 p.m. If you haven't made Crew List connections by then, you'll have a chance to do that at the party — 'Looking for crew' people and 'Looking for boats' people wear different colored name tags.

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. (Please note that we made a mistake in last month's issue when we mentioned \$5 admission to the party — \$7 is correct. For what it's worth, we don't make any money on the parties; admission barely covers our expenses.)

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 daysailing often starts early and almost always ends later than you think (the 'time flies when you're having fun' principle). Cruising, of course, requires you to 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 onto 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

## 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 Marina. 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 tower. From the **south**, take 101 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.

# SOMETHING FOR EVERYONE

or crew. There's as much to be said for the steady hand of experience as 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 Johnny Depp or Catherine Zeta-Jones, 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* / *jr*

## CREW LOOKING FOR CRUISING BOATS

### MEN TO CREW ON A CRUISING BOAT

**Adam Crilly**, 25, (415) 246-2571 or adamcrilly@comcast.net ..... exp 1/wants 1,2,3,4,5,6,7,8,9,10,11 (anywhere dude)/offers 1,3,4,7,8 (surfer, free diver, tri-athlete).  
**Alain Gronner**, 64, (831) 625-3746 or carmeltel@aol.com ..... exp 3/wants 2,7,8,9/offers 1,2,3,4,5b (French),7.  
**Andrew Peters**, 33, (415) 377-6210 or fotovista@yahoo.com ..... exp 2/wants 1,2,3,4,5,6,8,9,10/offers 1,4,5a,b (Portuguese, Catalan),6,7.  
**Art Urbin**, 52, (408) 985-2107 or art@urbin.com ..... exp 4/wants 4,5,6,7,8,9,10/offers 1,2,3,4,7,8 (HF radio operator, scuba).  
**Ben Hackett**, 19, enjaminb@yahoo.com or (541) 752-7502 ..... exp 1,2,3/wants 3,4,5,6,7,8,9,10,11 (the world)/offers 2,3,4,6,7,8 (young/strong).  
**Bill Duffin**, 77, (415) 897-0427 ..... exp 3/wants 4,5,7,8,9,10,11 (Rapa Isl)/offers 1,6,7,8 (wooden boat repair).  
**Brett S. Hanke**, 43, (415) 823-9778, or Robert (415) 648-2966 ..... exp 3 (delivered yts to HI)/wants 5,7,8/offers 1,3,4,5a,6,7.  
**Chris Giovacchini**, 51, (707) 938-1736 or crisdino@earthlink.net ..... exp 3,4/wants 5,9/offers 5a-fluent,b (Italian, Portugese),8 (50-ton lic.).  
**Christopher Hicks**, 31, (415) 368-5207 (cell) or (916) 736-1937 (H) ..... exp 2c/wants 3,4-fall,7/offers 1,2,3,4,7.  
**Clive Foreman**, 52, (408) 853-0347 or clivef@verizon.net ..... exp 3/wants 1,2,4,5/offers 1,3,4,7,8 (private pilot).  
**David Berke**, 40, (408) 406-7872 or dave.berke@sbcglobal.net ..... exp 3/wants 1,2,3,4,5,8/offers 1,2,3,4,7,8 (dive master, private pilot).  
**David Yorke**, 42, (415) 407-4212 or nordic05@netzero.com ..... exp 3/wants 1,2,3,4,5,6,7,8,9,10/offers 1,3,5b (Danish, Swedish, Fr.),6,7,8 (cert. bareboat coast. nav).  
**Dick**, 61, (916) 488-7681 or bludhart@yahoo.com ..... exp 4/wants 5,8,9,10/offers 3,4,7.  
**Don Wheeler**, 35, (510) 566-2081 ..... exp 1/wants 1,2,3,4,5,8,9,10/offers 1,2,3,4,7.  
**Don Wilson**, 57, (805) 685-3972 or yo\_don@yahoo.com ..... exp 2c/wants 3,7/offers 1,2,3,4,7.  
**Eric L. Stackpole**, 20, (707) 483-5067 ..... exp 1,3 (dinghies)/wants 1,2,3,4,5,6,7,8,9,10,11-any/offers 2,3,4,5a,6,7,8 (Eagle Scout, ham radio).  
**Eric Stone**, 50, (707) 459-6967 ..... exp 2b/wants 1,2,3,4,5,6,7,8,9,10/offers 1,2,3,4,6,7,8 (great w/kids, teens, adults).  
**Gaelen Morrell**, 18, (707) 923-9350 or uglyaardvarkatemyhat@yahoo.com ..... exp 2c/wants 8,9,10/offers 1,4,6,7,8.  
**George Louis**, 52, (707) 290-1637 ..... wants 1,2,4/offers 1,4,7.  
**Glen Olson**, 24, (916) 780-6569 or gleniolson@hotmail.com ..... exp 3/wants 4,5,7,8,9,10,11 (Indian Ocean)/offers 1,2,3,5b (Fr.),7,8 (Triv. Pursuit).

**Greg Bragg**, 48, (209) 545-4821 or greg.bragg@att.net ..... exp 2b/wants 1/offers 3,4,7,8 (lots of week days free).  
**J.C. Reynolds**, 58, (510) 222-9235 or JCstuff@aol.com, PO Box 202777, El Sobrante, CA, 94820 ..... exp 3/wants 1,2,3,4,5,6/offers 1,2,3,4,7,8 (jury rigging).  
**James Blair**, 51, (707) 541-0378 (H) or (707) 526-3535 (W) ..... exp 3 (ASA Level 3)/wants 1,2,3,4,5,6,7,8/offers 2,4,7.  
**Jeffery T. Hull**, 35, (707) 319-8559 ..... exp 3/wants 5,7/offers 2,3,4,7.  
**Jim**, 55, jmueller@slvwd.com ..... exp 3,4/wants 4,7/offers 1,2,3,7.  
**Jim Greenan**, 36, (928) 526-6939 or jimgreenan@earthlink.net, 6100 N. Smokerise Dr., Flagstaff, AZ, 86004 ..... exp 2b/wants 7/offers 3,4,7,8 (cert. wilderness 1st responder, pre/post trip help).  
**Jim R.**, 57, (650) 712-9218 ..... exp 3/wants 2,3,4/offers 1,2,7,8 (nav, wx, Mexico cruise).  
**Joel Waldman**, 76, (650) 327-4259 or joelwal@sbcglobal.net ..... exp 3/wants 1,5,6,8,9,10/offers 1,2,3,4,7.  
**John Chambers**, 55, (619) 990-4819 or juante@yahoo.com ..... exp 4/wants 7/offers 1, 3,5a,7,8 (Ha-Ha & Hawaii vet).  
**John Wood**, 60, (559) 288-4406 ..... exp 3, (Bareboat skipper, BVI, Tahiti)/wants 4,7,8/offers 1,2,3,6,7,8 (scuba).  
**Klaus Wilden**, 61, (510) 525-3457 ..... exp 3/wants 1,2,3,4,5,6,7,8,9,10/offers 1,2,3,5b (German),7,8 (splicing & knots).  
**Mark Christensen**, 39, (415) 661-2940 or sfsaxplayer@yahoo.com ..... exp 3/wants 1,2,4,5,7,8,9/offers 1,3,7.  
**Mark S.**, 37, markenberk@yahoo.com ..... exp 1,2a/wants 4,5,6,8,9,10,11-open/offers 1,3,4,5a,b (Fr., Japanese, Arabic, Thai),7,8 (ASA101 & 103).  
**Mark Welther**, 49, (510) 763-8101 ..... exp 2c-50 sails/wants 1,2,3,4,5,6,7/offers 3,4,7,8 (big, strong & willing).  
**Michael Freeman**, 18, socks\_are\_neat@hotmail.com ..... exp 3/wants 10/offers 3,7.  
**Michael Sullens**, 49, (714) 299-9222 or mesullens@yahoo.com ..... exp 2b/wants 3,4,5,7,8,10/offers 1,2,3,4 (all types),7,8 (strong swimmer, fit).  
**Mike C.**, 65, mnmbackup@yahoo.com ..... exp 4/wants 1,4,7/offers 1,2,3,4,7.  
**Nicholas D. Nehrkorn**, 19, (408) 356-3010 or (408) 768-8122 ..... exp 2/wants 1,2,3,4,5,6,7,8,9,10,11-any/offers 3,4,5b (Fr.),6,7,8 (CPR/Scuba cert).  
**Nick Moren**, 58, (775) 833-3726 or nickmoren@hotmail.com ..... exp 2/wants 1,2,3,4,5,6,8,9,10/offers 1,3,4,7,8 (fit/athletic, intelligent, educated).  
**Norman L. deVall**, 65, ndevall@mcn.org ..... exp 4/wants 10/offers 1,4,7,8 (sea-going cook-menu development).  
**Paul E. Kjaet**, 60, (925) 240-1306 or pebkjaet@sbcglobal.net ..... exp 3/wants 7/offers 1,2,3,4,5b (Danish, German),7.  
**Pete Smalley**, 47, (801) 205-6912 or 904 Canyon Rd, Lake Point, UT, 84074 ..... exp 2/wants 1,2,3,4,5,6,8,10/offers 1,2,3,4,7,8 (handy, medical exp, welder).  
**Peter Kacandes**, 38, (650) 714-2042 or kadyca@yahoo.com ..... exp 3/wants 3,4,5,6,7,8,9,10/offers 1,3,7.  
**Peter Muny**, 50, (415) 927-1750 or petermuny@earthlink.net ..... exp 4/wants 5,6,8,9/offers 1,4,7,8 (free diver).  
**Rob Skinner**, 59, (831) 429-2311 ..... exp 4/wants 1,2,3,4,5,6,7,8,9/offers 2,3,5b (Fr.),7,8 (nav, computers, road tales).  
**Rick Sorg**, 62, sailorrick60@yahoo.com ..... exp 4/wants 6-Alaska,7/offers 1,3,4,7.  
**Robert Doleshal**, 37, (510) 589-8117 or r\_doleshal@yahoo.com ..... exp 3/wants 7/offers 1,3 (help prep for trip),7,8 (ASA cert. bareboat charter).  
**Ron Weber**, 55, ron@webco.org ..... exp 3/wants 3,5,7,8,9,10/offers 1,2,3,4,5b (German),6,7,8 (Nav, coastal, sail repair).  
**Rudy Doormann**, 70, (707) 265-8415 or rdoormann@vcom.com ..... exp 3/wants 3,4,5,6,7,8,9,10/offers 1,3,4,5b (German),7,8 (fit).  
**Skip & Tim Boehm**, (brothers) 62/59, (707) 953-3813 or (707) 894-5359 ..... exp 1-Skip,2,3-Tim/want 1,7/offers 1,2,3,4,7,8 (gregarious).  
**Stark Pelton**, 55, (925) 575-4970 ..... exp 3/wants 1,2/offers 3,4,7.  
**Steve Bright**, 29, (805) 813-0331 ..... exp 4/wants 3,4,8,10,11 (Australia)/offers 1,2,3,4,5,6,7.  
**Steve Douglass**, 60, stevedouglass@yahoo.com or (805) 466-8061 ..... exp 2c/wants 3,4,5,6,8/offers 1,2,3,5,7,8 (medical).  
**Terry Robertson**, 43, (360) 510-2083 (cell) or joule@zeninternet.com ..... exp 4/wants 7/offers 2,3,4,7,8 (Santana 35 owner, Capt. lic.).  
**Tim Page**, 49, (916) 624-9282 or (916) 669-1818 (W) ..... exp 2b/wants 1,2.  
**Tom Pesavento**, 52, (408) 921-8066 ..... exp 2c/wants 2,3,5-Hawaii/offers 1,3,4,7,8 ("Jerry-Rig King").  
**Trapper**, 58, (858) 483-8727 or loshermano@aol.com ..... exp 4/wants 3,4,5,6,7,8,9,10/offers 1,3,4,7,8 (nav, medical, scuba).  
**Vince Comella**, 61, (831) 239-4703 or captvince@sbcglobal.net ..... exp 4/wants 4,7,10/offers 2,7,8 (USCG capt., ham radio lic., scuba).

### WOMEN TO CREW ON A CRUISING BOAT

**Ashley Larson**, 31, smashleywyatt@yahoo.com ..... exp 3/wants 4,5,8,9,10/offers 4,7,8 (sea scout).  
**Beverly**, 49, (949) 689-8794 or bfactor@beverlyfactor.com ..... exp 2/wants 3,4,5,6,7,8,9,10,11 (any)/offers 1,3,4,6,7,8 (scuba, photographer).  
**Cecile Schwedes**, 53, cgenerauxschwedes@yahoo.com ..... exp 3 (S. of Rio)/wants 5,6,8,9,10,11 (tip of S. Am.)/offers 1,2,3,4,5b (Fr.),7,8 (nav, negotiate w/locals).  
**Charlene**, 52, ladsysailor44@hotmail.com ..... exp 3/wants 4,5,6,7,8,10/offers 3,4,5a,6,7.



# 2005 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 like hell I was anywhere but on the boat. I'm still game
- 2) Some. At least **a)** 5, **b)** 10, **c)** 20 sails on the Bay or equivalent while being active and suffering the normal cuts, bruises and hollering
- 3) Moderate. Several years active crewing on the Bay or equivalent, or at least one long coastal or trans-ocean trip
- 4) Lots. Several long ocean passages

### I / WE WANT TO CRUISE:

- 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): \_\_\_\_\_

## WOMEN TO CREW, CRUISING — CONT'D

**Cindy**, 50+, (415) 497-5689 or sailawaymoon@yahoo.com ..... exp 3/wants 1,2,3,4,5,6,7,8,9,10/offers 1,3,4,6,7,8 (nav).  
**Erika R. & Caitlin C.**, 21/22, erykahr@hotmail.com or sheepis@hotmail.com ..... exp 2a (E),c (C)/want 4,8,11 (spring destinations N.S. or C. Am)/offer 3,4,5a,7,8 (cert. life guard (E), sewing, resourceful).  
**Gayle**, 54, gayle2sail@yahoo.com ..... exp 3/wants 8,9/offers 1,3,4,7.  
**Grace Carland**, 60, amazing\_grace41@hotmail.com or (650) 400-5205 ..... exp 4/wants 4,5,6,8,9/offers 1,3,4,5a,7,8 (scuba certified).  
**Jan**, 50+, redsailsf@yahoo.com ..... exp 3/wants 4,5,6,7,8,10/offers 1,3,4,6,7.

**Jan Allen**, 47, janlynnall@hotmail.com ..... exp 3/wants 10/offers 3,4,7,8 (sewing, provisioning).  
**Luise**, 68, windlass\_luise@yahoo.com ..... exp 4/wants 5,8,9,10/offers 3,4,7,8 (nav).  
**Lynn**, 54, sfmariner@gmail.com ..... exp 3/wants 2,3,4,5,8,9,10,11 (Ha-Ha)/offers 1,4,5b (Fr.),7.  
**Mabelle**, 60, mabellesailor@hotmail.com ..... exp 4/wants 2,3,4,8,11 (San Blas Is.)/offers 1,4,5a,b,7,8 (sea sense, realistic).  
**Marlaina**, (707) 996-8260 or aspenseer@yahoo.com ..... exp 3/wants 2,3,7,8,9,11 (Catalina, Lake Tahoe)/offers 4,5a,7,8 (provision, prof. delivery coordinate).  
**Melissa**, 44, logan@wyom.net .....



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# SOMETHING FOR EVERYONE

## WOMEN TO CREW, CRUISING — CONT'D

..... exp 2c/wants 1,2,3,5,6,8,9,10,11 (6/10-7/31/2005)/offers 1,3,4,6,7,8 (computer, nursing assistant).  
**Molly Dolan**, 22, (415) 962-8660 or molly24b@hotmail.com ..... exp 2/wants 1/offers 3,4,7.  
**Nancy**, 48, nan\_sail2005@yahoo.com..... exp 2/wants 1,2,3,4,5,8,10/offers 1,4,6,7.  
**Nancy**, 60, (775) 827-6099 or wanaski@charter.net..... exp 3/wants 4,5,8,9,10/offers 1,4,6,7,8 (scuba).  
**Nancy Borucki**, (650) 961-7835 (after 8pm) or (650) 964-8445 (W/1-5pm).....  
 .. exp 3/wants 1,2,3,5,6,8,9,10-or cold,11 (Alaska)/offers 1,3,4,5b (Fr.),6,7,8 (knots).  
**Randi Reiremo**, 57, (415) 927-2766..... exp 2b,3/wants 1,2,3,4,5,6,8,9,10,11 (yes)/offers 3,4,5a,b (Norwegian, Fr.),7.  
**Rebecca**, 23, vanishing4@hotmail.com..... exp 1/wants 4,7,8,9,10/offers 1,3,4,7.  
**Renee**, 50+, (510) 532-1935 or oakcat6@hotmail.com ..... exp 3/wants 1,2,4,8,9,10,11 (TransPac)/offers 1,3,4,5a-some,7.  
**Renee**, 53, (702) 942-3254 or sailinglady@hotmail.com ..... exp 2/wants 4,5,7,8,9,10/offers 1,3,4,6,7.  
**Sherry**, 44, TrueNorth@myexcel.com..... exp 3/wants 1,5,7,10/offers 4,6,7,8, (bareboat cert, adv. coastal nav).  
**Suzanne**, 44, chiefsuz@hotmail.com..... exp 3/wants 5,7,11 (Puddle Jump '06)/offers 1,2,3,4,7,8 (paramedic, musical).  
**Vikki**, 49, toptrips@sonic.net ..... exp 2/wants 1,2,3,4,8/offers 1,3,4,5a,6,7.  
**Wendy Doherty**, 48, (415) 713-5994, (415) 893-9124 or dosho94947@yahoo.com ..... exp 2c/wants 1,2,3,4,5,8,9,10/offers 1,3,4,7.

## COUPLES TO CREW ON A CRUISING BOAT

**Chad & Carolyn**, 35/41, ccarvey@marin.k12.ca.us or (415) 328-1450..... exp 2/want 11 (anywhere 6/20-8/5)/offer 1(some),3,4,5a,6,7,8 (ed. for kids).  
**Curt von Delius/Monica Daniels**, 41/40, (775) 833-5604 ..... exp 2c/want 1,4,5,7,8,10/offer 2-Curt,3-Curt (wooden boat build.),4,5a-Monica,7.

## COUPLES TO CREW, CRUISING — CONT'D

**David & Karen Hammer**, 60/55, (530) 623-5418 or hammer@snowcrest.net ..... exp David 3,Karen 2/want 5,8,9,10 (40+ cat)/offers 1,4,5a,7,8 (scuba, trav. writer)  
**Dennis & Carol Morrison**, 47/42, (209) 832-9715 or djmorrison@earthlink.net..... exp 3/want 1,4,7/offer 1,2,3,4,8 (boat owners-eventually cruising).  
**Lindsay Patterson/Brian Sperry**, 22/32, (510) 417-0328/(510)415-7869 ..... exp 1(L),2(B)/want 7/offer 1,3 (B),4,6(L),7.  
**Nathan Cox/Sarah Marks**, 28/27, (415) 218-5137 ..... exp 3/want 1/offer 2,3,4,6,7.  
**Rick/Dianne Range**, 53/53, (530) 575-0846 or samba2night@mfire.com ..... exp 3/want 7,10/offer 1,3,4,6,7,8 (fun, retired, nudist couple).  
**Tamarind Alyssa/Ryan Avery**, 28/24, sailalysa@yahoo.com ..... exp 1,2a,c (20+ lake sails)/want 3,11 (Catalina)/offer 4,5a,7,8 (painting).  
**Will Walsh/Elizabeth Carr**, 55/53, (541) 822-1093..... exp 2a/want 1,2,4,6/offer 2,3,4,5a,7,8 (computer literate).

## CRUISING BOATS LOOKING FOR CREW

### MEN LOOKING FOR CRUISING CREW

**Bernie Kreten**, 58, (916) 930-9700 or bk1@cwo.com, Freya cutter 39, Ha-Ha/Med, 6/1-9/30/05 ..... wants 12-easy going and cooperative.  
**Bill Hanlon**, 53, wil97709@yahoo.com or www.seawanhaka.com, 60' schooner, NZ/Fiji/points West, 5/05 ..... wants 1,3.  
**Bruce Balan**, 45, (562) 810-5297 or flemishbaker@hotmail.com, Cross 46 tri, Mexico, Central Am., The World, 4/05 ..... wants 8 (scuba, surfing),9,10.

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# 2005 BIG CREW LIST —

## MEN LKG FOR CRUISING CREW — cont'd

**Bruce Lamb**, 67, (360) 376-3118 or brucelamb@orcasonline.com, 39' yawl, San Juan Is., Desolation Sound, N., 6/1-10/15/05.....wants 1,2.  
**Gary Wiens**, 67, (928) 564-2436, Morgan 382, Turkey/Greece/etc., 7/05.....wants 1,2,3,9,10,11.  
**Gene Barnum**, 66, 6471 Village Pky., Anchorage, AK, 99504, (907) 337-1239 or (907) 223-8775, Westsail 43, Pacific or Cent. Am., by 1/06.....wants 1,9.  
**George Backhus**, 50, georgebackhus@aol.com, Deerfoot 62 cutter, Queensland Coast, Indonesia, Thailand, 4/05.....wants 3,4,5,8 (scuba),9 10.  
**Jay S.**, 40, micky88747@hotmail.com, 35' sloop, warm places, Gulf, Caribbean, after summer '05.....wants 1,2,3,4,5,6,7a,8 (offer help),9,10,12 (all welcome).  
**Jim Marco**, 60, (510) 376-5387 or worldcruiser37@yahoo.com, Crealock 37, CA to Marquesas/S. Pacific, 4/05.....wants 1,2.  
**Joe Martinka**, 50, (650) 960-5581, www.martinka.org/sail/Belize, 3 boat cruise, Belize, Thanksgiving 05.....wants 1,3,8 (sense of fun).  
**John Newstead**, 59, wdb9497@sailmail.com or denali.john@gmail.com, Irwin 38, Zihuatinejo, Mexico.....wants 1,2,3,5,7,8 (scuba), 9,10-relative.  
**Ken Jenkins**, 61, kenjens@earthlink.net, 43 Hans Christian, South, 7/05.....wants 1,9.  
**Max Young**, 59, (925) 756-5686 or maxsail47@aol.com, Perry 50, Thailand/Malaysia, 6/28-8/15/05.....wants 1,2,3,8,10.  
**Paul Tumarkin**, 53, (941) 628-9087, svcosmos@yahoo.com, Chris White Atlantic 40 cat, W.Caribbean-then?, late 05.....1,3,4,5,6,7,8 (positive attitude).  
**Randy**, 35, captleasure@yahoo.com, Westsail 32, Coastal cruise '05/Mex-SoPac '06.....wants 1,2,3,9,10,11.  
**Rick**, 57, downwind13@earthlink.net, Peterson 44, S. Pacific, 9/06.....wants 1,3,8 (scuba),9.  
**Robert Jordan**, 70, 1220 Rosecrans St. #190, San Diego, CA 92106-2674, J/50 Schooner, New Zealand, 5-6/05.....wants 1,4,5,6,7,8,9,10.  
**Shawn Greenbaum**, 32, (415) 902-1061 or greengenes73@yahoo.com, Ranger 33, Mexico, 11/05.....wants 1,2,3.  
**Skip Hoss**, 55, tropicyacht@yahoo.com, 57' tri, Indian Ocean Is., 2005/06.....wants 1,2,3,7 (Portugese, French),8,9,10.  
**Steve Bright**, 29, (805) 813-0331, Catalina 30, CA only, 5/05-12/05.....

## “WANT CREW” CODE

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

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

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

### WE ARE LOOKING FOR CREW:

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

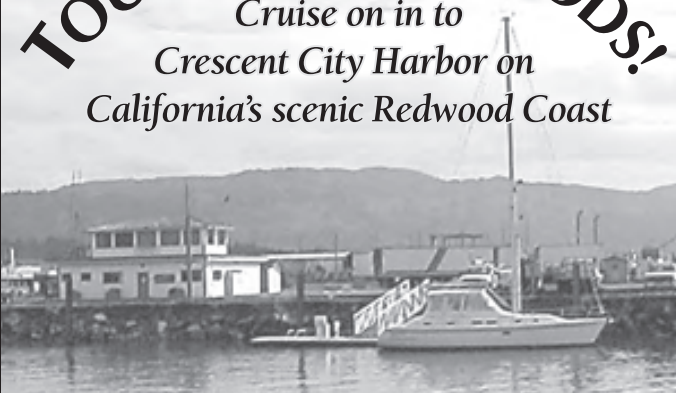
.....wants 3,8,9,11.  
**Tim Conners**, 42, (949) 234-0309 or timc5@cox.net, Kelly Peterson 44, Mexico, S.Pacific, ??, 10/05.....wants 1,2,3,4,5,6,7,8 (scuba, surfing),9,10.

## WOMEN LOOKING FOR CRUISING CREW

**Rita**, 55, captcocoy@earthlink.net, Herreshoff Marco Polo 3-masted schooner, South from Mazatlan, Mexico, 11/05.....wants 1,4,5,9.

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# SOMETHING FOR EVERYONE

## COUPLES LOOKING FOR CRUISING CREW

**Barbara & Dick Madsen**, 73/67, kf6sog@winlink.org, Panama SA on Pacific Side, S.Pacific, 3/05-4/05 ..... want 1,2,4,8 (scuba, cook).  
**David & Shirlee Goodgame**, 54/53, 0404143863 (Aussie mobile#) or drgoodgame@yahoo.com, Crowther Spindrift 45' cat, are in Australia, 5/05-10/05... want 1,3,11.  
**Holger & Tracy**, (415) 331-1968 or (415) 847-1850 (cell), 85' schooner, Europe via Chile-Straits of Mag-Brazil, second half of 2005 ..... want 1,2,3,6,8.  
**Michael Kurty/Cindy Newton**, 43/47, (707) 290-3434, Ericson 34 sloop, Monterey, 9/15-9/18/05 ..... want 1,3,4,5,11.

## CREW LOOKING FOR DAYSAILING

### MEN FOR CASUAL DAYSAILING

**Andrew Peters**, 33, (415) 377-6210 or fotovista@yahoo.com ..... 1.  
**Bob Smith**, 50, (650) 201-5128 ..... 1,5.  
**Bob Wills**, 51, (707) 575-5339 ..... 1.  
**Brad Brooke**, 55, (408) 721-6317 ..... 1.  
**Charles Wright**, 56, (510) 262-9076 ..... 1.  
**Chris Mullendore**, 37, (408) 445-9832 or (408) 765-3828 (W) ..... 1.  
**Clive Foreman**, 52, (408) 853-0347 or clivef@verizon.net ..... 1.  
**Danny Littell**, 52, (415) 902-5298, 275 Oak St., SF, CA, 94102 ..... 1.  
**David L. Johnson**, 36, (408) 248-4354 or (650) 551-5738 (days) ..... 1.  
**David Yorke**, 42, (415) 407-4212 or nordic05@netzero.com ..... 1.  
**Dennis Murphy**, 57, (805) 481-6365 or dmmurphy@charter.net ..... 1.  
**Don Wheeler**, 35, (510) 566-2081 or thegusto@yahoo.com ..... 1.

## 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
- 4) Would like to bring kids
- 5) Going sailing to escape the kids

### MEN FOR CASUAL DAYSAILING — cont'd

**Greg Benson**, 25, (415) 235-5688 (cell), (415) 648-6921 (h), (415) 558-0125 (w) 1.  
**James Morgan**, 50, (925) 734-6767, x131 or jmorgan@individualsoftware.com ... 1.  
**Jeff Hill**, 49, silanga@pacbell.net ..... 1.  
**Joel Waldman**, 76, (650) 327-4259 or joelwal@sbcglobal.net ..... 1.  
**Kevin Maddox**, 36, (925) 383-0597 ..... 1.  
**Klaus Wilden**, 61, (510) 525-3457 ..... 1.  
**Mark Christensen**, 39, (415) 661-2940 or sfsaxplayer@yahoo.com ..... 1.  
**Mark Welther**, 49, (510) 763-8101 ..... 1.  
**Pete Christianson**, 40, (408) 441-1834 or pchristxxx@aol.com ..... 1.  
**Peter**, 61, (805) 772-5249 or canyon1@verizon.net ..... 3.  
**Peter Kacandes**, 38, (650) 714-2042 or kadyca@yahoo.com ..... 1.



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Jan, 68, (916) 359-6845 or jgwynn@surewest.net ..... 1.  
Lore, 39, deganya25@yahoo.com ..... 1.  
Mairead Daly, 31, maireaddaly2000@yahoo.com ..... 1.  
Marlaina P., 51, (707) 996-8260 (fax) or aspenseer@yahoo.net ..... 1,3 (2).  
Molly Dolan, 22, (415) 962-8660 (w) or molly24b@hotmail.com ..... 1.  
Nancy, 48, nan\_sail2005@yahoo.com ..... 1.  
Randi Reiremo, 57, (415) 927-2766 ..... 1.  
Renee Wilson, 50+, (510) 532-1935 or oakcat6@hotmail.com ..... 1,5.  
Stephanie, 40+, (510) 219-5176 or stephaniehutchison@comcast.net ..... 1.  
Tess, 40ish, gardenia\_smile@yahoo.com ..... 1.  
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Keith Davis, 48, (707) 643-5056 or anatife@sbcglobal.net ..... 1,4.  
Ken Geiser/Mike Scoggin, 62/50, (408) 356-2884 or ken\_geiser@ars.aon.com ..... 1,3.  
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Norman L. deVall, 65, ndevall@mcn.org ..... 1,3.  
Pete Ellis, 40, (415) 388-2226 or peteellis@sbcglobal.net ..... 1,2,4.  
Richard Watters, 52, (415) 682-8985 ..... 1,3.  
Steve Bright, 29, (805) 813-0331 ..... 1.  
Tim Stainken, 49, (925) 362-8362 or tms2323@sbcglobal.net ..... 1.

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Craig and Lorri Trotter, 42, (530) 268-3919 or ct95949@yahoo.com, 1-2 wks in winter 05/06 ..... exp 2b/prefer 1,3,6,7/want 1,5,7.  
David Yorke, 42, (415) 407-4212 or nordic05@netzero.com, any wks, any time ..... exp 2a,c/prefers 1,2,3,4,6,7,8/wants 1,2,3,4,5,6,7,8.

# I / WE WANT TO CO-CHARTER

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

## I/WE PREFER TO CO-CHARTER:

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- 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

## I/WE WANT TO CHARTER IN:

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| 2) Monterey/Santa Cruz | 7) Caribbean         |
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Peter Kacandes, 38, (650) 714-2042 or kadyca@yahoo.com, 1-3 wks, any time ..... exp 2c/prefers 1,3,4,6,7,8/wants 7,8,9 (S.Pacific).  
Ron Weber, 55, ron@webco.org, 1-3 wks, any time ..... exp 2a,b,c/prefers 1,2,4,7,8/wants 3,7,8,9 (Pacific).  
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# ACURA MIAMI RACE WEEK

The last time we did a feature article on the SORC was way back in April, 1988. That story, titled *Double Funeral in Florida*, lamented the demise of the IOR rule and the SORC as we knew it then — a world-famous, three week series of ocean and buoy races that started in St. Pete and ended in Miami and Nassau. In the intervening years, the SORC reinvented itself as a shorter buoy racing series off Miami, but the once-formidable event slowly slipped into a coma. Last year, with just 59 entries, the SORC barely had a pulse. Clearly, drastic measures — or euthanasia — were called for.

Enter race manager Peter Craig and his Marblehead-based Premiere Racing team, who put the paddles on the dying regatta's chest and shocked it back to life. The revived event reemerged on March 10-13, sporting a new name — Acura Miami Race Week — and a new lease on life. Some 1,200 sailors and 142 boats were on hand to help celebrate the regatta's miraculous comeback, and the mood in the regatta tent was upbeat and festive. "We doubled the size of the regatta in one year," noted Craig, who also runs the hugely successful Key West Race Week. "From the feedback I'm getting, there's no reason why we won't get over 200 boats next year."

Tom Coates, returning for his seventh J/105 regatta in Miami, was equally enthusiastic. "I love sailing in Miami — the warm weather, the multiple starts, the proximity to the harbor. . . It's also logistically a lot easier than Key West, and the restaurants and night life of South Beach are arguably more fun. The only thing missing was great race management and



more competition, but now we have that. Anyone doing Key West next year should consider going to Miami before dragging their boat home."

The 'new' Miami Race Week packed in boats from eight different countries

**Masquerade ball** — Tom Coates and his talented 'Masquerade' crew lived up to their bow number, easily winning the J/105 class.

and 22 states, though not everyone sailed within sight of each other. The big boats competed on two Ocean Racing circles just off the high-rises of Miami, while the little boats (Melges 24s, Etchells, J/24s, and PHRF 5) were around the corner in the more sheltered waters of Key Biscayne Bay. Shoreside activities for the former were at the Miami Beach Marina, while the latter enjoyed the hospitality of the Shake-A-Leg Miami facility. The set-up worked well on the water, but socially, it might as well have been two separate regattas for all the two groups saw of each other.

The regatta was four days for the big boats (TP-52s, Farr 40s, and three PHRF classes), and just three for everyone else. A wet and windy storm front blew through midweek, leaving mostly light and shifty winds for the duration of the series. "Glad I'm not the tactician!" was a comment we heard frequently.

At the end of the weekend, familiar boats and names populated the winner's circle. John Coumantaros debuted his new *Bambakou* (ex-*Esmeralda*) in the five-boat TP-52 class, winning the class comfortably with six bullets in ten races. Craig Healy drove *Bambakou* downwind, and Ken Read, *Esmo's* sailing master, handled the tactics. Roger Sturgeon's



## — THE SORC RENAISSANCE



**Fun in Florida — A trio of TransPac 52s hit the starting line. From left, 'Rosebud', 'Bambakou', and 'Sjambok'. All photos by Tim Wilkes.**

*Rosebud*, with JJ Isler driving was second, and Michael Brennan's *Sjambok* sailed somewhat erratically to claim third.

Daniel Meyer's Carroll Marine 60 *Numbers* (ex-*Highland Fling*), with Brad Butterworth and his *Alinghi* buddies aboard, easily won PHRF-I. Dutch sailor Peter De Ridder and his *Mean Machine* crew had to work hard, however, to win the Farr 40 fleet. In a winner-take-all last race, *Mean Machine* grabbed the bullet, while 25-year-old Stratis Andreadis and his young Greek team on *Atalanti* ended up fourth, giving the series to *MM* by a point. The new German boat *Opus One* (ex-*Barking Mad*), with Mill Valley sailorette Krissy Loewenthal aboard, completed a European sweep of the class.

Jonathan McDonagh's Minneapolis-based *Champosa* won the Mumm 30 class on the last leg of their seven-race series over *Cygnat*. The enigmatic *Q*, a silver Mumm 30 owned by Park City, UT, venture capitalist Jim Swartz, was third — a great showing considering this was only his second regatta. Swartz, who also keeps a house in San Francisco, had three Bay Area sailors among his crew

— tactician Dee Smith, John Bonds, and this reporter. "Among other things, Jim owns and flies stunt planes, so this sailing stuff is easy in comparison," said Dee. "I've never seen a new owner pick up the sport faster — Jim's a natural!"

The top Bay Area boat at Miami Race Week was clearly Tom Coates' J/105 *Masquerade*, which made mincemeat out of their 18-boat fleet with four bullets in the abbreviated six-race, one-throwout series. The winning crew consisted of Chris Perkins (main/tactics), Mark Chandler (pit), Thomas 'Isi' Iseler (spinaker trim), Mike Polkabila (jib trim), and Steve Marsh (bow). *Masquerade* also dominated Key West Race Week in January, and was awarded one of five Florida Grand Prix Trophies to the boat with the best combined score at KWRW and Miami Race Week. Two other local 105s, Rich Bergmann and Shawn Bennett's *Zuni Bear* and Steve Stroub's *Tiburon*, also distinguished themselves, finishing second and fourth, respectively.

There's a lot more to the Acura Miami Race Week story than we can squish in here, and — like its bigger sibling, Key West Race Week — it's all good. Ask anyone who was there or, better yet,

head down to Florida next winter and experience these two 'premiere' events for yourself — KWRW is slated for January 16-20, and AMRW will follow on March 9-12. See [www.premiere-racing.com](http://www.premiere-racing.com) for full results, pictures, and more.

— *latitude* / rkm

### OCEAN DIVISION ONE (Ken Legler, PRO):

TP 52 — 1) **Bambakou**, Farr, John Coumantaros/Craig Healy/Ken Read, Newport, 13 points; 2) **Rosebud**, R/P, Roger Sturgeon/JJ Isler, San Francisco, 19; 3) **Sjambok**, Farr, Michael Brennan/Chris Larson, Annapolis, 22. (5 boats)

PHRF I — 1) **Numbers**, CM 60, Daniel Meyers/Brad Butterworth, Newport, 13 points; 2) **Caberet**, Tripp 47, Bob Limoggio/Kerry Klinger, Newport, 19; 3) **Yellow Jacket**, Farr 53, Larry Bulman et. al., Annapolis, 27. (5 boats)

FARR 40 — 1) **Mean Machine**, Peter de Ridder/Tom Dodson, Monaco, 28 points; 2) **Atalanti**, Stratis Andreadis/Sofie Bekatorou, Greece, 29; 3) **Opus One**, Wolfgang Stolz/Morten Henriksen, Germany, 34; 4) **Struntje Light**, Wolfgang Schaefer/Jesper Bank, Germany, 43. (8 boats)

MUMM 30 — 1) **Champosa**, Jonathan McDonagh/Tac Boston, Minneapolis, 18 points; 2) **Cygnat**, Rick Swann, Fairfield, CT, 21; 3) **Q**, Jim Swartz/Dee Smith, Park City, UT, 27; 4) **Illusion**, John Podmajersky, Chicago, 30. (10 boats)

### OCEAN DIVISION TWO (Tom Duggan):

PHRF II — 1) **Dawn Raid**, Melges 32, Oscar Strugstad/Adrian Stead, Zenda, WI, 15 points;



# ACURA MIAMI RACE WEEK

2) **Grins**, Farr 36, Rick Orchard/Dave Chapin, Flowery Branch, GA, 17 points; 3) **Midsummer**, 1D-35, Stig Osterberg/Brian Huse, Port Townsend, WA, 24. (6 boats)

PHRF III — 1) **The Wall**, Mumm 36, Gordon Schiff/O.H. Rogers, Tampa Bay, 16 points; 2) **Carinthia**, J/120, Frank Kern, Detroit, 27; 3) **Dame Blanche**, Beneteau 40.7, Othmar von Blumercron, Annapolis, 28; 4) **Thin Ice**, Aerodyne 38, Stuart Hebb, Coral Reef, FL, 34. (8 boats)

J/105 — 1) **Masquerade**, Tom Coates, San Francisco, 11 points; 2) **Zuni Bear**, Rich Bergmann/Shawn Bennett, San Diego, 23; 3) **Eagles Wings**, John Gottwald, Chicago, 24; 4) **Tiburon**, Steve Stroub, Tiburon, 25; 5) **Gumption 3**, K. & N. Grainger, Rye, NY, 27; 6) **Flame**, Jim Doane, Naples, FL, 29; 7) **Eclipse**, Damian Emery, Mt. Sinai, NY, 32. (18 boats)

PHRF IV — 1) **Pamlico**, Andrews 38, J/World Racing Team, Annapolis, 15 points; 2) **Sazerac**, Swan 40, Gordon Ettie, Miami, 18; 3) **Triptease**, Tripp 33, Jeff/ Rubin/Rich Shellow, Key Biscayne, 27; 4) **Moxie**, J/100, George Collins/Mike Hobson, Annapolis, 29. (10 boats)

## KEY BISCAYNE DIV. THREE (Dave Brennan):

ETCHELLS — 1) **CAN #1298**, Hank Lammens, Norwalk, CT, 16 points; 2) **Victory**, Buddy Cribb, Miami, 44; 3) **Pipe Dream XII**, Scott Piper, Miami, 46; 4) **Chemical Imbalance**, R. Hitchcock/G. Hefler,



*Miami vice — A gaggle of Farr 40s, led by 'Canvasback', approach the leeward gate.*

Marblehead, 48; 5) **Swedish Blue**, unknown, UK, 66; 6) **Landed Emigrant**, Hans Fogh, Toronto, 68; 7) **USA #1299**, Randall White/Jerry Fulp, Oriental, NC, 73; 8) **B/Witchcraft**, Patricia Stadel, Marblehead, 81; 9) **Wizard**, Keith Longson, Rye, NY, 81; 10) **Cruel Jane**, Dirk Kneulman, Burlington, ONT, 82. (30 boats)

MELGES 24 — 1) **Nautica**, Riccardo Simonesch, Italy, 22 points; 2) **M-Fatic**, Neil Sullivan/Morgan Reeser, Annapolis, 24; 3) **Star**, Jeff Ecklund/Harry Melges, Ft. Lauderdale, 25; 4) **Xcellent**, John Polard, UK, 32; 5) **Foo**, Marc Hollerbach, Grosse Pt. Park, MI, 52; 6) **Gazoo**, Geoffrey Pierini, Edison, NJ, 57; 7) **Flyer 02**, Chuck Holzman, Grosse Pt. Farms, MI, 58; 8) **Silver**, Joe Woods, UK, 61; 9) **Cagey**,

Karen Gottwald, Chicago, 63; 10) **Kleine Rainbow**, Bent Dietrich, Germany, 66. (25 boats)

J/24 — 1) **Lacalaca**, Iker Belaustregui-go, Mexico, 11 points; 2) **Gotta Go**, Peter Benziger, Miami, 14; 3) **Pick Up Styx**, Jon Luscomb, Palm Beach, 16. (8 boats)

PHRF V — 1) **Goombay**, J/27, David Kurtz, Coconut Grove, 14 points; 2) **Blackbird**, C&C 99, Pat Charles Cacace, Miami, 15; 3) **Tiburon**, Lindenberg 28, Art Perez, Miami, 18. (6 boats)

## BOAT OF THE DAY:

THURSDAY — **Rosebud**, TP 52.

FRIDAY — **Pipe Dream XII**, Etchells.

SATURDAY — **Atalanti**, Farr 40.

SUNDAY — **USA 41**, Mumm 30.

## 2005 FLORIDA GRAND PRIX AWARDS:

TP 52 — **Sjambok**.

FARR 40 — **Mean Machine**.

MUMM 30 — **Champosa**.

J/105 — **Masquerade**.

MELGES 24 — **M-Fatic**.

## BOAT OF THE WEEK (Acura Trophy):

**Nautica**, Melges 24.

## PHRF BOAT OF THE WEEK (City of Miami):

**The Wall**, Mumm 36.

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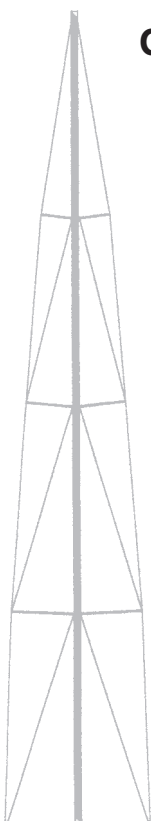
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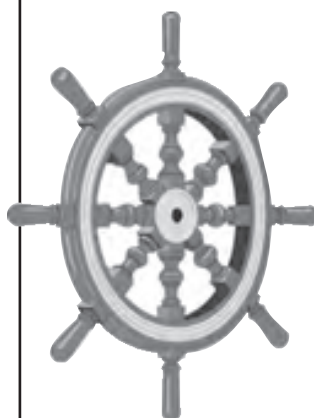
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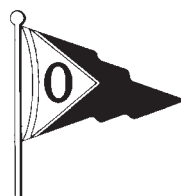
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# MAX EBB

I think I've finally been to enough boat shows to know how to do them right. This time I remembered to wear the boat moccasins that are easy to slip on and off. I brought my own sandwich so I'm not subjected to 'festival' food service. I brought a serious-looking briefcase for interesting brochures. And most importantly, I went alone.

As much fun as it is to poke over a big new boat with some sailing friends, my experience is that every time I go to a boat show with a group, I end up boring them to tears. No two people want to spend the same amount of time examining the same obscure accessories or catching up with the same long-lost acquaintances. Going to the show single-handed is the only answer.

I wasn't singlehanded for long. I started in one of the accessories tents, and ran into one of my dock neighbors before I had even picked up my first brochure. He was shopping for a new GPS, so I tagged along as he checked out gadgets offered by half a dozen vendors. We were on our way across the hall to talk to a sailmaker, when who should I cross tacks with but Lee Helm.

"Anything interesting here so far?" I asked.

"For sure!" she answered enthusiastically. "Did you see that new rack-and-pinion steering system? And the hydrofoil attachment for windsurfers? And like, there's a new floating lift dock on the market that would be really cool for a small race boat. You could have a dry-sailed bottom, but keep the boat in a slip and never have to wait in line at the hoist."

"Any interesting boats?"

"Boats?" she seemed surprised.

"You know, boats," I repeated. "Those things floating in the water next to the docks. This is a boat show, after all."

"Oh yeah, right. I looked at a few before it got crowded. I'll go back later."

"I checked out some of the bigger boats right when the show opened, before there were any lines," said my neighbor.

"Nice designs, but you know, the show isn't nearly as fun as it was when I was a college student."

"How so?"

"It was during the dark years of the IOR rule, and my friends and I could choose between making fun of the silly hull shapes on the racers or the shoddy

construction on some of the cruisers. We could pull on stuff that would break right in our hands, and sometimes we didn't even have to pull that hard. We showed no mercy for some of those gingerbread crab-crushers — and I was a big guy even then. But those days are long gone — all the substandard builders either cleaned up their acts or were shaken out of the business in the late '80s. Dammit, I can pull as hard as I can on the overhead grab rail in the cabin of the least well-built boat here, with all my 237 pounds, and I bet I won't even hear a single cracking sound. I ask you, what fun is that?"

"Like, you can still have fun at a boat show," Lee countered as she detoured slightly to loosen the mainsheet of the Laser that was on display among the newer and more exciting racing dinghies. Then she looped the back end of the sheet around one corner of the transom. "There, now it's like, properly rigged," she said as she cleated the sheet again to make it stay.

The dealer didn't even bother to undo the snag. "Come on," he sighed. "That joke's 35 years old."

Then Lee made us all admire the reciprocating propeller system on the pedal-powered kayak, which led us right to the latest generation of beach cats.

"My pockets are too full for those little boats," said my dock neighbor. "But what do you think of that big new cruising cat? It's very spacious. I always feel a little cramped in the cabins of most single-hull sailboats."

"Well, I'm not interested unless it has daggerboards and retractable rudders," said Lee. "Otherwise you give up the shallow draft capability, which is like, the most important thing there is for a cruiser. Not to mention pointing ability."

Lee's attitude improved when it was established which boat my friend was showing an interest in.

"It does look fast for a cruiser," she conceded. "Nice deep foils and a decent size rig for its weight. I guess with all the monohull cruisers designed by the same focus group, the cats are the most interesting boats here."

"That's actually what I'm sort of shopping for," he let slip. "It would be great

## HEELING MOMENT AND RIGHTING MOMENT FOR TWO GEOMETRICALLY SIMILAR CATAMARANS



fun to sail one to Hawaii this summer."

"That's where I'm going right now," Lee said as she glanced down at her watch.

"To Hawaii?"

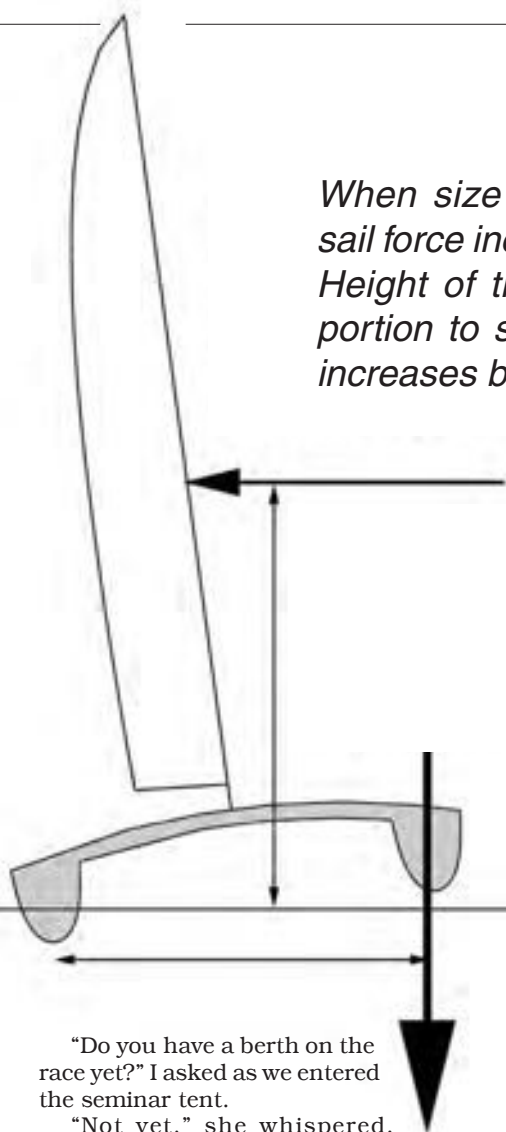
"No, to the seminar! They're having one of the official pre-TransPac 'safety at sea' seminars right here during the boat show. Starts, like, three minutes ago. I can sneak you both in if you want to crash the party."

"Sounds interesting," I said as I started to follow her down an aisle between rows of radars, autopilots and liferafts. "But I'm surprised you're so interested in attending those classes, Lee. I would have thought you'd be giving the lecture instead of sitting in the audience."

"These seminars are a lot better than you probably think," she explained. "Especially if you're used to those dorky 'safe boating' classes they put on at the yacht club. Also, like, it's a race requirement that 30% of the crew attend one."

*"Much to learn  
you still have."*

## — SIZE COUNTS



*When size doubles, sail area and sail force increase by a factor of four. Height of the rig increases in proportion to size, so heeling moment increases by a factor of eight.*

*Weight is proportional to length cubed, so when size doubles, weight increases by a factor of eight. Because beam also doubles, righting moment increases by a factor of 16.*

"Do you have a berth on the race yet?" I asked as we entered the seminar tent.

"Not yet," she whispered. "That's why I volunteered to help out with the inspections. Something always comes up, and if I'm close to the action I'll be one of the first to find out."

The lecturer, who I recognized as one of the more well-known local ocean racers, was holding up what looked like an ordinary sea bag. She was turning it inside out and explaining how to rig the little LED keychain lights to make it easy to find things in the bag at night.

"I know that one," Lee whispered. "I always put a keychain light on my zipper pull."

"But look!" I whispered back. Those lights go on automatically when the zipper opens. Just like a refrigerator

door!"

The discussion hit a wide range of topics, and there was a new tip for each one: Wear a carpenter's apron for cooking (pockets for utensils and protection against spills); design your crew shirts with wide light and dark stripes (easier to see in dim starlight); why bunk boards are better than lee cloths (better air circulation so they're cooler in hot weather); the importance of battery powered cabin fans (you may think they're frivolous but you really do need one for each berth); and how to keep inexperienced crew from draining the main water tank by mistake (disable all electric fresh water pumps). My dock neighbor was taking notes as fast as he could write.

Next up was a lecture by the chief boat inspector, all about how to comply with the 'special regulations.' He started with an outline, listing the big-ticket items first: liferaft, SSB radio, emergency rudder, storm jibs and trysail. Then the small but sometimes problematic things like companionway board locks, stan-

chion tie-downs, fuel shut-off valves and escape hatches on multihulls.

"They're letting multihulls in the race this year?" I whispered to Lee. "That's a big change of policy."

"For sure, Max. First time. I mean, as long as they're big enough."

"That reminds me," said my friend, "I have an appointment to look at that big cat again. You guys want to come along?"

"I'm up for it," said Lee. "This part of the lecture is where I came in last time."

"So they're okay with big catamarans but not small ones?" I asked Lee once we were clear of the lecture tent.

"Small multihulls are easier to capsize than big ones," she answered as she stopped to grab a free sample from a vendor of very expensive vacuum-packed wilderness food.

"I would have thought it depends more on design than on size," I said, "and on how the boat is sailed."

"Still, the scaling laws favor big. Righting moment goes up by size to the fourth power," she said through a mouthful of turkey tetrazini, "but heeling moment only goes up by size cubed. Like, that means if everything stays pretty much in the same proportions, the bigger boat will be much more resistant to capsize in just about any mode."

"That doesn't make sense," argued my friend. "If the proportions are all the same, the big cat can be blown over just like the small one."

Lee swallowed her snack. "Much to learn you still have," she said in her best Yoda impression.

The dock was mobbed, and we had to elbow our way to the big catamaran, which had become one of the most popular "must see" destinations of the show. Without the appointment we would never have even gotten close.

The salespeople were all busy with other prospects, so we gave ourselves a tour of the deck and then sat down in the cockpit to wait our turn to go below.

"I'd like it a lot better with a pair of long tillers," remarked Lee. "Especially considering the run of cables or hydraulics to get steering to both rudders on these things. There probably isn't much feel to the helm."

"Well, if I do buy a big cat," said my dock neighbor, who was apparently thinking seriously about a new boat, "I want it to stay right-side-up, so I'm not



# MAX EBB

interested in a full-on, full-power racing machine."

Lee reminded him again that bigger multihulls are inherently more capsizes-resistant than small ones.

"I still don't see why that should be

torque or heeling moment — goes up by four times two, or a factor of eight."

"Sounds like capsizes territory to me,"



LATITUDE/ROB

true," he insisted.

"Okay, like, here's a section view of a catamaran," she said as she started to draw on the back of one of the fancy glossy brochures. "The heeling moment is proportional to length cubed because . . ." She stopped when she caught his confused look.

"Okay, look, the leverage trying to heel the boat over is going to depend on the sail area and the height of the center of the sail plan."

"Okay, I'll buy that," he said after Lee repeated it again.

"What happens if we make the boat twice as big?" Lee asked.

"Remember, we're keeping all the proportions the same," she said before anyone had time to answer. "The boat is twice as long, the mast is twice as high, and the boom is twice as long. What happens to sail area?"

"Area of a triangle is base times height," I volunteered, "so area goes up by a factor of four."

"Right. So there's four times as much total force on the sail. And what happens to the height of the center of this force above the deck?"

"It doubles," I said.

"Let's not always see the same hands," she scolded. I suspected she had been doing some assistant teaching as part of her graduate studies.

"So the total overturning leverage — which you can also think of as heeling

***With a little pre-planning, you can "just happen to be there" for an exhibitor party. Or two.***

said the potential buyer.

"Like, not so fast. Now let's look at the stability forces keeping it upright."

She drew in a slanted waterline, and tipped the paper so that the waterline was horizontal, but one hull of the cat was just out of the water.

"What happens to displacement when you double size?" she asked. This time she waited for my friend to answer.

"Length times beam times draft, for each hull," he thought out loud. "Each dimension doubles, so I guess displacement also goes up by a factor of eight. It's still gonna capsizes."

"No way. Resistance to capsizes is also a force times a distance, in this case the beam of the boat, which also doubles. So like, we have 16 times as much righting moment. Compare heeling moment to righting moment, and you see that the big boat needs twice as much pressure on the sail to capsizes compared to the small one. It gets more complicated when you look at capsizes energy and righting energy, but you get the idea."

"So are there formulas to determine which multihulls will be allowed into the race to Hawaii?"

"They'll probably just set a minimum length," said Lee. "I think it should be, like, in the low 40s. But it might still be lower. Capsizing depends on, like, so many factors. Usually they go over on a

corner. But we do know that big boats have a lot less to worry about."

My friend seemed extremely pleased with his new-found understanding. "So I could actually win this race with a catamaran," he said with a sort of far-off look in his eye.

"That depends on how they score the multihulls," I cautioned. "From what I read, the plan is to only score the multis among themselves."

My friend's face dropped. "That's no good," he said. "I wouldn't really be in the race if I'm not in it for the overall prize. What are they so afraid of?"

"I guess they're afraid that a boat like this might win," I suggested.

"And that's bad?" asked Lee.

"If it wins because the weather conditions happen to favor multihulls that year, then yes, I can see why the race organizers would think that's bad."

"But the overall winner is almost always determined by the weather anyway," Lee protested. "Sometimes it favors big boats, sometimes small boats. And like, with starts on different days, sometimes one class gets away from the coast really slow and all those boats are like totally screwed for overall standings."

"I think another factor is that there's more uncertainty in the multihull ratings," I said. "Much more so than with monohulls. They don't want the winner to have a rating that turns out to be a gift under the conditions sailed."

"As if that's never happened before," Lee quipped. "All they really need to do is compute performance based on the other boats in the class. That cancels out the possible big/small bias and the luck-of-the-draw starting date problem, too."

"How would that work?" I asked.

"There are lots of simple ways to do it. You could just take, like, the average corrected time for each class, and then see which class winner is farthest ahead of their own class average."

"A couple of slow boats could really pull that average down, though," I noted.

"For sure, you'd want to drop out the back-end outliers. Maybe only average, like, the top half. That would also bias the result against classes with only a couple of boats in favor of the classes with a bigger and probably more competitive group."

"That method might still favor a boat that wins in a class with a lot of scatter in their results," I surmised.

## — SIZE COUNTS

### MAX'S TIPS FOR A GOOD BOAT SHOW EXPERIENCE

1. Go alone.
2. Bring your own food and water.
3. Find a friendly 'home booth' where you can safely leave your extra gear.
4. Wear shoes that are easy to slip on and off.
5. Dress conservatively (but only if you want salespeople to perform for you).
6. Don't wear anything that gives away your sailing experience.
7. Carry a briefcase for brochures (don't forget your business cards).
8. If you're a racer, bring the PHRF list to check up on boat performance claims.

9. Spend more time in accessories and seminars and less time on boats, especially when the show gets crowded.
10. Rest your feet often by taking a long break in a nice comfortable cabin.
11. Stay right up 'til closing time. This increases the chances of discovering 'hospitality' parties.
12. Favor the early days of the show, before everyone is burned out.
13. Volunteer to "mind the store" at your home booth. It's fun, it's educational, and you'll really appreciate that you don't have to do it all day.

"Okay, like, the right way to do this is by standard deviation."

"Huh?"

"First drop the back-end outliers. Then sum up the squares of the differences between each boat's corrected time and the average corrected time. Divide by N - 1, and then represent performance of the class winners in terms

of number of standard deviations ahead of the average. I mean, like, what could be simpler?"

My friend and I just looked at each other. That was simple?

"Tell you what, Max," he said. "Since you go to those meetings, you can tell them that I'll enter a big cat in their race if I'm in it for the overall trophy. I don't

care what crazy system they use, but my crew wants to have a shot at the whole enchilada."

"You know, like, as a first-time multihull racer," said Lee, "you might have better luck with the state lottery."

Never one to miss a good setup, he pulled three lottery tickets out of his back pocket and held them up with a big smile. "Count me in!"

**F**inally the sales staff was ready for my dock neighbor's appointment.

"I think I'll go back to the accessories tent," I said. "I still need to talk to my sailmaker. Good luck with your new boat."

"I'm going to split, too," added Lee. "Gotta check out some new halyard hooks."

"You think I made a mistake bringing my checkbook?" said the prospective buyer.

I shook my head.

"He's done for," whispered Lee as we went our separate ways.

— max ebb



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# THE RACING

**With reports this month on the windy *Rites of Spring* shorthanded race; the quick and bouncy *Lightship Race*; a trio of *St. Francis YC Spring Invitationals*; an update from *Southern California*; the *midwinter series final results*; and last but not least, the usual *box scores* and *race notes*.**

## Rites of Spring Race

Oakland YC's 17th annual Rites of Spring Race, a shorthanded race which traditionally coincides with the first weekend of spring, attracted an intrepid 40 boats on Saturday, March 19. The fun and low-key race normally packs in more like 70 boats, but an ominous weather forecast kept the faint of heart at home.

"It didn't rain, but the wind and waves were really something — especially for us on the committee boat," claimed race PRO George Gurrola. "Those with anemometers reported sustained 35s and gusts in the 40s. We didn't see a lot of spinnakers! It takes guts to go racing shorthanded in wind like this — several other races were cancelled that day, and Encinal YC's final Jack Frost race only had four boats show up. I wish we could give trophies to every boat that finished!"

Nine of the ten classes sailed an 11.3-mile course from the start at 'E' on the Berkeley Circle, to Little Harding, Blossom, 'D' on the Circle, and finish. The Santana 22s went on a slightly shorter course, substituting Alcatraz for Little Harding. Tim and Karin Knowles' RYC-

"Normally, the tip of the mast bends off and 'reefs' for you, but at some point you have to help it along. The crossover point is around 22 true, and it was blowing all that and more — but *Lilith* handled the big breeze really well! Karin and I are looking forward to more shorthanded racing this year."

BIG SPINNAKER (< 157) — 1) *Lilith*, Wylie 39, Tim & Karin Knowles; 2) *Lotta'tude*, WylieCat 30, Jonathan Bloom/Gretchen Spindel. (4 boats)

FAT 30s (180ish) — 1) *Spindrifter*, Tartan 30, Paul Skabo/Chris Packman; 2) *Nice Turn*, Cal 2-29, Richard Johnson. (5 boats)

LITTLE SPINNAKER (> 157) — No starters.

BIG NON-SPIN (< 129) — 1) *Espresso*, Hobie 33, Ken & Liz Williams; 2) *Di' Dream*, Catalina 47, Roger Frizelle. (4 boats)

LITTLE NON-SPIN (> 129) — 1) *Keteau*, Beneteau First 32s5, Jim Catto/Pete Gibson; 2) *Three Quarter Time*, Catalina 380, Charles & Gretchen Pfaff. (4 boats)

CATALINA 34 (non-spinnaker) — 1) *Mottley*, Chris Owen/Jim Murray; 2) *Queimada*, David Sanner/David Pierce; 3) *Wind Dragon*, Dave & Russ Davis. (8 boats)

ALERION EXPRESS 28 (non-spinnaker) — 1) *Dream*, Kirk Smith/Bill Dawson. (3 boats)

SANTANA 22 (non-spinnaker) — 1) *Carlos*, Jan Grygier. (3 boats)

SINGLEHANDED — 1) *Georgia*, Van de Stadt 40, Ben Mewes; 2) *Ama Mama*, 'Tramp/Eagle', Peter Lange. (5 boats)

SINGLEHANDED (non-spinnaker) — 1) *Slip Away*, O'Day 27, David Opheim. (3 boats)

MULTIHULL — 1) *Sea Bird*, F-27, Rich Holden. (1 boat)

Full results — [www.oaklandyachtclub.com](http://www.oaklandyachtclub.com)

## Lightship Race

The 2005 Ocean Racing Classes Association (OYRA) season got off to a shaky start on Saturday, March 19, as just 47 out of 90-some entries showed up at the St. Francis YC starting line for the 25-mile Lightship Race. The weather forecast probably had a lot to do with the diminished turnout, as the promise of rain and southerly winds up to 30 knots obviously didn't appeal to everyone.

Confusion reigned at the start, as some boats started early, others late, and a handful of boats failed to do the mandatory radio check-in before the cutoff time. The crux of the problem was a last minute amendment to the SIs that



changed the starting sequence to give the 50-footers their own start, but apparently some people — notably the race committee — didn't get the memo. A protest is pending that could cause certain classes to have their race abandoned — not the best way to start the 10-race season.

*Cipango*, Rob and Bob Barton's blue Andrews 56, was first around the Lightship Buoy, followed by Tom Sanborn's SC 52 *Citylights*. Lani Spund's turbo'ed SC 52 *Kokopelli* was third around, but blew by the other two boats to finish first at 12:43 p.m. after just 2 hours, 48 minutes on the course. "We hit 21 knots on the way in," reported *Kokopelli* tactician Scott Easom. "It was a quick, fun race — a bit bouncy with 20 knots of wind against a big ebb, but not as bad as the weatherman called for."

On corrected time, *Citylights* won the new 50+ footer division by seven minutes, posting the best time in the fleet in the process. Surprisingly, there wasn't that



COURTESY RICHMOND YC

**Rite stuff — Karin and Tim Knowles double-handed their Wylie 39 'Lilith' to overall victory in OYC's Rites of Spring Race.**

based Wylie 39 *Lilith* (ex-Sabra) — a bigger, custom version of a WylieCat 30 — had the best corrected time of the 37 boats on the 'varsity' course.

"We were reefed the whole day, which is unusual for a WylieCat," noted Tim.



**To the Lightship — 'Double Trouble' sails out of a red boat sandwich. Inset, overall winner Tom Sanborn, skipper of 'City Lights'.**

much boat carnage, though Gary Masari's new Beneteau 40.7 *Phantom Mist* retired with a bloodied crewman. Word on the docks was that a "rogue wave" nailed *Mist* about halfway out to the Lightship, launching their mainsheet trimmer across the boat and cutting his head open. They immediately headed in for StFYC, where the race committee kindly lent them a car to take their wounded comrade to the hospital for stitches. Thankfully, he'll be fine.

Enjoying more success in their respective OYRA debuts were David Kuettel's hot new Betts-built Thompson 38 *Serena*, which finished a close fourth in PHRO-I despite exploding their spritpole three miles from the Gate, and Jim Quanci's beautifully restored 1967 Cal 40 *Green Buffalo*, which came in second in PHRO-II. "We were winning the race at the Light-

ship, but didn't have enough experienced crew to fly the kite on the way in," said Quanci. "My 12-and-14-year-old sons were with us, as well as my nephew, who had never been on a sailboat before. It was a hell of a race to introduce the three of them to ocean racing!"

Provisional results follow; check [www.yra.org](http://www.yra.org) to see how, or if, several protests changed the outcome.

PHRO-IA (< 0) — 1) **City Lights**, SC 52, Tom Sanborn; 2) **Cipango**, Andrews 56, Rob & Bob Barton; 3) **Kokopelli 2**, SC 52+, Lani Spund. (6 boats)

PHRO-I — 1) **Sensation**, 1D-35, Mario Yovkov; 2) **Eclipse**, Express 37, Mark Dowdy; 3) **Summer Moon**, Synergy 1000, Mike DeVries/Tony Pohl; 4) **Serena**, Thompson 38, David Kuettel; 5) **Melange**, Express 37, Jim & Petra Reed; 6) **Double Trouble**, Sydney 38, Andy Costello; 7) **Fast Forward**, Aerodyne 38, Dan Benjamin; 8) **Petard**, Farr 36, Keith Buck. (15 boats)

PHRO-II — 1) **Azure**, Cal 40, Rodney Pimentel; 2) **Green Buffalo**, Jim Quanci; 3) **Cassiopeia**, Islander 36, Kit Wiegman. (6 boats)

MORA — 1) **Desperado**, Express 27, Mike Bruz-



zone; 2) **El Raton**, Express 27, Ray Lotto; 3) **Salty Hotel**, Rene Schmidt. (7 boats)

SHS — 1) **Sleeping Dragon**, Hobie 33, Mark Halman; 2) **1st Impression**, SC 27, Rick Gio; 3) **Punk Dolphin**, Wylie 39, Jonathan Livingston; 4) **Tivoli**, Beneteau 42, Judy & Torben Bentsen. (8 boats)

OLSON 25 — 1) **Clean Sweep**, Tom Nemeth; 2) **Samba**, Roger Anderson. (4 boats)

MULTIHULL — No finishers. (1 boat)

### StFYC Spring Invitationals

St. Francis YC treated the Bay Area's most active one design fleets to its annual trio of Spring Invitationals last month, offering primo Cityfront racing and shoreside festivities over three consecutive weekends beginning on March 5-6. The little keel boats (minus the Etchells, who were in San Diego) batted first, the dinghies second, and the big boats last. All three Invitationals featured good spring-like racing conditions, excellent race management, fun shoreside gatherings, and spirited competition, as these regattas were season counters for most classes.

The Spring Keel Regatta on the sunny weekend of March 5-6 attracted 46 boats in four classes. StFYC Rear Commodore Ray Lotto comfortably won the small Express 27 gathering with *El Raton*, but the other three classes all came down to the fourth and final race. Pro sailor Seadon Wijzen won the Melges 24 class on a tiebreaker with *Go, Dogs, Go!*, while Curtis Press and Jim Yares, last year's J/24 season champs, resumed their winning ways with *Running With Scissors*. Rowan Fennell and his family team (wife Vikki, uncle Justis Fennell and his 9-year old daughter Marina, and Jonathan Wisler) won their first buoy regatta with *Paramour*, topping the 18-boat Moore 24 fleet. *Paramour's* crew, even little Marina, was thrown into the Bay by their peers, clearly a sign of affection.

With certain exceptions, younger and more athletic sailors took the stage the following weekend for the Spring Dinghy Regatta. Seventy-four boats in six classes showed up, with the 505s (20 boats) and Vanguard 15s (18 boats) making particularly strong showings. Southern California 505s — led by Mike Martin, Howie Hamlin, and Andy Beeckman, in that order — dominated the 505 class, while local sailors Holt Condon and crew Katie Shuman took the Vanguard 15s. Johnny Heineken and Matt Noble topped the third biggest class, the 12-boat 29ers, with a perfect string of five bullets.

On March 19-20, it was the 'over

LATITUDE/ROB; INSET, LATITUDE ARCHIVES





CHRIS RAY



LESLIE RICHTER



30-footers' turn. Unlike the previous two weekends, this one was rather cold, windy, and occasionally wet. Just three classes showed up, a sad comment on the health of local big boat one design sailing, and the regatta was just three Express 37s short of an unintentional J/Fest. At least the J/120s and J/105s showed up in force, with 8 and 29 boats respectively. Rick Wesslund's *El Ocaso* and Steve Madeira's *Mr. Magoo* had a tooth-and-nail

**Scenes from the three StFYC Spring Invitationals, clockwise from upper left — Just plane fun on a 505; J/24s flying in formation; J/105s play follow the leader; close call in the Moore 24s; the new J/105 'Donkey Jack' had a great debut; and the winning Lotto ticket, the Express 27 'El Raton'.**

battle to the end, with the former winning the J/120 class on the final beat. Neither boat lost crew overboard this weekend, unlike three other J/120s (one swimmer, off *Dayenu*, had to be taken to the hospital with hypothermia).

Dave Wilson and the Perkins clan, with big brother Chris Perkins steering, proved

untouchable again, stringing together a 3,1,2,1 series with their *Good Timin'* to nip newcomer *Donkey Jack* (ex-*Luna Sea*, hull #26), recently purchased by driver Scott Sellers, Rolf Kaiser and Eric Ryan. *Good Timin'* is now launched out of the starting blocks, already well on its way to winning an unheard-of sixth



CHRIS RAY



LESLIE RICHTER



CHRIS RAY



**Invitationals, cont'd** — Vikki Fennel ('Paramour') levitates above the water; a trio of Melgi chase '#525' into the leeward gates; Chris Perkins, back left, and the victorious 'Good Timers'; hand-to-hand combat in the J/105s; dueling 29ers; timeout on a 505. All photos 'Latitude'/rob except as noted.

straight J/105 season title. At the Sunday afternoon awards ceremony, the Perkins posse was also honored with a US Sailing Arthur B. Hanson Award for alertly rescuing a swimmer off Mr. Magoo in last year's Spring One Design Regatta. "We were in a position to help the guy, and just did what anyone would do," said Chris, who

gave the medal to bowman John Collins for his role in the rescue.

**SPRING KEEL (March 5-6; 4 races):**

EXPRESS 27 — 1) **El Raton**, Ray Lotto, 5 points; 2) **Magic Bus**, Paul & Eric Deeds, 10; 3) **Moxie**, Jason Crowson, 13. (6 boats) . . . Winning crew — Ray Lotto, Steve Carroll, Patrick Lewis, Tom Dobroth, Tish Wick.

MELGES 24 — 1) **#525**, Seadon Wijzen, 6 points; 2) **Go, Dogs, Go!**, Tim Hawkins/Pepe Parsons, 6; 3) **Caliente**, Matt McQueen, 14; 4) **Smokin'**, Kevin Clark, 19; 5) **Tinseltown Rebellion**, Cam Lewis, 20. (11 boats) . . . Winning crew — Seadon Wijzen, Dennis George, Justin Oberbauer, Wheeler 'Pebbles' Simmons.

MOORE 24 — 1) **Paramour**, Rowan Fennell, 9 points; 2) **Flying Tiger**, Vaughn Seifers/Dave Hodges, 13; 3) **Feng Shui Moore**, Scott Sorensen, 15; 4) **Adios**, Ian Klitz/Lisa LeFaive, 18; 5) **Mercedes**, Joel Verutti, 23; 6) **Moorigami**, John Siegel, 31; 7) **Eclipse**, Brad Butler, 32; 8) **Wet Spot**, Dave



# THE RACING



Hensell, 32; 9) **E-9**, Lesa Kinney, 38. (18 boats). . . Winning crew — Rowan & Vikki Fennell, Justis Fennell, Jonathan Wisler, Marina Fennell.

J/24 — 1) **Running With Scissors**, Curtis Press/Jim Yares, 9 points; 2) **TMC Racing**, Michael Whitfield, 11; 3) **Take Five**, Susan Taylor/Werner Horn, 13; 4) **Rail To Rail**, Rich Jepsen, 17; 5) **Casual Contact**, Ned Walker, 18. (11 boats). . . Winning crew — Curtis Press (driver), Jim Yares, Duane Yoslov, Doug Robertson, John Yares.

## SPRING DINGHY (March 12-13):

505 — 1) Mike Martin/Jesse Falsone, 9 points; 2) Howie Hamlin/Cam Lewis, 15; 3) Andy Beeckman/Jeff Nelson, 22; 4) Simon Cooke/Jeremy Smith, 27; 5) Nick Adamson/Rob Waterman, 33; 6) Nigel Oswald/Roy Woglfe, 34; 7) Andy Estcourt/Mark Golsh, 37; 8) Shark Kahn/Paul Allen, 38; 9) Carisa Harris/Ralph Silverman, 41. (20 boats; 6 races)

VANGUARD 15 — 1) Holt Condon/Katie Shuman, 21 points; 2) Adam Lowry/Mara Holian, 24; 3) Jim Barkow/Mallory McCollum, 37; 4) Jason Artof/Veronica Gasca, 60; 5) Madhaven Thirumalai/Melina Hoyer, 62; 6) Melissa & Tom Purdy, 64; 7) Kara Forman/Geoff McDonald, 74; 8) Rolf Kaiser/Shannon Bonds, 88. (18 boats; 12 races)

29er — 1) John Heineken/Matt Noble, 5 points; 2) Brooks Reed/Brian Malouf, 10; 3) Jen Morgan/Mike Kuschner, 15; 4) Max Fraser/Art Lange, 30; 5) Karen Flick/Scott Kozinich, 34. (12 boats; 6 races)

420 — 1) Josh Leighton/Devon Lindsley, 9 points; 2) Isabella Zingale/Alex Butti, 18. (4 boats; 10 races)

FINN — 1) Darrell Peck, 8 points; 2) Henry Sprague, 16; 3) Patrick Weaver, 19; 4) Brad Nieuwstad, 19. (9 boats; 5 races)

LASER — 1) Peter Phelan, 6 points; 2) Tracy Usher, 10; 3) David LaPier, 17; 4) Anika Leerssen, 30; 5) Walt Spevak, 30. (11 boats; 5 races)

## SPRING REGATTA (March 19-20; 4 races):

J/120 — 1) **El Ocaso**, Rick Wesslund, 11 points; 2) **Mr. Magoo**, Steve Madeira, 13; 3) **Chance**, Barry Lewis, 16; 4) **OuiB5**, John Sylvia, 22. (8 boats; 5 races). . . Winning crew — Rick Wesslund, Adam Sadeg, Tad Lacey/Bill Melbostad, Randy Bigony, Jay Scott, Heather Noel, Russ Mabardy, Pat Lopez, Susannah Carr, Byran Murdock.

EXPRESS 37 — 1) **Elan**, Bill Riess, 7; 2) **Expeditious**, Bartz Schneider, 8. (3 boats). . . Winning crew — Bill Riess, John Kernot, Chris Chapman, Maria Flores, Dave McMurtry, Steve Hutchinson, Rob McIntire, Richard Beauregard, George Neill.

J/105 — 1) **Good Timin'**, Perkins/Wilson, 7



**Spring Invitational winners, from left — Seadon Wijzen (Melges 24), Vikki and Rowan Fennell (Moore 24), and Ray Lotto (Express 27).**

points; 2) **Donkey Jack**, Sellers/Kaiser/Ryan, 9; 3) **Nantucket Sleighride**, Peter Wagner, 20; 4) **Akula**, Doug Bailey, 30; 5) **Natural Blonde**, Cooper/Deisinger, 33; 6) **Windance**, Littfin/Pugh, 33; 7) **Cuchulainn**, Brian Mullen, 36; 8) **Orion**, Gary Kneeland, 37; 9) **Larrikin**, Stuart Taylor, 42; 10) **Hazardous Waste**, Chihak/Sack/Youngling, 47; 11) **Advantage 3**, Pat Benedict, 50; 12) **Aquavit**, Ted Wilson, 54; 13) **Wonder**, Kennelly/Dines, 55; 14) **Jabberwocky**, Vaughan/Reyff, 59. (29 boats). . . Winning crew — Chris Perkins, Phil Perkins, Dave Wilson, Jon Perkins, John Collins, Susie Gregory.

Full results — [www.stfyc.com](http://www.stfyc.com)

## **SoCal Season Revs Up**

This winter's epic rainfall in Southern California — the wettest winter in 115 years! — gave way to sunny skies and gentle winds in the first weekend of March, just in time for the start of the spring sailing season.

On March 5-6, Newport Harbor YC hosted their annual W.D. Schock Memorial Regatta, an event honoring late boatbuilder Bill Schock and open to all Schock-built boats. Sixty-five boats showed up, almost half of them from the locally popular Harbor 20 fleet. Familiar names — Gaudio, Golison, Janov — populated the winner's circle.

Simultaneously, some 80 miles further south, 41 EtcHELLs were going at it in the San Diego YC-hosted EtcHELLs Midwinters, one of the big tune-up regattas on the road to the Worlds on San Francisco Bay this September. Bill Hardesty, who in January skippered the Pegasus Racing Melges 24 entry to overall honors at Key West, won the Midwinters with *Hissar*, filling in for owner Vince Brun. Hardesty, sailing with *Hissar* regulars Benny Mitchell and Brian Terharr, nipped runner-up Russ Silvestri by a point, while Bay Area sailor Peter Vessella came in third.

Two weekends later, 104 boatloads of sailors descended on SDYC again for the



Land's End San Diego NOOD (National Offshore One Design) Regatta, always a fun and well-run event. Sponsored by *Sailing World*, this is the second of nine NOODs on the 2005 circuit. The J/105s and Beneteau 36.7s, sailing in their NAs, fielded good classes, but many of the other 13 classes were a bit thin. For that matter, how do 505s, I-14s, FDs and the like qualify as 'offshore' one designs?

Alamitos Bay YC's Olympic Classes Regatta also occurred in pleasant conditions on March 18-20. With the next Olympics still over three years away, there wasn't much interest in the OCR this year — just four classes showed up, and only the Lasers (36 boats) and Finns (20 boats) had good turnouts. Kevin Taugher

## ALAMEDA YC ESTUARY MIDS:

DIV. A (0-138) — 1) **Wile E. Coyote**, Express 27, Dan Pruzan, 4 points; 2) **Rascal**, Wilderness 30 cust., Rui Luis, 6; 3) **True Grits**, Express 27, Jay Montgomery, 8. (11 boats)

COLUMBIA 5.5 — 1) **Wings**, Mike Jackson, 5 points; 2) **Drummer**, Sadeg/Love, 5. (6 boats)

DIV. C (139-189) — 1) **Cassiopeia**, Islander 36, Kit Wiegman, 6 points; 2) **Shadow Fax**, Olson 25, Mark Simpson, 6; 3) **Double Agent**, Merit 25, Robin Ollivier, 8. (7 boats)

DIV. D (190-up) — 1) **Lone Ranger**, Ranger 26, Ken Vieggi, 4 points. (3 boats)

NON-SPINNAKER — 1) **Mi Amor**, Islander 36, Arnie Gallegos, 5 points; 2) **Dancing Girl**, Catalina 30, Ron Mero, 5; 3) **Flyer**, Peterson 33, John Diegoli, 8. (8 boats)

(4 races w/1 throwout)

## BERKELEY MIDS CHAMPION OF CHAMPIONS (Feb. 27):

RED FLEET (first place finishers) — 1) **Bodacious**, Farr One Tonner, John Clauser; 2) **TMC Racing**, J/24, Michael Whitfield; 3) **Always Friday**, Antrim 27, John Liebenberg; 4) **Jeannette**, Tartan Ten, Henry King. (10 boats)

BLUE FLEET (second place) — 1) **Advantage 3**, J/105, Pat Benedict. (2 boats)

WHITE FLEET (third place) — 1) **Phantom**, John



of the Royal Vancouver YC topped the Lasers, while Ventura YC's Kevin Hall, now employed by the Emirates Team New Zealand America's Cup syndicate, won the Finn class when his closest competitor, 20-year-old Zach Railey (Clearwater, FL), capsized at the leeward gate in the last race. The regatta doubled as the Finn NAs.

Big events on the SoCal circuit next month include the Alter Cup (US Sailing multihull championship, ABYC, Apr. 13-17), Ahmanson Cup (NHYC, Apr. 16-17), Ensenada Race (NOSA, Apr. 22), and Yachting Cup (SDYC, Apr. 29-May 1).

#### W.D. SCHOCK MEMORIAL (NHYC; March 5-6):

SCHOCK 35 — 1) **Ripple**, Jeff Janov, 9 points; 2) **Whiplash**, Ray Godwin, 9; 3) **Power Play**, Tom

**Winners, cont'd — Rick Wesslund and tactician Adam Sadeg (J/120), Jim Yares (J/24), and tactician John Kernot and Bill Riess (Express 37).**

McQuade/Steve Arkle, 13. (9 boats; 6 races)

SANTANA 20 — 1) **Mini-Me**, Bruce Golison, 11 points; 2) **Altitude Sickness**, Payson Infelise, 14; 3) **Head First**, Rick Harris, 15. (7 boats; 7 races)

LIDO 14-A — 1) **No Fear**, Mark Gaudio, 10 points; 2) **#3113**, Stu Robertson, 14; 3) **War Zone**, Freddie Stevens, 33. (11 boats; 9 races)

LIDO 14-B — 1) **Leeward Passage**, Kim Zuelsdorf/Dan Rossen, 14 points; 2) **#1967**, Randy Carper, 15; 3) **Still Thinking**, Arnold Christensen, 21. (9 boats; 9 races)

HARBOR 20-A — 1) **Zephyr**, Chris Allen, 19 points; 2) **Surprise**, Phil Ramser, 26; 3) **A Salt & Battery**, Jim Kerrigan, 26. (17 boats; 9 races)

HARBOR 20-B — 1) **Mili'apa**, Ross Watanbe, 9 points; 2) **Audace**, Andy Binkerd, 27; 3) **Idros**, Helen

Duncan, 28. (12 boats; 9 races)  
Full results — [www.nhyc.org](http://www.nhyc.org)

#### ETCHELLS MIDWINTERS (SDYC; March 5-6):

1) **Hissar**, Bill Hardesty, 14 points; 2) **#1279**, Jim Nicholas/Russ Silvestri, 15; 3) **Mahalaga**, Peter Vessella, 20; 4) **No Justice**, Jeff Pape, 21; 5) **Alturas**, Alex Camet, 21; 6) **I Love My Wife**, Craig Healy, 29; 7) **#1060**, Dennis Conner, 33; 8) **Rhino**, Bruce Nelson, 34; 9) **Royal Charter**, Robert Britton, 39; 10) **Second Wind**, Andy Ladow, 41. (41 boats; 5 races; 1 throwout; [www.sdy.org](http://www.sdy.org))

#### SAN DIEGO NOOD (SDYC; March 18-20):

'FAST 40' (PHRF) — 1) **Pirana**, Farr 40, David Voss, 6 points. (3 boats)

J/120 — 1) **Tama Jama**, Steve Harris, 10 points; 2) **Doctor No**, Jed Olenick, 12. (5 boats)

BENETEAU 40.7 — 1) **Estela B**, Armando Silvestre, 10 points; 2) **Wiki Wiki**, Mike Honeysett, 23.

## FINAL MIDWINTER RACE RESULTS

Gulliford; 2) **Oni**, Beneteau 36.7, Peter Krueger; 3) **Shenanigans**, C&C 36, David Fiorito. (5 boats)

KIRT BROOKS TROPHY (overall) — **Bodacious** (skipper John Clauser, Bob Novy, Robin Easton, Rick Bennalack, Ian Nadel, Glen & Mary Garfein, Tom & Chris Loughran, Dale Scoggin, Jeanette Daroosh, Alexander Holman.)

Winning crew (**Bodacious**) — John Clauser,  
Full results — [www.berkeleyyc.org](http://www.berkeleyyc.org)

#### GOLDEN GATE YC MIDS (5 races, 1 throwout):

PHRF I (<70) — 1) **Chance**, J/120, Barry Lewis, 9 points; 2) **Sand Dollar**, Mumm 30, Erich Bauer, 11.5; 3) **Mr. Magoo**, J/120, Steve Madeira, 12; 4) **Zephyra**, DK-46, Robert Youngjohns, 16; 5) **Grace Dances**, J/120, Dick Swanson, 19; 6) **White Dove**, Beneteau 40.7, Mike Garl, 26.5; 7) **Outrageous**, Olson 40, Linkmyer/Brown, 27; 8) **Sensation**, 1D-35, Mario Yovkov, 27; 9) **Kokopelli II**, Sc 52+, Lani Spund, 29; 10) **Q**, Schumacher 40, Glenn Isaacson, 41. (25 boats)

PHRF II (70-141) — 1) **Yucca**, 8-Meter, Hank Easom, 4 points; 2) **Harp**, Catalina 38, Mike Mannix, 10; 3) **Uno**, WylieCat 30, Steve Wanner, 15; 4) **Two Scoops**, Express 34, Chris Longaker, 20; 5) **Razzberries**, Olson 34, Bruce Nesbit, 21; 6) **Relentless**, Sydney 32, Arnold Zippel, 23; 7) **Breakout**, Santana 35, Steve Hixson, 24. (17 boats)

J/105 — 1) **Lulu**, Don Wieneke, 4 points; 2)

**Alchemy**, Walter Sanford, 14; 3) **Irrational Again**, Jaren Leet, 15; 4) **007**, Bruce Blackie, 15. (9 boats)

PHRF III (142-up) — 1) **Eyrie**, Hawkfarm, Tom Condy, 4 points; 2) **Youngster**, IOD, Ron Young, 9; 3) **Xarifa**, IOD, Paul Manning, 12; 4) **Whitecap**, IOD, Henry Hernandez, 14; 5) **Crazy Jane**, Thunderbird, Doug Carroll, 18. (11 boats)

CATALINA 34 — 1) **Crew's Nest**, Ray Irvine, 10 points; 2) **Casino**, Bill Eddy, 11; 3) **Mottley**, Chris Owen. (8 boats)

KNARR — 1) **Pegasus**, Peter Noonan, 6 points; 2) **Benino**, John Mounier, 9. (6 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 6 points; 2) **Freja**, Ed Welch, 7; 3) **Windansea**, Don Wilson, 13; 4) **Scout**, Terry Lynn, 15. (10 boats)

SEAWEED SOUP WINNER (best overall performance) — **Yucca**, 8-Meter, Hank Easom. (Crew: Charlie Mohn, Al Blair, Mike Figour, Bill Moore, Laurence and Daniel Pulgram, Robin Sodaro, Dave Gruver, Hal McCormack, Sam Hock)

Full results — <http://ggyc.com>

#### ENCINAL YC JACK FROST MIDS:

DIV. I — 1) **Summer Moon**, Synergy 1000, Mike DeVries/Tony Pohl, 14 points; 2) **Magic**, Tripp 40, John Rizzi, 14; 3) **Stray Cat Blues**, J/35, Bill Parks, 20. (8 boats)

ANTRIM 27 — 1) **Max**, Bryan Wade, 7 points. (4 boats)

MELGES 24 — 1) **Smokin'**, Kevin Clark, 5 points. (3 boats)

EXPRESS 27 — 1) **Attitude Adjustment**, Liga & Soren Hoy, 16 points; 2) **Baffett**, Tom Baffico/Forest Baskett, 25; 3) **Magic Bus**, Paul Deeds, 28; 4) **Swamp Donkey**, Scott Sellers, 30; 5) **Moxie**, Josh Grass, 30; 6) **Desperado**, Mike Bruzzzone, 47; 7) **New Wave**, Buzz Blackett, 50; 8) **Motorcycle Irene**, Will Paxton, 53; 9) **Dianne**, Steve Katzman, 54; 10) **Mirage**, Terry Cobb, 74. (22 boats)

DIV. II (102-168) — 1) **Encore**, Wylie Gemini Twin, Andy Hall, 11 points; 2) **Wings**, Columbia 5.5, Mike Jackson, 15; 3) **Chesapeake**, Merit 25, Jim Fair, 25; 4) **Lotta'tude**, WylieCat 30, Jon Bloom, 27; 5) **Nixon Was Cool**, J/24, Chet Chauhan, 28. (13 boats)

(7 races w/1 throwout; [www.encinal.org](http://www.encinal.org))

#### OYC BRUNCH SERIES (5 races, 1 throwout):

PHRF-I (151 & below) — 1) **Spitfire**, Moore 24, Brant Adomato, 4 points; 2) **Logical Switch**, Express 37, Fred Joyce, 8. (4 boats)

COLUMBIA 5.5 — 1) **Bandit**, Chris Shepherd, 8 points; 2) **Seabiscuit**, Steve Hutchinson, 9; 3) **Alert**, Richard Humphery, 10. (7 boats)

PHRF-II (152-up) — 1) **Morning Dew**, Kiwi 29, Vince Boley, 7 points; 2) **Pip Squeak**, Santana 20, Aaron Lee, 9; 3) **Dire Straits**, J/24, Steve Bayles, 10. (7 boats)



# THE RACING

(6 boats)

BENETEAU 36.7 (North Americans) — 1) **Kea**, Chick & Alexis Pyle, 25 points; 2) **Grizzly**, Charles Bayer, 27; 3) **Hammertime**, Tom Lewin, 32. (10 boats)

J/105 — 1) **Wings**, The Cases, 14; 2) **Javelin**, The Werners, 17; 3) **Short Skirt**, Peter Lufkin, 21; 4) **Grace O'Malley**, Alice Leahey, 29; 5) **Flamboyant**, Barney Flam, 31; 6) **Mischief**, Carolyn Hardy, 37; 7) **Indigo 3**, Scott Birnberg, 43. (21 boats)

ETCHELLS — 1) **Wiki Wiki**, Tom Hughes, 8 points. (3 boats)

J/80 — 1) **Avet**, Curt Johnson, 10 points; 2) **Underdog**, John Steen, 13. (5 boats)

SOLING — 1) **#606**, Andrew O'Dwyer, 15 points; 2) **Ghost Rider**, Ian Wareham, 17. (5 boats)

J/24 — 1) **Jaded**, Deke Klatt, 10 points; 2) **Take Five**, Werner Horn/Taylor, 12; 3) **#5208**, Chris Snow, 13. (7 boats)

ULTIMATE 20 — 1) **UFO**, Trent Watkins, 20 points; 2) **Ethel Merlyn**, Clifton Odum, 24; 3) **Enigma**, John Buchanan, 25. (7 boats)

HOLDER 20 — 1) **Problem Child**, Kyra Sweda, 20 points; 2) **Water Rat**, Nigel Brownnett, 29; 3) **Pele's Wrath**, Bobby Kawamura, 31. (7 boats)

FD — 1) **#40**, Paul Hemker, 6 points; 2) **Russhin'**, Zhenya Kirueshkin-Stepanoff, 10; 3) **Diva**, Jim Algert, 15. (7 boats)

INT. 14 — 1) **#1164**, Henderson/Johnson, 19 points; 2) **Larry**, Don Mierzeski, 32; 3) **G-Force**, Paul Galvez, 35; 4) **#1140**, Matt Noble, 39. (13 boats)

505 — 1) **Taz**, Gary Lee, 21 points; 2) **Feed the Kitty**, John Billings, 25. (6 boats)

MARTIN 16 — 1) **Stephan Alvey**, Linda Woodbury, 10 points; 2) **Lame Duck**, Robert Jones, 20; 3) **More Sailors Lies**, Graham Alvey, 23. (9 boats)

Full results — [www.sailingworld.com](http://www.sailingworld.com)

**OLYMPIC CLASSES REGATTA (ABYC; 3/18-20):**

FINN (North Americans) — 1) Kevin Hall, 12



SUSIE MITCHELL

**Very Harry — 'Yucca' skipper Hank Easom, center, and his henchmen took GGYC's Seaweed Soup Bowl for an unprecedented fourth time.**

points; 2) Zach Railey, 14; 3) Darrel Peck, 18; 4) Andrew Casey, 25; 5) Henry Sprague, 33; 6) Derek Mess, 43; 7) Brad Nieustad, 52; 8) Andrew Kern, 66; 9) John Harrop, 71; 10) Robert Mendenhall, 72. (20 boats)

STAR — 1) Will Stout/Darell Hiatt, 9 points; 2) Erik Lidecis/Michael Marzahl, 13. (6 boats)

LASER — 1) Kevin Taugher, 11 points; 2) John Romanko, 29; 3) Brendan Fahey, 41; 4) Abe Torchinsky, 42; 5) Bryan Buffaloe, 44; 6) Luke Ransay, 50; 7) Chris Raab, 51; 8) Christopher Wenner, 55; 9) Vann Wilson, 59; 10) Kurt Miller, 65. (36 boats)

LASER RADIAL — 1) Keamina Rasa, 8 points; 2) Lindsay Buchan, 15; 3) Hayley McLean, 15; 4) Emily Boardman, 28; 5) Taylor Robinson, 30. (14 boats) (8 races; 1 throwout; [www.abyc.org](http://www.abyc.org))

## Box Scores

Following are brief reports on other regattas which Bay Area sailors competed in last month:

**FARR 40 WORLDS (CYCA, Sydney; March 1-4):**

1) **Evolution**, Richard Perini/Hamish Pepper, AUS, 66 points; 2) **Team Shockwave**, Neville Crichton/Michael Coxon, AUS, 66; 3) **TWT**, Marco Rodolfi, ITA, 67; 4) **Warpath**, Steve & Fred Howe/Paul Cayard, USA, 72; 5) **Mascalzone Latino**, Vincenzo Onorato/Adrian Stead, 75; 6) **Barking Mad**, Jim Richardson/Terry Hutchinson, USA, 80; 7) **Ichi Ban**, Matt Allen/Andrew Thompson, AUS, 87; 8) **Southern Star**, John Calvert-Jones/Grant Simmer, AUS, 88; 9) **Nerone**, Massimo Mezzaroma/Antonio Sodo Migliori/Vasco Vascotto, ITA, 89; 10) **Morning Glory**, Hasso Plattner/Russell Coutts, GER, 92. . . 18) **Pegasus**, Philippe Kahn/Mark Reynolds, USA, 137; 23) **Solution**, John Thomson/Tom Whidden,

## FINAL MIDWINTER RACE RESULTS

180 RATERS — 1) **Irish Lady**, Catalina 30, Mike Mahoney, 7 points; 2) **Nice Turn**, Cal 2-29, Richard Johnson, 8. (5 boats)

NON-SPINNAKER — 1) **Espresso**, Hobie 33, Ken & Liz Williams, 7 points; 2) **My Tahoe Too**, Capri 25, Stephen Douglass, 8; 3) **Pathfinder**, Ariel, Ernie Rideout/Ed Ekers, 11; 4) **Diana**, Islander 36, Steve Zevanove, 11; 5) **Green Onions**, AE-28, John Tuma, 16. (12 boats)

MULTIHULL — 1) **Three Sigma**, F-27, Chris Harvey, 6 points. (3 boats)

Full results — [www.oaklandyachtclub.com](http://www.oaklandyachtclub.com).

**RYC SMALL BOAT MIDWINTERS:**

EL TOROS — 1) Gordie Nash, 31 points; 2) David Liebenberg, 44; 3) Fred Paxton, 53; 4) John Liebenberg, 61; 5) Chris Straub, 75; 6) Dave Vickland, 100; 7) Skip Shapiro, 125; 8) Buzz Blackett, 143; 9) John Pacholski, 158; 10) Vickie Gilmour, 164; 11) Mike Dias, 170; 12) Bruce Bradfute, 172; 13) Will Paxton, 183. (39 boats; 16 races)

OPTIMIST — 1) James Moody, 27 points; 2) Finn-Erik Nilsen, 36; 3) Lauren Cefali, 67; 4) Alex Nilsen, 69; 5) Domenic Bove, 72; 6) Alex Delle Cesie, 75; 7) Kaitlyn Baab, 77. (15 boats; 16 races)

SNIPE — 1) Doug & Mary Cefali, 21 points; 2) Vince Casalaina/Sherry Eldridge, 22; 3) Packy, Julie & Kelly Davis, 34; 4) Doug Howson/unknown, 38. (11 boats; 10 races)

BYTE — 1) Christina Nagatani, 43 points; 2) Trish Moratorio, 49; 3) Gail Yando, 50; 4) Karin Knowles, 54; 5) Noah Jones, 66. (12 boats; 15 races)

WYLIE WABBIT — 1) Melinda & Bill Erkelens, Jr., 17 points; 2) Erik Menzel/Attila Plasa & Alysén, 25; 3) Colin Moore/Hillary Hansen/Kit Wakeman, 32; 4) Kim Desenberg/Fred Hoffman, 36. (9 boats; 10 races)

INT. 14 — 1) Kirk Twardowski/Jim Margeson, 14 points; 2) Kurt Lahr/Chris Ganne, 21; 3) Greg Mitchell/Dave Berntsen, 27. (7 boats; 10 races)

505 — 1) Mark Dowdy, 10 points. (2 boats; 10 races)

29er — 1) Johnny Heineken/Matt Noble, 19 points; 2) Michelle Fraer/Richard Carter, 27; 3) Karen Flick/Scott Kozinchik, 27; 4) Art Lange/Max Fraser, 28. (10 boats; 10 races)

CORONADO 15 — 1) Alex & Steve Fishman, 20 points; 2) David Rumbaugh/Anne Jaeschke, 34; 3) Kevin Washbauer/Claire Fishman, 35. (9 boats; 11 races)

CFJ — 1) Jim Parker, 6 points. (3 boats; 5 races)

LIDO 14 — 1) Jim Mackey, 5 points. (3 boats; 5 races)

LASER — 1) Sean Kelly, 31 points; 2) David Lapier, 34; 3) Roger Herbst, 38; 4) Walt Spevak, 39; 5) Tim Russell, 56; 6) Ben Shapiro, 70; 7) Andrew Casey, 84; 8) Tom Burden, 89; 9) Colin Brochard, 93; 10) Tim Armstrong, 96; 11) Don Hill, 99; 12) Ron

Witzel, 99; 13) Rogan Kriedt, 100. (35 boats; 11 races)

OPEN DINGHY — 1) Steve Lowry, Day Sailor, 14 points; 2) Mark Dawson, Banshee, 21; 3) Roy Jordan, Sunfish, 31; 4) Bob Cronin, Sunfish, 32; 5) David Rasmussen, 420, 41. (13 boats; 10 races)

OPEN BIG BOAT — 1) Kristofer Vogelsong, Thistle, 12 points; 2) Anders Petersson, International Canoe, 13; 3) Mark Briner, Johnson 18, 22; 4) Eric Stoelting, Thistle, 22; 5) Douglas McWilliams, Thistle, 25. (11 boats; 5 races)

MULTIHULL — 1) Bill Erkelens, Sr., Tornado, 10 points; 2) Marc Lewis, Hobie Tiger, 11; 3) Carl Engelennger, Hobie Tiger, 11. (8 boats)

Full results — [www.richmondyc.org](http://www.richmondyc.org)

**SAUSALITO YC MIDWINTERS:**

J/105 — 1) **Lulu**, Don Wieneke, 6 points; 2) **Risk**, Woodley/Titchner/Whitner, 12; 3) **Jose Cuervo**, Sam Hock, 21; 4) **Orion**, Gary Kneeland, 22. (8 boats; 6 races; 1 throwout)

BIG SPINNY (< 149) — 1) **Gammon**, Tartan Ten, Jeff Hutter, 10 points; 2) **Absolute '02**, Sydney 38, Keith MacBeth, 10; 3) **Carlene**, WylieCat 30, Fred Soltero, 11; 4) **True North**, Baltic 42-DP, Jeff Dunnavant, 13. (11 boats)

LITTLE SPINNY (> 149) — 1) **Spindrifter**, Tartan 30, Paul Skabo, 6 points; 2) **Chorus**, Kettenburg 38, Peter English, 6; 3) **Boog-A-Loo**, Cal 29, Nancy



'Bodacious' guys — John Clauser with the Kirt Brooks Trophy for winning the BYC Midwinter Champion of Champions. Bowman Robin Easton (left) and main trimmer Bob Novy (right) flank Clauser on the podium.

USA, 171; 25) **Venom**, Brett Neill/Peter Taylor, USA, 183; 26) **Phish Food**, Alexis Michas/Brian Ledbetter, USA, 193. (28 boats; 9 races; no throwouts; [www.farr40.org](http://www.farr40.org))

#### SBYRA #5 (CPYC; March 5):

BIG SPINNY (under 151) — 1) **Windwalker**, Jeanneau Sunshine 36, Jim Benson; 2) **Ada Helen**, Catalina 36, Joe Pratt. (4 boats)

LITTLE SPINNY (over 151) — 1) **Summertime**,

Int. Folkboat 26, Luther Izmirian; 2) **Mer Linda**, Catalina 30, Mark Hale. (4 boats)

NON-SPINNY — 1) **Nattabie**, Santana 22, Eric Monjoin; 2) **Chablis IV**, Cal 25, Dave & Kay Few; 3) **Chai**, Ericson 28+, Vince Swerkes. (10 boats)

Full results — <http://sbyra.home.comcast.net/>

#### BACARDI CUP (Miami; Mar. 6-11; six races):

1) Mark Mendelblatt/Mark Strube, 14 points; 2) Howie Shiebler/Anson Stookey, 18; 3) Peter Bromby/Rick Peters, 20; 4) Rick Merriman/Brad Nichol, 26; 5) John MacCausland/Brian Fatih, 31; 6) Vince Brun/Doug Brophy, 33; 7) George Szabo/Christian Finnsgard, 36; 8) Andy MacDonald/Austin Sperry, 38; 9) Afonso Domingos/Bernado Santos, 44; 10) Augie Diaz/Bob Schofield, 46. (70 Stars; [www.starclass.org](http://www.starclass.org))

#### OPTI SPRING GOLD CUP (EYC; Mar. 13):

RED — 1) David Liebenberg, 14 points; 2) Cody Nagy, 15; 3) Mariana Sosa Cordero, 26. (9 boats)  
BLUE — 1) Michael Grove, 11; 2) Kaitlyn Baab, 42; 3) Alex Delle Cese, 44. (8 boats)  
GREEN — 1) Will Cefali, 4 points; 2) Jackson Wagner, 9. (6 boats; 5 races)  
(23 Optis; 7 races; 1 throwout; [www.sfbay-opti.org](http://www.sfbay-opti.org))

#### COLLEGIATE RANKINGS (as of March 15):

COED — 1) **USC**; 2) Brown; 3) Yale; 4) Boston College; 5) Georgetown; 6) **Stanford**; 7) **UC Irvine**; 8) Dartmouth; 9) St. Mary's; 10) Harvard; 11) South Florida; 12) **Hawaii**; 13) Charleston; 14) Hobart/Wm. Smith; 15) Tufts; 16) MIT; 17) Connecticut College; 18) Old Dominion; 19) Kings Point; 20) Navy.

WOMEN — 1) Brown; 2) Charleston; 3) Yale; 4) Harvard; 5) Navy; 6) St. Mary's; 7) **Stanford**; 8) Boston College; 9) Old Dominion; 10) Georgetown; 11) Dartmouth; 12) Connecticut College; 13) South

Rogers, 11; 4) **Mer Tranquille**, Jeanneau 34, Phil Hyndman, 16. (13 boats)

NON-SPINNAKER I (< 175) — 1) **Basic Instinct**, Elliott 10.5, Jan Borjeson, 6 points; 2) **Q**, Schum. 40, Glenn Isaacson, 7; 2) **Youngster**, IOD, Ron Young, 7; 4) **Velocity**, J/42, John Woodhull, 16. (11 boats)

NON-SPINNAKER II (> 175) — 1) **Nordlys**, Knarr, Joel Kudler, 4 points; 2) **Roebot**, Cat. 30, Rod Decker, 6; 3) **Homus**, Ericson 27, Josh Dvorson, 13; 4) **Tan Tsun**, Pacific 30, S. Hocking, 14. (10 boats)

SANTANA 22 — 1) **Carlos**, Jan Grygier, 6 points; 2) **Elaine**, Pat Broderick, 7; 3) **Tackful**, Frank Lawler, 7. (7 boats)

(5 races; 1 throwout; [www.syconline.org](http://www.syconline.org))

#### SOUTH BEACH YC MIDWINTERS:

BIG SPINNAKER (< 150) — 1) **Spirit of Elvis**, Santana 35, Gregg Solar, 6 points; 2) **Gig**, HB-30, Gil Sloan, 10; 3) **Solar Wind**, Martin 32, Max Crittenden, 12. (8 boats)

LITTLE SPINNAKER (> 149) — 1) **Goose**, Catalina 30, Mike Kastrop, 4 points; 2) **Animal Crackers**, Olson 25, John Lymberg, 10; 3) **Missy B**, Catalina 30, Russell Calvery, 14. (9 boats)

NON-SPINNAKER — 1) **Dancing Bear**, Catalina 30, Ray Hall, 4 points; 2) **Fancy**, Ericson 33, Chips Conlon, 12; 3) **Unanimous**, CS-30, Steve Eittreim, 17. (8 boats)

(3 races; 0 throwouts; [www.southbeachyc.org](http://www.southbeachyc.org))

## SEAWEED SOUP WINNERS

YEAR	YACHT	TYPE	OWNER	CLUB
1971	<i>Debonair</i>	Unknown	Peter Esser	GGYC
1972	<i>Clea</i>	Unknown	Mark Cluett	SRYC
1973	<i>Maicaw</i>	Unknown	W. Van Liendon	SYC
1974	<i>Sorceress</i>	Unknown	James Dawley	AolYC
1975	<i>Hanapau</i>	Cal 20	Bren Meyer	CYC
1976	<i>Roquefort</i>	Newport 30	Bob Marshall	SCC
1977	<i>Erotica</i>	Columbia 26	Lou Kruk	IYC
1978	<i>Mary C</i>	Unknown	Unknown	GGYC
1979	<i>Folly</i>	Unknown	Charles Kaiser	GGYC
1980	<i>Crazy Jane</i>	Thunderbird	Doug Carroll	GGYC
1981	<i>Urban Guerilla</i>	Santana 20	Rob Moore	SCC
1982	<i>Hot Sheet</i>	Cal 29	Tom Caylor	SYC
1983	<i>Champagne</i>	Cal 29	Bruce Easom	SYC
1984	<i>Confusion</i>	Yamaha 24	Ron Stout	RYC
1985	<i>Magic Jammies</i>	Wavelength 24	C. Witcher/N. Rau	RYC
1986	<i>Yucca</i>	Eight Meter	Hank Easom	StFYC
1987	<i>Leading Lady</i>	Peterson 40	Bob Klein	RYC
1988	<i>Jazz</i>	Beneteau 40	Rod Park	RYC
1989	<i>Flamingo</i>	Express 37	Rod Sievers	RYC
1990	<i>Summertime Dream</i>	Schumacher 26	Rob Moore	SYC
1991	<i>Highway</i>	Folkboat	David Boyd	GGYC
1992	<i>Bondi Tram</i>	Frers 41	Scott Easom	StFYC
1993	<i>Wildflower</i>	Santana 35	Art Mowry	StFYC
1994	<i>Wildflower</i>	Santana 35	Art Mowry	StFYC
1995	<i>Yucca</i>	Eight Meter	Hank Easom	SFYC
1996	<i>Dulcinea</i>	Coronado 27	John Slivka	SSS
1997	<i>Benino</i>	Knarr	Terry Anderlini	StFYC
1998	<i>Conococheague</i>	Moore 24	Dave Gruver	StFYC
1999	<i>Yucca</i>	Eight Meter	Hank Easom	SFYC
2000	<i>Navigator</i>	Soverel 33	D. & B. Melbostad	SFYC
2001	<i>Navigator</i>	Soverel 33	D. & B. Melbostad	SFYC
2002	<i>Uno</i>	WylieCat 30	Steve Winner	AolYC
2003	<i>Whisper</i>	J/105	Eden Kim	St.FYC
2004	<i>Bodacious</i>	Farr One Ton	Bobbi Tosse	BYC
2005	<i>Yucca</i>	Eight Meter	Hank Easom	SFYC

Florida; 14) Eckerd; 15) **Hawaii**.

#### SANTA CRUZ YC MIDWINTERS (March 19):

Cancelled due to weather. Series ended with a make-up race on March 26. See [www.scyc.org](http://www.scyc.org).

#### SUNDANCE CUP (Ft. Worth BC; J/22s; 3/17-19):

1) Charlie Arms, Vallejo; 2) Sarah Deeds, Berkeley; 3) Sandy Hayes, Scituate, MA; 4) Katy Lovell, New Orleans; 5) Linda McDavitt, Austin, TX; 6) Louise Bienvenu, New Orleans; 7) Deborah Grimm, New Orleans.

Winning team — Charlie Arms, Jamie Haines, Dana Riley, Karen Loutzenheiser.

Runner-up — Sarah Deeds, Vikki Fennell, Sutter Schumacher, Samantha Treadwell.

(7 teams; [www.fwbc.com](http://www.fwbc.com))

#### IASF WORLD MATCH RACE RANKINGS (as of March 23):

MEN — 1) Ed Baird, USA; 2) Peter Gilmour, AUS; 3) James Spithill, AUS; 4) Mathieu Richard, FRA; 5) Karol Jablonski, POL; 6) Ian Williams, GBR; 7) Stefan Lindberg, FIN; 8) Philippe Presti, FRA; 9) Russell Coutts, NZL; 10) Lars Nordbjerg, DEN.

WOMEN — 1) Marie Bjorling, SWE; 2) Claire LeRoy, FRA; 3) Lotte Meldgaard Pedersen, DEN; 4) Jenny Axhede, SWE; 5) Nina Braestrup, DEN; 6) Malin Kallstrom, SWE; 7) Christelle Philippe, FRA; 8) Klaatje Zuiderbaan, NED; 9) Christine Briand, FRA; 10) Betsy Alison, USA.

Full list — [www.sailing.org](http://www.sailing.org)

#### Race Notes

Sale boats of the month: Rob Weed has



# THE RACING

sold his red Farr 40 **Wired** to an Australian buyer, which leaves *Peregrine* and *Astra* as the only Farr 40s on the Bay. Has any modern class ever dissappeared from here so quickly? . . . Fred Joyce has "very reluctantly" sold his Express 37 **Logical Switch** to Richmond YC I-14 sailor Greg Mitchell, who has renamed the boat *Escapade*. Mitchell will "ease into the racing scene", doing a few one design and ocean races this year before putting together a full program next summer.

Slip slidin' away? Monterey Peninsula's 43rd **Ano Nuevo Race**, scheduled for March 19, was called off this year due to lack of interest. Only three boats signed up for the 56-mile ocean race from Santa Cruz, up to Ano Neuvo, and down to Monterey. . . Island YC's **Sadie Hawkins Race** attracted just seven entries on March 5. Dawn Chesney's J/24 *Dire Straights* was the overall winner. . . SBYC's **Kurt Zane Memorial Regatta**, a two-weekend Catalina 30 series scheduled for March 12



**Weight aft!** — 'Shockwave' in overdrive at the **Farr 40 Worlds in Sydney**. 'Warpath' was the top USA boat in fourth — see 'box scores'.

and April 2, was canceled when the class failed to field the requisite six boats.

Who's the best? On March 31-April 3, Newport Harbor YC will host the second annual **Pacific Life Yacht Club Challenge**, a Catalina 37 match racing series among ten of the best yacht clubs in the country. Two Bay Area teams made the dance card — defending champion St. Francis YC is sending down skipper **Chris Perkins** again, this time surrounded by brother Phil Perkins, Steve Marsh, Den-

nis George, Gary Sadamori, Ben Wells, and Jeff Moseley. San Francisco YC will be represented by skipper **Skip McCormack**, tactician/dad Hal McCormack, Randy Smith, Morgan Gutenkunst, Bryan Moore, Leigh Markey, and Jon Shinn. Follow the fun at [www.nhyc.org](http://www.nhyc.org).

More new boats: After dominating the SC 30 fleet for several years, Berkeley YC member **Henry King** has moved up to an IOR "war pony", a blue '86 Frers one tonner originally built for Bill Koch and called *Buckaroo*. Most recently, the boat was based in San Diego and named *Ventivore*. King will rename it **Jeannette** and has placed his successful Tartan Ten of the same name for sale. "I went south looking for a cheap racer to convert to a cruiser, and came home with this instead," said King. "It's such a pretty boat — I'm tempted to put a glass case over it and park it in my yard!" . . .

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information:  
[www.encinal.org](http://www.encinal.org)  
NOR/Entry

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Philippe Kahn has jumped on the TP-52 bandwagon, and will be getting his new Bruce Farr-designed, Eric Goetz-built **Pegasus 52** in time for the TransPac.

Chasing Charlie Barr: On May 21, twenty big boats will compete in the NYYC-hosted **Rolex TransAtlantic Challenge 2005**, a 3,000-some mile course between New York and The Lizard in England. The fleet averages 111 feet in size, ranging from 230 feet (*Stad Amsterdam*) to 70 feet (*Stay Calm*), and includes **Mari-Cha IV** (141 ft), *Sariyah* (131 ft), the new all-out **Maximus** (100 ft), *Leopard* (98 ft), and *Carrera* (81 ft). Given decent wind, almost every boat in the fleet is capable of breaking the race record set one hundred years ago by the legendary Charlie Barr and the schooner **Atlantic** — 12 days, 4 hours and change. **MC-IV** holds the course record (6 days, 17 hours, and 52 minutes, set in October, 2003), but her crew wasn't racing and picked their own weather. See <http://transatlanticchallenge.org> for more on this grand spectacle.



LATITUDE/ROB

**Excellent adventure** — Bay Area sailor Andy McCormick went to Portugal last month to try out for ABN-AMRO's second Volvo Race boat.

Everybody must get Stoned: The **IRC rule** was meant to make its club level debut at the Big Daddy, but that didn't quite happen due to communication breakdowns with U.S. Sailing. However, there should be 30-40 boats with certifi-

cates by the 'next' IRC regatta, StFYC's **Stone Cup** on May 21-22. In addition to the dozen or so boats that already have IRC certificates from last year's BBS, the following 'pioneers' have now been rated for the new rule: *Aleta*, *Astra*, *Bodacious*, *Bustin' Loose*, *Double Trouble*, *Faster Horses*, *Great Fun*, *InfraRed*, *Javelin*, *Mistral*, *Moonshine*, *Outrageous*, *Q*, *Razzberries*, *Sand Dollar*, *Serendipity II*, *Tiger Beetle*, *Tupelo Honey*, *Twilight Zone*, *X-Dream*, and *Yucca*. For more about IRC, check out [www.irc-us.org](http://www.irc-us.org).

Sailing 'reality show': 26-year-old Fairfax sailor **Andy McCormick**, who spent last year as a support person on the *Pyewacket* team, was one of five young Americans selected to try out for the **ABN-AMRO** second boat in the upcoming Volvo Ocean Race. McCormick, who grew up sailing at the Stockton SC, survived the first round of tryouts in Miami and was invited to Portugal last month for the final crew competition (20 young sailors were vying for 8 spots on the boat, and only two Americans will be chosen). Unfortunately, McCormick didn't make the final cut — but to make the final 20 out

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# THE RACING SHEET

of 1,800 applications is still quite a feat! ABN-AMRO is fielding two boats in the November circumnavigation, the 'varsity' boat skippered by Moose Sanderson and navigated by **Stan Honey**, and a second boat skippered by 30-year-old Frenchman Sebastian Josse and manned by four "seasoned veterans" and eight young up-and-comers.

Downhill racers: July's 43rd **TransPac** is now up to 68 paid entries, including 14 Cal 40s. A number of boats, notably the maxZ86 sisterships **Pyewacket** and **Morning Glory**, have the potential to seriously dent the course record of 7 days, 11 hours and change, set by the previous *Pyewacket* in 1999. See [www.transpacificyc.org](http://www.transpacificyc.org) for the entry list. . . Encinal YC's 13th annual **Coastal Cup**, a 277-mile sprint to Santa Barbara, is scheduled for June 18. That course record — 28 hours, 29 minutes, 18 seconds, set in 1997 by the SC 50 **Octavia** — will also be under attack, particularly if the TP-52 fleet shows up in force, as expected. See [www.encinal.org](http://www.encinal.org) for more.

Arms race: Two Bay Area women teams ran away with the honors at the mid-March **Sundance Cup**, a lower-key J/22



ROBERT REDFORD

**Sundance kids, from left — Samantha Treadwell, Dana Riley, Sutter Schumacher, coach Liz Baylis, Sarah Deeds, Jamie Haines, Karen Loutzenheiser, and Charlie Arms. Vikki Fennell is in front.**

match racing event hosted by Fort Worth Boat Club. Six-time Sundancer **Charlie Arms** (Vallejo) won for the second year in a row, elevating herself off the guest list for next year (the Cup is a springboard for unranked and /novice match racers) but earning invitations to the Santa Maria Cup (June) and the U.S. Women's Match Race Championship (November). Express 27 sailor **Sarah Deeds** (Berkeley), who

had never match raced until two months ago, came in second. **Liz Baylis** coached both teams locally, and also flew to Fort Worth to run a match racing clinic for the participants. "People joked that the regatta was rigged, that it was an 'inside job'," said Baylis. "I basically knew Charlie would win going in, but Sarah was a nice surprise." Results and crew lists are in *Box Scores*.

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# WORLD

We depart from our normal format this month to bring you a special 'season-opener' report on **The Bay Area's Bareboat and Crewed Charter Yacht Options**; also miscellaneous **Charter Notes**.

## No More Excuses:

### Get Out There and Go Sailing

If you didn't love sailing, you probably wouldn't be wasting your time reading this magazine. Given that assumption, though, we'd be willing to bet that most readers don't get out on the water nearly as often as they'd like to. If that sounds like you, you're in luck. Because this month we've got a boatload of suggestions to remedy that sad problem.

If you don't own your own boat, you probably just wait until some friend invites you along as crew. But that's silly. Anytime you feel like getting out on the water, all you need to do is pick up the phone and call one of the bareboat rental outfits listed below, or one of the crewed charter vessels featured on the following pages. Seriously, it's just that easy, so no more excuses. The Bay Area is world renowned as one of the best all-around sailing venues in the world, and the arrival of spring makes a day on either San Francisco or Monterey Bay all the more enticing.

Even if you do own your own boat, there are special occasions when it makes sense to leave your trusty steed in its slip and utilize the resources listed in these pages. Read on. . .

**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 dubbed '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. Be aware that the first time you charter with a given 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 bridge tower. If time allows, the wise move is to drop by and get checked out a few days ahead of time so that process won't cut into your charter



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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

As the following list demonstrates, there are a wide variety of sail-it-yourself bareboats available for rent in the Bay Area. Compiled here are listings from the area's principal companies (listed alphabetically). We've attempted to be as up-to-date and comprehensive as possible, and we regret any errors or omissions.

Note: Not listed here are university and community sailing programs which offer the use of sailing dinghies and daysailers in conjunction with their instructional programs.

### Atlantis Yacht Charters

Sausalito (415) 332-0800  
www.yachtcharter.com

#### • 30' & UNDER •

Ericson 30

#### • 36' - 40' •

Columbia 36

Catalina 38

Beneteau 38

#### • OVER 40' •

Nordic 44

.....

### Cass' Marina

Sausalito (415) 332-6789  
www.cassmarina.com

#### • 30' & UNDER •

Santana 22

Santana 22 Mark II (2)

J/24

C&C 25

Bristol 27 (2)

Lancer 30

Cal 30

#### • 31' - 35' •

C&C 35

Ericson 35

.....

### Club Nautique

Sausalito, Alameda  
(800) 343-SAIL  
www.clubnautique.net  
SA = Sausalito; AL = Alameda

#### • 30' & UNDER •

Santana 525 (4) AL, SA

Colgate 26 (5) AL, SA

Hunter 290 (3) AL, SA

Hunter 306 AL

#### • 31' - 35' •

Hunter 310 (3) SA

Hunter 320 (5) AL, SA

Hunter 326 (2) SA

Jeanneau 32 AL

Gib Sea 33 AL

Hunter 33 (2) AL, SA

Hunter 340 (2) AL

Jeanneau 34 SA

Hunter 356 (2) AL

#### • 36' - 40' •

Dufour 36 (2) AL, SA

Hunter 36 (3) SA

Jeanneau 36 SA

Jeanneau 37 (2) AL, SA

#### • OVER 40' •

Caliber 40 (2) AL, SA

Hunter 410 (2) AL, SA

Hunter 41 AL

Jeanneau 43 AL

Gib Sea 43 AL

Hunter 466 AL

Jeanneau 52 AL

.....

### J/World

Alameda (510) 522-0547  
www.jworldsf.com

#### • 30' & UNDER •

J/80 [26'] (5)

#### • 31' - 35' •

Beneteau 32

Catalina 34

J/105 [34'] (3)

#### • 36' - 40' •

N/A

#### • OVER 40' •

J/120 [40']

Beneteau 423

Beneteau 47.7

.....

### Lighthall Yacht Charters

Santa Cruz (831) 429-1970  
www.lighthallcharters.com

#### • 30' & UNDER •

Catalina 27

#### • 31' - 35' •

Catalina 34

#### • 36' - 40' •

N/A

#### • OVER 40' •

Catalina 42 (2)

.....

### Modern Sailing Academy

Sausalito (800) 995-1668  
www.modernsailing.com

#### • 30' & UNDER •

Islander 30

#### • 31' - 35' •

Beneteau 311

Pearson 32

Ericson 32

Beneteau 33

Seawind 1000 [33'] cat

Beneteau 35



*Who says you need your own boat to get out on the Bay? Just grab some friends, pack the cooler and rent a boat for the day.*

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

## OF CHARTERING

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 the 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 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.

Daily rental rates are certainly much more than, say, a rental car, but when split between a group of friends, bareboat chartering can be a relative bargain

### • 36' - 40' •

Beneteau 38  
Catalina 38  
Island Packet 38  
Beneteau 393

### • OVER 40' •

Beneteau 43  
.....  
**Monterey Sailing**  
Monterey (831) 732-9463 [www.montereysailing.com](http://www.montereysailing.com)

### • 30' & UNDER •

Catalina 22  
Santana 22  
Ranger 23  
Cal 25  
Excalibur 26  
Custom 27  
Islander 28  
Buccaneer 30  
Pearson 30  
Coronado 30  
Cal 30  
Shields 30 (4)

### • 31' - 40' •

N/A

### • OVER 40' •

Columbia 43

### OCSC

Berkeley (800) 223-2984  
(members only)  
[www.ocscsailing.com](http://www.ocscsailing.com)

### • 30' & UNDER •

J/24 (22)  
Ultimate 24 (3)  
Olson 25 (4)

### • 31' - 35' •

Catalina 32 (4)  
Beneteau 331  
J/105 [34'] (5)  
J/109 [35']

### • 36' - 40' •

Catalina 36 (4)  
Sabre 36

### • OVER 40' •

Caliber 40  
.....

### Pacific Yachting/Sailing

Santa Cruz (800) 374-2626  
[www.pacificsail.com](http://www.pacificsail.com)

### • 30' & UNDER •

Santa Cruz 27  
Catalina 27  
Catalina 28  
Olson 911

### • 31' - 35' •

Beneteau 31  
Catalina 31  
Catalina 32 (2)  
Beneteau 33  
Hunter 33  
Hunter 34  
Catalina 34

### • 36' - 40' •

Catalina 36 (2)

### • OVER 40' •

Beneteau 46.1  
.....

### Tradewinds Sailing School & Club

Pt. Richmond (510) 232-7999  
[www.TradewindsSailing.com](http://www.TradewindsSailing.com)  
Brickyard Cove / Richmond Marina Bay  
(\*boats also at Folsom Lake)

### • 30' & UNDER •

Capri 22 (25-ft) (6)  
Newport 24\*  
Catalina 25\*  
Catalina 27  
Ericson 27 (4)  
Newport 28  
Catalina 30 (3)  
Hunter 30

### • 31' - 35' •

Dufour 31  
Cal 31 (2)  
Hunter 32  
Ericson 32

### • 36' - 40' •

Hunter 356  
Islander 36  
Hunter 36  
Catalina 38  
Ericson 39

### • OVER 40' •

Beneteau 42  
ULDB 65  
.....

### Spinnaker Sailing of Redwood City

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[www.spinnakersailing.com](http://www.spinnakersailing.com)

### • 30' & UNDER •

Santana 22 (7)  
Cal 24 (2)  
Merit 25 (7)  
Catalina 27  
Hunter 30

### • 31' - 35' •

Bristol 31

### • 36' - 40' •

Catalina 36

### • OVER 40' •

Ron Holland 47  
.....

### Spinnaker Sailing of San Francisco

(415) 543-7333  
[www.spinnaker-sailing.com](http://www.spinnaker-sailing.com)

### • 30' & UNDER •

Santana 22 (4)  
Santa Cruz 27 (7)

### • 31' - 35' •

Hunter 310  
Catalina 310  
Catalina 320 (2)  
Allmand 35  
Hunter 356

### • 36' - 40' •

Jeanneau 36  
Catalina 36  
Beneteau 39  
C&C 40

### • OVER 40' •

Hunter Passage 42  
Hunter DS 44  
Beneteau 44



# WORLD

— often less than the cost of the same group going out for a fancy dinner, and it's much less fattening.

**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.

*In the following 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!*

**Both 'Adventure Cats' are berthed at Pier 39. Pictured below is the big sister.**



## 'Multi-Passenger' Vessels (7+)

*(In alphabetical order.)*

**Adventure Cat:** 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



**The original 'Adventure Cat' is fast and fun.**

open-air trampoline, forward, or within the sheltered salon.

- Carries up to 48 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; website: [www.adventurecat.com](http://www.adventurecat.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 private group charters and special events, including weddings, whale watching and corporate programs.

- (415) 777-1630 or (800) 498-4228; website: [www.adventurecat.com](http://www.adventurecat.com)

**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 Eng-



land 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.

**The steel schooner 'Bay Lady' carries 80.**



- Some scheduled sailings (individually ticketed), private group charters, offshore charters (such as to Monterey) and special events including corporate and baseball parties.

- (415) 543-7333; website: [www.rendezvous-charters.com](http://www.rendezvous-charters.com)



## OF CHARTERING

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; website: [www.gaslightcharters.com](http://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. Before going out on her own a few years ago with the purchase of *Glory Days*, Pam skippered many of the Bay's biggest

*Inspired by scow schooners of the 1800s which brought farms goods to market, 'Gas Light' blasts across the Bay with all her rags flying.*

**Chardonnay II:** If you've ever sailed in the waters off Santa Cruz, you've probably seen this sleek beauty gliding over the wavetops with a spirited load of revelers on deck. A modified Santa Cruz 70 design, she was specially customized by Bill Lee for safe, easy-handling charters. Based at Santa Cruz Yacht Harbor, she is popular with both locals and Silicon Valley corporate clients.

- Carries up to 49 passengers.
- Berthed at Santa Cruz Harbor.
- Available for scheduled sailings (individually ticketed), private group charters, and special events including corporate.
- (831) 423-1213; website: [www.chardonnay.com](http://www.chardonnay.com)

*The custom Santa Cruz 70 'Chardonnay II'.*



**Derek M. Baylis:** Named after a famous Bay Area yachtsman, this eye-catching 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."

*The custom Wylie 65 'Derek M. Baylis'.*



- Carries up to 49 passengers on day-sails or 12 passengers for overnights.
- Berthed at Santa Cruz or Monterey.
- Available for educational marine study groups (such as Monterey Aquarium Adventures), marine research or private group charters.
- (831) 251-4656 or (925) 376-7338; website: [www.wyliecat.com](http://www.wyliecat.com)

**Gas Light:** Built by master shipwright Billy Martinelli, this beautifully-crafted



*The Morgan O.I. 51 'Glory Days'.*

charter vessels.

When Morgan first began producing the Out Island line in the late '60s, they quickly became a hot cruising design, and charter companies loved them — especially the 51s, like *Glory Days*.

- Certified for 42 passengers — probably the only O.I. 51 which is.
- Berthed at Pelican Harbor, Sausalito.
- Available for corporate events, private charters, weddings, ash scatterings, team building sails, Angel Island BBQ sails, sunset and full moon cruises.
- (800) 849-9256 or (415) 336-0392; website: [www.sailsfby.com](http://www.sailsfby.com)

**Ka'iulani:** This meticulously crafted 86-foot schooner has just returned to the local charter trade after a stint of private



# WORLD

use. New owner Chris Johnson will make her available for private group charters and corporate events, although his primary focus is on his youth-oriented Call of the Sea sail training programs. They are designed to "connect people of all ages to the sea through hands-on experiences that focus on marine science, our maritime heritage, the ocean environment, and maritime professions."

Built to a Bill Crealock design and launched in 1984, her tall gaff topsail rig makes her a real beauty when blasting

**The gaff tops'l schooner 'Ka'iulani'.**



JONI PHILLIPS

**The classic ketch 'Nehemiah'.**

across the Central Bay.

- Carries up to 44 passengers.
- Berthed at Clipper Yacht Harbor, Sausalito.
- Available for private charters and scheduled weekend sails which help fund scholarships for the youth programs.
- (415) 331-3214; website: [www.callofthesea.org](http://www.callofthesea.org)

**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 both hands-on training, as well as pleasure sailing. A lifelong mariner, Rod also captains S.F. Bay ferries.

- Carries up to 32 passengers.
- Berthed at Richmond Marina Bay.
- Available for youth sail training, scheduled sails (individually ticketed) and private charters.
- (510) 234 - 5054; website: [www.sailingacross.com](http://www.sailingacross.com)

**Ruby:** At 64 feet in length, this double-ended steel sloop has been a familiar site on the Bay for as long as we can remember. In fact, *Ruby* has been chartering longer than any other boat on the Bay — now in her 25th year of service. 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

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# OF CHARTERING

to scheduled sailings, she does a variety of special charters — one of the most memorable was when The Playboy Channel brought 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; website: [www.rubysailing.com](http://www.rubysailing.com)

**The custom steel sloop 'Ruby'.**



**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 fleet, which, naturally, brings her plenty of corporate business.

- 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) 543-7333; website: [www.rendezvous-charters.com](http://www.rendezvous-charters.com)

**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 'Team O'Neill' cat sails out of Santa Cruz.**

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 Yacht Har-

[www.cyoacharters.com](http://www.cyoacharters.com)

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# WORLD

bor.

- Available for private group charters, whale watching and special events including corporate, as well as educational programs.

- (831) 475-1561; website: [www.oneillseaodyessy.org](http://www.oneillseaodyessy.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; website: [www.rendezvous-charters.com](http://www.rendezvous-charters.com)

## Smaller Capacity Crewed Yachts (alphabetically)

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 (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

**This 'Apparition' is a familiar sight.**



small-group chartering in mind. Captain Stan Schilz loves to introduce guests to the ease and comfort of multihull sailing by letting them take the helm. One of the few crewed charter yachts that does overnights, this 38-footer has two double cabins and a full galley. If you're planning to bareboat a cat soon, spending some time aboard Apparition would be good preparation.

- Carries up to 6 passengers\* (see below).

- Berthed at Schoonmaker Marina, Sausalito.

- Available for private group charters, special events, multihull sailing instruction, and trips up the Delta or the Petaluma or Napa Rivers.

- \* Can be bareboated by special arrangement with up to 12 passengers.

- (415) 331-8730; website: [www.apparition.com](http://www.apparition.com) or [www.boatsboatsboat.com](http://www.boatsboatsboat.com)

**Argosy Venture:** One of the largest and most unique yachts in Northern California, this 101-ft Nevins motorsailer does occasional charters on the Bay as well as annual expeditions beyond the

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# OF CHARTERING

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 locally (including corporate), family charters and expeditions, as well as film and dive charters.
- (650) 952-4168.

**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 daysails 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, accredited instruction, and "teambuilding challenges" for corporations.
- (831) 375-0648; website: [www.sailmontereybay.com](http://www.sailmontereybay.com)

[sailmontereybay.com](http://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.
- Berthed at Schoonmaker Marina,

*The Catana 42 'Cat Ballou'.*



Sausalito.

- Available for private group charters, special events and corporate charters, including teambuilding.

• (888) 566-8894; website: [www.sanfranciscosailing.com](http://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.

- 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)

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**The C&C 48 'Incognito'.**

**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 affect of bashing to windward in 20 knots of breeze with the lee rail buried."

- Carries up to six passengers.
- Berthed at Sausalito Yacht Harbor, slip D-924.
- Available for all types of private charters, including corporate and spe-

cial events; specializes in instructional 'performance sailing' charters.

- (415) 868-2940; (415) 987-1942; website: [www.sailingsf.com](http://www.sailingsf.com) or [www.captainmarco.com](http://www.captainmarco.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.
- Does pick-ups 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 of ashes.
- (916) 826-5653; website: [www.sfbayyachtsailing.com](http://www.sfbayyachtsailing.com)

[sfbayyachtsailing.com](http://sfbayyachtsailing.com)

**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; website: [www.sfbayyachtsailing.com](http://www.sfbayyachtsailing.com)

**Mer Nav:** Operated by Monterey Bay Sailing, this comfortable 30-footer is a familiar sight in Monterey waters. She is used for a wide range of sailing trips, from instructional sails to weddings at sea, presided over by Capt. Dutch. That is, Rev. Capt. Dutch.

- Carries up to six passengers.
- Berthed at Fisherman's Wharf, Monterey.

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- (831) 372-SAIL (7245); website: [www.montereysailing.com](http://www.montereysailing.com)

**Trio:** Chuck and Ellie Longanecker love their big 42-ft *Cat Ballou*, but they apparently wanted something a bit more sporty to blast around the Bay on. *Trio* was the answer. "We think of her as our sports car," says Chuck. With her large sail plan and relatively light weight, she screams across the Central Bay. Chuck loves introducing newcomers to the fun of multihull sailing.

- Carries up to six 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](http://www.sanfranciscosailing.com)

If all these choices have you baffled as to which boat would be right for your next sail, we suggest you call a variety

of the vessels listed here and learn more about their services. Also, most sailing clubs will be represented at the Strictly Sail Pacific boat show, April 13 - 17, at Jack London Square.

— *latitude/aet*

### Charter Notes

Speaking of **Strictly Sail Pacific**, the show also provides perfect opportunities to learn about the latest developments with exotic, far flung charter destinations. For example, both **The Moorings** and **Sunsail** have recently announced the openings of new bareboat bases overseas.

In a move that will open **Scandinavia** to the American market, **The Moorings** has begun a 'Preferred Partner' arrangement with Midnight Sun Sailing, offering five new charter base locations in **Sweden** and **Finland**, including **Stockholm** and **Helsinki**. Learn the details from Moorings reps at Strictly Sail or check the details on their website: [www.moorings.com](http://www.moorings.com).



*The Moorings' new base at Airsto, Finland, exposes charterers to breathtaking scenery and a fascinating Scandinavian culture.*

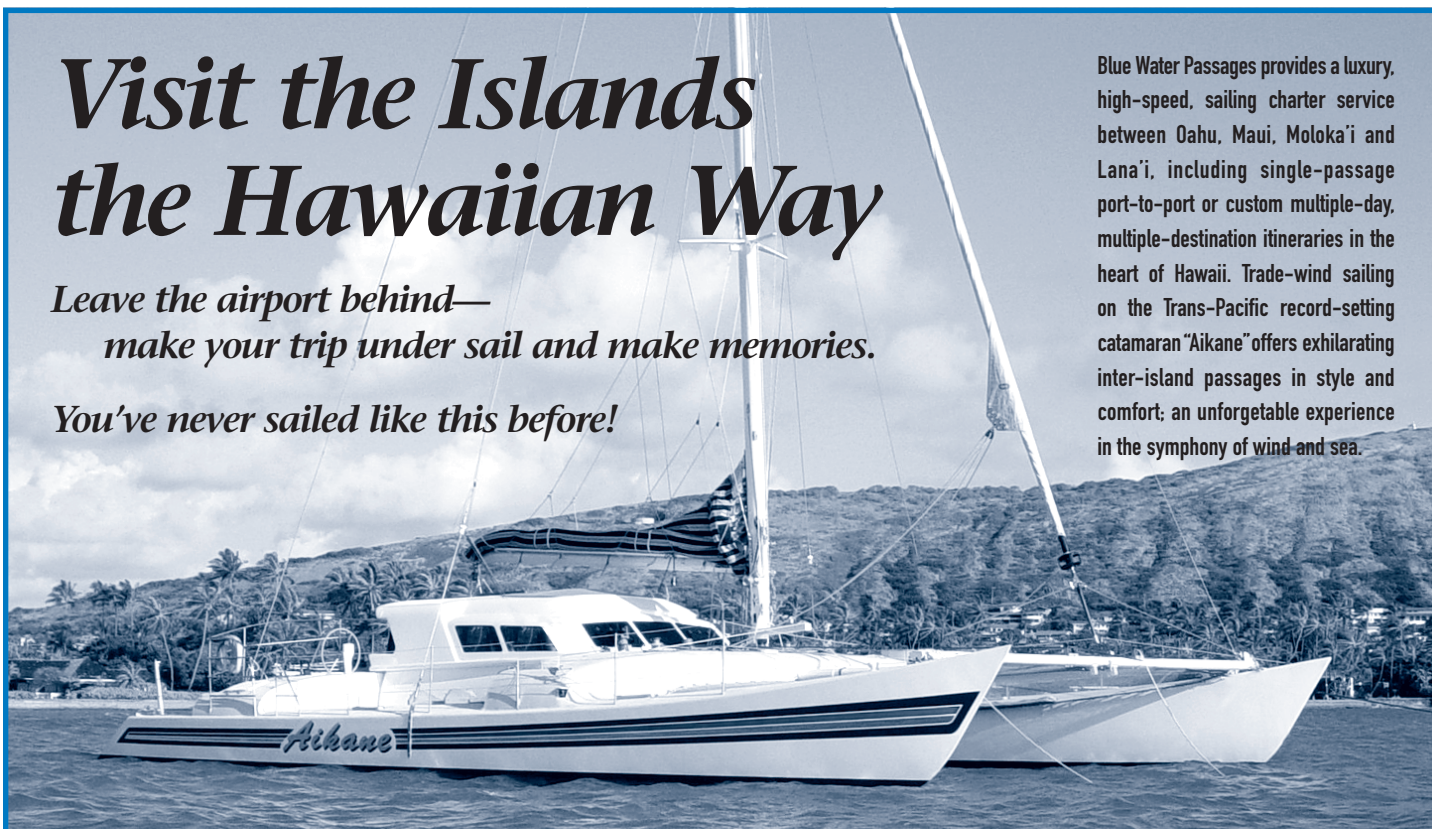
Thankfully, **Sunsail's** operations in **Phuket, Thailand**, were virtually undamaged by December's tsunami. Last month they expanded their offering in that idyllic sailing venue with the opening of a **new base** on the island of **Ko Samui**. Located in the Gulf of Thailand, the island is renowned for its excellent diving and sailing conditions. Sunsail will offer **flotilla charters** (only) from Ko Samui during eastern Thailand's dry season from **May to September** each year. Discuss the details with reps at the boat show or see: [www.sunsail.com](http://www.sunsail.com).

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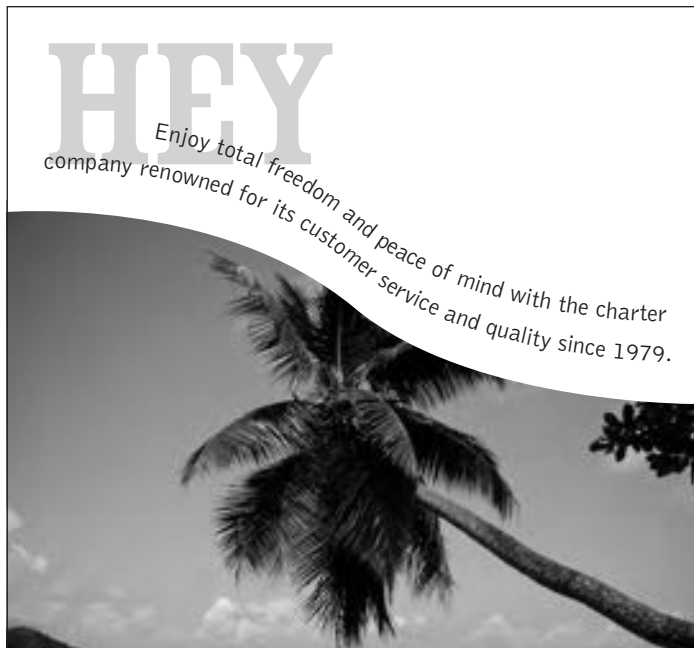
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# CHANGES

With reports this month from **Annie's Song** on completing a 15-year circumnavigation; from **Paloma** on going on the beach under autopilot in Mexico; from the **Pirates For Pupils** fund-raiser at Punta Mita; from **Namache** on being ripped off by Customs in Mexico; from **Shayna** on her adventures on both sides of the Panama Canal; from the 25th Annual **Heineken Regatta** in St Martin; from **Reba** on a couple of differences between Mexico and the South Pacific; and **Cruise Notes**.

## **Annie's Song — Valiant 40 Stu & Annie Yellen 15-Year Circumnavigation (San Francisco)**

Please add *Annie's Song* and our names to your list of Bay Area boats and sailors that have circumnavigated. It was actually because of *Latitude* that we got up the nerve to sail under the Golden Gate and turn left in the first place! I didn't know anything about sailing when I met Stu, but he soon corrected that. We bashed around the Bay aboard an O'Day 26, then a Dufour 27, reading *Latitude* cover to cover every month. One day I told Stu that the people who were out there cruising weren't rich or super-talented, but rather ordinary people like us. That meant we could do it, too, so we have!

We left San Francisco in October '88 for Mexico, the South Pacific, and New Zealand. The lifestyle was so wonderful that we never even thought about turning back. It wasn't until May 9, 2004 — 15 years and 79,000 nautical miles later — that we crossed our outbound path. At the time we were on a slow and light-winded 43-day passage from Panama to Hawaii.

Having completed our circumnavigation, we've started a new adventure — exploring the myriad shorelines of the great Pacific Northwest. We love this beautiful area and will eventually sail to Alaska. We'll also explore the U.S. and Canada by RV for a couple of months each year.

Because it will take us years to get to see all that we want, we've established a new homebase here at Windslow Wharf. **'Ordinary people' Ann and Stu toast their circumnavigation. They took 15 leisurely years to go around — and still haven't swallowed the hook.**

Marina on Bainbridge Island. It's an interesting and lovely area, and just a 30-minute ferry ride from Seattle. The air here is so fresh and clean, and after a rain smells of evergreen. We're finding Seattle to be a neat city, too. It's small enough not to be overwhelming, but big enough to have many things to see and do.

Seattle is a big contrast to Miami, which is where we were one year ago. But what a fun place that was! The basic requirements for yachties — a secure anchorage, easy access to shore, and a good public transportation system — were all there just around the corner from the entrance to Collins Canal. The harbor police came around frequently, and if someone was anchored illegally, they'd help them get legal.

After a short dinghy ride, we'd be just two blocks from the heart of South Miami Beach — an even more interesting place. It has lots of fascinating shopping, many competitively-priced restaurants, and best of all, great people-watching. We first noticed there were many beautiful women, most of whom were young and skinny. Miami needs women like that because it's a center of the fashion industry. Next we became aware of the bodybuilders, all of whom seemed to have just left the gym because they were all puffed up. Because they were so big, they walked with their arms well out from their sides and their legs spread apart. Transvestites, ladies of the night, and a few ordinary people such as ourselves completed the parade.

The folks in South Florida have a fascination with Al Pacino and the movie *Scarface*. We saw three stores devoted to *Scarface* memorabilia. But what a vibrant and lively city Miami is. It's full of immigrants, and we learned that Spanish truly is the local language. This became clear to us when we went into a kosher bakery and heard both the staff and customers speaking in Spanish! Naturally, there are many foods and restaurants representing the Latin countries. Of these, the Cuban restaurants serve the biggest meals. They are even bigger than American meals!

But now we're in Seattle and learning to love it. The weather has been much better than we expected, as it's not



as cold and doesn't rain as much as we thought it would.

— annie & stu 3/8/05

## **Paloma — Pacific Seacraft 37 John Morris And Patricia Castillo Error on Tenacatita Bay (N/A)**

This is the story of how a minor oversight can, if it happens at the wrong time, lead to terrible consequences. On the afternoon of February 9, John Morris and Patricia Castillo were returning to the main anchorage at Tenacatita Bay after visiting the little village of La Manzanilla to take care of internet business. Although it was no more than a couple of miles, they had put the autopilot on. At some point both of them went down below and became distracted or otherwise lost track of time. For the next thing they knew, the autopilot had driven their boat through the pounding surf and up onto the beach next to the Blue Bay Resort.

As this unfortunate accident was happening, about half of the Tenacatita cruising fleet was ashore, engaged in the daily rituals of playing bocci ball, taking walks, and playing dominoes. When *Paloma* was



# IN LATITUDES



PHOTOS COURTESY AMIGA

**Spread; A lesser boat could not have withstood the pounding 'Paloma' took on the hard sand beach. Inset; The boat back in her element.**

spotted floundering on the sand, everyone ran to try to help in some way. Some got in their dinghies, such as Bruce of *Fifth Element*, who set his big Fortress anchor in deep water and ran a line back to *Paloma*. This helped keep the bow turned in the general direction of deep water. Rob from *Cat 'n About*, a retired fireman, got a VHF and acted as the coordinator between *Paloma*, the helpers on shore, and the helpers in the dinghies.

Darryl from *Overheated* climbed aboard *Paloma* and closed all the ports and hatches, which had been allowing seawater to pour in. John from *Scarlett O'Hara* got his 300-ft long one-inch line — which had towed *Scarlett* six days last year after her rudder had broken on the way across the Pacific. He offered it to a big boat to try and pull the Pacific Seacraft off the beach. Another cruiser also had a large line, and in the end both of them were used. George from *Clare de Luna* swam lines to and from dinghies and the boat, and tried to pull *Paloma's* masthead over to temporarily reduce her draft.

It quickly became apparent that dinghy power alone wouldn't be enough to get *Paloma* off the beach, so *Blarney*, a DeFever 49 trawler, was asked to assist. They were able to get *Paloma* turned around, allowing John on the boat to start to grind in the anchor line. Alas, a cleat broke.

It was time for a new plan. The owner and captain from the 106-ft *Attitude Adjustment* came over in their 115-hp powered inflatable and offered their services. It was decided that they should pull the top of the mast over to make it easier to pull the boat. Meanwhile, Bob and Janie from the 40-ft trawler *Amiga* offered to try to tug the sailboat off the beach. A bridle was rigged to the trawler's two stern cleats, and with the powerful *Attitude Adjustment* dinghy pulling *Paloma's* mast over, another attempt was made. *Scarlett's* one-inch line broke under the stress, but thanks to a combination of forces and good timing with the surf, *Paloma* was pulled back into the safety of deep water.

The rescue had taken the help of about 50 people — including some guests from the hotel — over a period of about three hours.

It was immediately apparent that *Paloma* had suffered damage, as John

was unable to steer her. So she was towed to a calm part of the bay and anchored. John from *Scarlett* and Jay from *Alkahest* spent several hours assessing the damage to *Paloma's* skeg, which had separated from the keel by about an inch. They tied lines in an effort to prevent any further separation, and reported that they felt the boat would be able to motor slowly, on her own, in calm weather, to Puerto Vallarta.

The inside of *Paloma* was a heartbreaking mess, as there was sand and saltwater everywhere and in everything. John and Patricia lost their computer, television, VHF radio, and many personal items. But at least they'd saved their boat. They expressed their thanks by hosting a dinner for everyone at the palapa on the beach the following week.

The couple were able to make a long and slow trip to Puerto Vallarta without help, and at last word were making preparations to haul the boat, make repairs, and replace damaged items. The whole works. For the duration of the ordeal, the couple have remained upbeat and have accepted their losses with a sense of humor. This is remarkable, for in another case of unfortunate timing, they had allowed their boat insurance to lapse a short time before the accident. They are nonetheless thankful they still have a boat, and plan to continue cruising Mexico in the future.

We all wish them well.

— renee prentice, scarlett o' hara

## **Pirates For Pupils Spinnaker Run For Charity Punta Mita To Paradise Marina**

After a one-year absence, the renamed Pirates For Pupils Spinnaker Run For Charity returned to Banderas Bay as a good-time for a good cause, and as a tune-up for the Banderas Bay Regatta that would start two days later.

**Katie, John, and Michelle, all in the front row, won lobster lunches for the best costumes. Lupe and Ronnie, top, helped organize the fund-raiser.**



LATITUDE/RICHARD



# CHANGES

About 80 folks participated, mostly rounded up by Ronnie 'Tea Lady' and Lupe Dippe of the Catana 47 *Moon & The Stars*. The concept of the event is that folks who donated money come out from P.V. or Paradise Marina on boats, go ashore at Punta Mita in pirate outfits for lunch at the Dorado restaurant, then head back out to the boats for the always wonderful spinnaker run back to Marina Paradise.

There was one near glitch with this year's program. The surf was up — really up — at Punta Mita's Mexican Malibu right in front of the Dorado restaurant. This has been one of the best winters for surf at Banderas Bay, and the March 11th day of the Pirates For Pupils Spinnaker Run turned out to have one of the biggest swells of the year. Combined with a very low tide, it meant dinghies and pangas shuttling folks in and out had to dodge closeout sets and flying surfboards while avoiding paddlers in their path. To the best of our knowledge, nobody was killed. That might have been because some folks elected to stay out on the boats and not come ashore at all.

The pirate costumes were a new feature this year, and a few folks really got into it. Jeff Nelson of the trimaran *Moon Me*, who seems to have a large wardrobe of sketchy outfits, won a lobster lunch from Dorado Restaurant for the best men's costume, while local girls Katie and Michelle took honors for the best women's costumes. We expect a lot more costumes next year as Disney's upcoming *Pirates of the Caribbean, Dead Man's Chest* will have everyone thinking and dressing more like pirates.

Four catamarans and one monohull carried the bulk of the folks who donated money. The boats were Mai Dolich's Belvedere-based Marquesas 56 *Dolce Vita*, Blair and Joan Grinols' Napa-based 45-

**Having graduated, the Dartmouth coeds were working in New York and missed the Pirates For Pupils. But they were present in spirit.**

ft *Capricorn Cat*, David Crowe's Puerto Vallarta-based Morrelli/Choy 70 *Humu-Humu*, John and Nancy Moore's Puerto Vallarta-based Hunter 50 *Break 'n Wind*, and *Latitude's* 63-ft cat *Profligate*.

The Pirates For Pupils is more a parade than a race, so there were no losers. In fact, the sailing conditions on Banderas Bay were so typically good that everyone who got out on any of the boats was a winner. The wind blew at 10 to 17 knots, the seas were pancake-flat, the air temperature was 85, the water temperature was 81, and there were blue skies. It proved once again that Banderas Bay has the best sailing conditions — by far — in Mexico.

In fact, the only good thing missing were the coeds from Dartmouth on Spring Break. Some of you may remember that in the 2003 Pirates For Pupils, one of the crew of *Profligate* invited four lovely young — and rather voluptuous — girls on Spring Break from Dartmouth to come with us. Shockingly, they agreed. It seemed like they had a good time — they came out and did one Banderas Bay Race with us, too — but we couldn't really tell. Then the day before this year's event we received an email from one of the girls. She wrote that they had all graduated and were now working in "dreary New York City". She said the only thing that made their lives bearable was remembering the Spring Breaks they'd enjoyed together, and that the best Spring Break they ever had was the time they sailed on *Profligate* in the Pirates For Pupils. So it was nice having their good vibes along with us.

In fact, maybe the only thing cooler was the fact that all the boats arrived at the entrance to Nuevo Vallarta at a very low high tide a big swell running. In fact, the waves were breaking and even closing out all the way across the entrance, providing great entertainment to hundreds of people. Boats surfed in like crazy. Getting the two of the best rides of the afternoon,

and on the same wave, were the 'cattlemaran' *Geronimo* and Bill and Karen Vaccaro's Chico-based Moody 44 *Miela*. It was a mini-Southern Ocean for them. The skipper of *Geronimo* had so much fun on his first ride that he dropped all his passengers off and came back out to catch another wave. Harbormaster Dick Markie, who had been conscientiously guiding each boat in from his post on the north jetty, was fit to be tied. But it was a great way to end the day.



A total of about \$1,700 was raised. Some \$1,200 of it from individuals, and \$500 in the name of the participants in last year's Baja Ha-Ha. The money will go to various school projects around Banderas Bay, with \$500 of it earmarked specifically for the village of Emiliano Zapata at Punta Mita. We know it's a modest amount, but we'll be back year after year to help grow this worthwhile cause. We hope you'll be able to join us sometime.

We'd like to thank everyone who contributed their boat, money, or time to help organize this year's event.

— latitude 38

## **Namache — Catalina 42 Lee & Sharon Kochert Shakedown In Mexico (Phoenix, Arizona)**

There may be less corruption in Mexico today than there was four years ago when Vincent Fox assumed the president's office, but Lee Kochert of *Namache* knows for a fact that it has not been eliminated. A few months ago, he was shaken down for nearly \$10,000 by corrupt customs officials just south of Nogales, Mexico.

LATITUDE/RICHARD



# IN LATITUDES



**Spread; Even during the lulls there were waves between the 'pirate' boats and shore. Inset; 'Geronimo' and 'Miela' surf the marina entrance.**

Lee and his wife Sharon have cruised Mexico for the last five years, and are very fond of the Mexican people. The only little problem they ever had were some false charges on a credit card, and that was quickly taken care of. But this was before early December, when Lee attempted to drive south from the United States to their boat at Marina San Carlos with some boat gear such as radar, an SSB radio, and an EPIRB. They needed this gear in order to sail across the Pacific to Brisbane, Australia.

Rather than use the main route through Nogales, Kochert decided to use the trucker's bypass at 8:30 in the morning. He immediately began looking for a customs office. The first he saw was at kilometer 21, so he went in with a list of all the gear, intending to pay the appropriate duty. Nobody had instructed him to stop. Indeed, if he would have just kept on going — as a lot of cruisers would have done — nothing would have happened. He was about to learn the truth of Mark Twain's

adage: 'No good deed goes unpunished.'

But Kochert is a guy who likes to play by the rules, so he gave an official a list of stuff he was importing and asked where he needed to go to pay the duty. The official — who Kochert describes as "about 30, arrogant, and pretending to only speak Spanish" — told him that it was too late, he'd already gone too far into Mexico without paying. When Kochert was asked where he was supposed to have declared the goods, he was told on the other side of the customs building, the one closer to the United States!

Kochert said he'd go back and pay, but the agent wouldn't let him. There were other agents around, and he tried to show them the list of equipment he'd made up, the

Temporary Import Permit for his boat, and a letter from San Carlos Marina explaining that he was importing the gear for his boat. The other officials pretended they didn't understand English.

Kochert was made to understand that they were turning the issue over to their 'legal department', so he was forced to wait and wait. About 10 hours later, the official told him customs was confiscating his \$5,000 worth of marine gear, and were going to hold his car until he paid an additional \$2,700 in fines!

Not knowing what else to do, he caught a ride back to the U.S., got the money for the fine, and returned to the customs office. When he gave the officials the money, the situation became even worse. Once the cash got into the officials' hands, a miracle occurred — they all suddenly became fluent in English. They told him that the computer had made a mistake and that he owed an additional \$1,700 in fines!

"Before that point I had been scared," he remembers, "but that made me mad! I told the officials, 'You fined me for my mistake, but now you've made your own mistake. I demand to speak to your superiors!'"

They disappeared behind a door. When they came out 45 minutes later, they announced that there had been a new ruling. They were still going to keep all the marine gear and the \$2,700 fine, but he was now free to leave with his car. And he did. "I was in such shock about the incident that I drove to Magdalena, 60 miles south of Nogales, before I called Sharon," Kochert remembers.

Once Kochert got to Marina San Carlos **Despite being ripped off for nearly \$10,000, Lee and Sharon are still smiling. And they are still getting ready to set sail for Australia.**



SPREAD, LATITUDE/RICHARD/INSET, STAN STREIBIG



# CHANGES

los, Lee and Sharon spoke with an attorney who directed them to an attorney in Hermosillo. After meeting with the second attorney, they learned that he wanted a \$1,000 retainer. They decided this would be throwing good money after bad, and declined. The attorney finally agreed to take the case in return for 40% of whatever might be recovered. "But he hasn't done anything on the case and we don't expect that he will," they say.

Over the years, Kochert had previously been across the border about 25 times, never with anything to declare, so he never stopped. The one time he was required to stop, he did, and he got screwed. "It hasn't changed my opinion of the people of Mexico, as they are terrific. It's officialdom that you can't trust."

Still needing the marine gear, Kochert returned to the States and bought replacement stuff and some other marine gear. He crossed the border again at Nogales on February 4, but this time at the main crossing rather than the truck route. Despite having been screwed out of almost \$10,000, he stopped at the customs building again. "I just like to do things the right way."

This time the agent didn't try to assess any fines. On the other hand, he refused to sign a document saying that Kochert had tried to pay duty. "He just wasn't interested. When I tried to insist, he gave me the impression that if I didn't like it, I could go back to the United States. He was a surly guy with a chip on his shoulder."

As Kochert says, the problem in situations such as he was in is that you're completely vulnerable — especially if you don't speak the language well. If you obey the law and declare the stuff, you might get shaken down — as he was. But if you don't declare the goods and get caught, you might get put in jail.

Actually, we've never heard of any

***Corrupt officials near Nogales cost Lee and Sharon a pile of money much taller than this. The cost to the people of Mexico is even greater.***



cruisers getting put in jail for failing to declare they were importing marine gear. In fact, we've never heard of any cruiser who has had to pay even a fraction of what Kochert paid for trying to do the right thing.

So what should a cruiser do in a situation like that? Abide by the law, or adhere to the Mexican proverb that says it's easier to ask forgiveness than it is permission? Each person has to decide for him/herself. The only thing that's for certain is that corruption is extremely corrosive to the well-being of any society.

— latitude 03/18/05

## **Shayna — Hylas 45.5 Larry Hirsch & Dorothy Taylor Still Cruising At 76 & 78 (San Diego)**

When we came back through the Panama Canal in April of last year, it meant we were finally in the Pacific again after spending most of five years in the Med. Here's a little of what we'd been up to before and after that Canal transit:

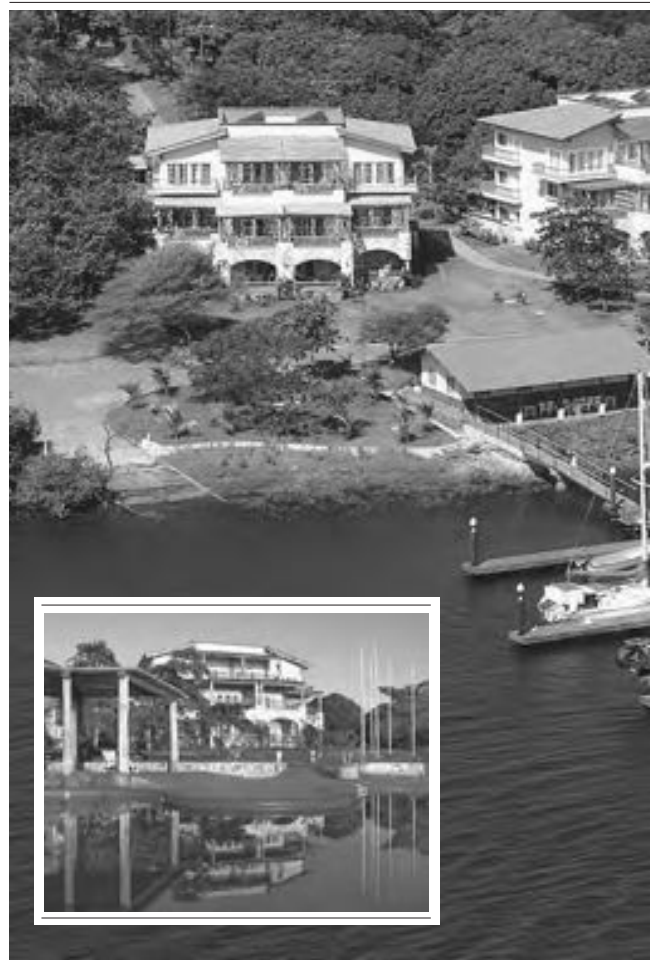
Before transiting the Canal we spent two months in Cartagena, Colombia, followed by some interesting dallying at the nearby Rosario Islands. From there we made the near-obligatory stops at the San Blas Islands, Linton, and Portobello, all of which are in Panama. It was with some reluctance that we continued west into the Pacific, as it meant that it would be the completion of our 12-year odyssey from San Diego.

In our opinion, the best part of the Caribbean isn't the Eastern Caribbean that is so popular with charter sailors, but rather from the ABC Islands — Aruba, Bonaire, and Curaçao — to Panama. Yes, the passages can be rough in those waters, but we've met other yachties who feel the same way as we do. Indeed, some of them have spent three or four years enjoying these less-heralded waters.

Our Canal transit itself was uneventful — although we had a bit of a stickler for a Canal advisor. He would only drink from his own water bottle, and required a full-course cooked meal during the transit. He is also known for leaving boats mid-transit at Lake Gatun if he feels the line-handlers aren't up to his standards.

We also enjoyed the islands on the Pacific side of Panama. Bahia Honda was the same as we remembered from 10 years before, but some of the other islands had become national parks and others were restricted because they were now privately owned.

Moving north, we stopped at Land & Sea Yacht Services at Golfito, Costa Rica,



which is run by Tim and Katie. Ex-cruisers, they understand the needs of cruisers and thus provide moorings, boat-watching, a club house with cable TV, a beer and juice bar, and a dinghy dock. All for a minimal daily fee. They have just one space at their tiny dock for a cruising boat to hook up with electricity and water, for which they charge \$7/foot/month. We left *Shayna* there for two months to attend the graduations of our multiple grandkids back in the States. Banana Bay Marina, right next door, charges \$18 to \$20/ft for berths. K & B Marina, which is new and located on the other side of Land & Sea, had negotiable rates. But we were never able to find out what they were.

Golfito is on a bay within Golfo Dulce, and is extremely well-protected. It is one of the few places we've been where we'd feel safe leaving our boat unattended at anchor. The winds are usually light and Tim is extremely conscientious in checking the boats if a squall comes up. We've seen him out in his panga at 0200 making sure everything is fine. It's a good place to hang out for hurricane season — they develop further north — and we know of six or seven boats that did just that. Mold is a problem in the rainy season in

# IN LATITUDES



BOTH PHOTOS COURTESY PUESTA DEL SOL RESORT

**Puesta del Sol Resort and Marina in Nicaragua. It's hard to decide whether it looks better from the air or from ground level.**

Costa Rica, but Katie has a cleaning gal who wipes everything down with vinegar for very little money. When we returned, *Shayna* was cleaner than when we left.

U.S. citizens are allowed 90 days on both their cruising permit and visa. The cruising permit can be renewed once, but it must be done the day before or on the day the original one expires. Some marinas are able to keep boats in bond. If you want to get a new visa, you take a short ride to La Frontera — the border with Panama. It's a fun trip, and if you really want to do it right, continue on the bus to David and spend a couple of days in Panama's second largest city.

When we returned from the States, we brought along one of our grandsons who was just out of high school and wanting a taste of the world for 10 days. He especially wanted to do the rain-forests, and Larry obliged. The two of them did a tour that including sliding on an aerial cable through the treetops 60 feet off the ground, some rappelling down the face of a cliff, and even a bungee jump. There's no fool like an old fool, but my 73-year-old

sailor did it all — and even lived to tell about it.

We finally left Golfito in early September, stopping in Bahia Drake and Quepos, which are both in Costa Rica. We'd enjoyed these anchorages 10 years ago, but this time a strong southerly swell had the anchorage — and us — rolling like crazy. We finally went up to the Gulf of Nicoya to get some rest. It was still too rolly at Bahia Ballena, our favorite anchorage, so we moseyed on up to Punta Naranja. For a small fee, we once again had all the facilities of the hotel, including a pool, hammocks, restaurant, and phones. Plus, they have a truck that will take diesel jugs to be filled. They'll even take you to the ferry for the short ride across the gulf to Puntarenas.

While at a boat show, we heard from a developer that San Juan del Sur, Nicaragua, is an up-and-coming place for cruisers, and that once you anchor, they'll send a boat out for you. Well, we anchored, let the people ashore know we were there, but nobody came for us. The swells were still going strong — in fact, they were surfing all along the bay. They later did provide a

shoreboat service. We checked into Nicaragua at San Juan del Sur with no problem, but they charged about \$25 more than to check in at Roberto Membrano's Marina Puesta del Sol Resort and Marina, which is a little further north. You also have to walk around to all the offices, whereas the officials come to you on your boat at Puesta del Sol. U.S. citizens are given 90-day visas in Nicaragua, while there is no limit on how long a boat can stay.

After rolling for several days, we headed to Puesta del Sol, which is located on the smooth waters of an estuary. The entrance is a piece of cake. Coming from a northwesterly direction, head for 12 35.386N, 087 25.724W. This is a spot five miles offshore that will help you avoid a reef. You next head to a sea buoy at 12 36.4N, 08722.42WW. Set a course of 72 degrees from there for the entrance to the estuary and follow the well-placed red and green markers to the marina. They monitor channel 16 and will help if you need it.

Membrano's place is a world-class marina in the making, with two pools, a restaurant, and much more to come. And it's all done very well. Roberto and his wife Maria Laura, originally from San Diego, are veterans of numerous Banderas Bay Regattas with their Peterson 46 *Puesta del Sol*, and are charming hosts. They treated us like family, with happy hours, dinners, and much more. Puesta del Sol is a bit remote, but the hotel's air-conditioned van will take you on the a bumpy road to Chinandega for shopping. And from there, you can find buses to Leon, Grenada, Managua, and other places in the country.

Puesta del Sol offers a well-protected

**For a short time, Dorothy and Larry set their anchor at the Panama YC on the Caribbean side of the Panama Canal. They're in the Pacific now.**





# CHANGES

marina with gorgeous views of volcanos, good surfing a short dinghy ride away, remote beaches, tennis courts, horseback riding, and they've even planned a golf course. The only problem is that the area seems to be prone to lightning strikes during the rainy season. *Shayna* was struck, and it fried all of our navigation equipment. There are very few companies in Nicaragua that can work on marine electronics, so it necessitated a quick trip to San Diego to pick up \$10,000 worth of new equipment. We'd just switched insurers to Markel, and they could not have treated us better. They asked us to send an estimate of our repair costs, which we did. They sent us a check for the full amount — minus our deductible — before we'd even purchased the replacement stuff. And they allowed us to keep the claim open until we were sure we were aware of all the damage.

Senor Membrano notified customs that we'd be bringing the replacement equipment into the country and that we were a boat-in-transit in his marina. But nobody stopped us or questioned our baggage when we returned. Once we got the equipment to the boat it took a couple of weeks to rewire and check everything. We had lots of help and advice from others in the marina — especially John of *Lady Geraldine*.

One of our more exciting experiences was installing the depthsounder transducer while the boat was still in the water! The job required two toilet plungers, a yachtie with a sledge hammer in the boat, and Larry with his air hose in the water. We only took in about a quart of water. The most exciting part was when Larry ran out of air halfway through the job, requiring us to run around the dock scrounging another tank.

By the time we got our work done it was almost Thanksgiving, and Roberto and Maria Laura had planned a traditional Thanksgiving dinner. So we stayed longer. And by this time the north winds had started, so we non-macho cruisers decided to leave *Shayna* in the safe marina in Nicaragua rather than make the December bash up to Mexico.

We're about to return to our boat, with Mexico being our destination. We're looking forward to visiting our old haunts there, hoping it hasn't changed much since we last visited 11 years ago. We expect to spend the summer in the Sea of Cortez, and perhaps an entire year in Mexico.

P.S. We've got one tip for anyone planning to do any bluewater cruising but who can't justify the expense of a satellite phone with an email hookup: don't leave



home without ham email (Winlink) or SSB email (SailMail). You really want to have one or the other, as they are really great.

— dorothea & larry 3/15/04

## 25th Annual Heineken Regatta West Coast Sailors Kick Butt Cherie Sogsti (Southern California)

A record 261 entries representing 23 countries duked it out in the 25th Annual Heineken Regatta at St. Martin on March 4-6. Alas, all of the nearly 2,000 sailors on everything from beach cats to Peter Harrison's 115-ft Farr ketch *Sojana* had to deal with uncharacteristically light winds from everywhere but the normal tradewind direction.

The glamour of this year's big boat spinnaker division was no match for that of last year, which featured the debuts of the two MaxZ86s. Nonetheless, there was good competition between Puerto Rican Tom Hill's R/P 75 *Titan 12*, fresh off a new course record in the Miami to Montego Bay Race, and Joseph Dockery's R/P 81 *Carrera*, which was loaded down with rock stars like Ken Read, Chris Larsen, and nine others with America's Cup experi-



ence. *Titan* took three of the four races to walk away with honors.

Nobody, however, had more fun than the mobs on the 122 boats in the six charterboat divisions. Surprisingly, only 10 of the 122 were skippered and crewed by North Americans. Nonetheless, San Francisco skipper Jim Barton and his Bay Area Team Big Dog, featuring Northern Californians Marc Rosenfeld (helmsman), Daniela Ambrosi, Damian Emery, Dan Neff, Jessica Kirkoff, Kevin Kelly, Val Lambert and Monique Lafleur took first in Bareboat 3. Team Big Dog performed the best when it counted the most — they beat all 121 other charterboats in the last race.

Southern Californians Mark Duranty and co-captain Phil Otis, who were champions of the entire bareboat fleet last year, finished second. This was the duo's fourth straight year at the Heineken. They returned with eight of the same Southern California crew from last year: Papa Otis, Manolo Selma, Gerard Kraakman, Arjan Stoof, Dale Shrout, Carol Benassi, Els Kraakman, Mary Stoof, Jean Leitner, and me, Cherie Sogsti.

# IN LATITUDES



PHOTOS BY CHERIE SOGSI, TIM WRIGHT, AND BOB GRIESER



**Clockwise from lower right: Tattooed speed bumps. The victorious 'Titan XII'. 'Stay Calm' looking fast and mellow. Who put the darn backstay adjuster way the heck back here? The venerable Olson 30 'Lost Horizon' soldiers on. The irrepressible Jean and Cherie. The bareboat fleet at top speed.**

You don't have to be the most experienced sailor in the world to crew in the Heineken. Jean Leitner and I, for example, started our offshore sailing careers during the 2001 Baja Ha-Ha as cooks aboard the Swan 53 *Mistress* — positions that were a result of the *Latitude* Crew List Party. Our lives have taken a turn toward the horizon since then, and we've never looked back.

The Heineken has always welcomed woman racers, and this year there were no less than four all-female teams: Lipstick, Something Hot, Team Clima Airco, and Good Girls from Curaçao. Girl power on the water is more powerful than ever.

The drinking and partying at the Heineken is legendary. After the first race, the 12-pak of Heineken and litre of Mt. Gay next to me somehow disappeared. Prior to the start of the second race the next morning, I didn't feel so good. I had bananas and ice cream for breakfast because I figured they wouldn't taste that bad if they came back up. But like

the countless other sailing wounded, I toughed it out.

After three days of racing in the tropical sun and four nights of wild partying, the Heineken culminated with an awards party on Kim Sha Beach followed by a live performance by singer Jimmy Cliff. His unforgettably charged performance inspired the crowds to hoot, holler and scream with whatever voices they had left. Through the haze of Heinekens, sailors raised their arms and joined the reggae legend in singing *I Can See Clearly Now* — even though many of them couldn't.

— cherie 03/09/05

**Reba — Celestial 48  
Steve & Jamie Sidells  
Mexico & The South Pacific  
(Incline Village, Nevada)**

If you are wondering about the differences between cruising the South Pacific and Mexico, who better to ask than Steve and Jamie Sidells. For after four years of

enjoying themselves wandering around the South Pacific, they recently had their boat shipped from Auckland to Mexico on a Dockwise Transport ship.

First, why ship the boat back? "There is no good way back to the United States from New Zealand," says Steve. "The usual route is Auckland, Guam, Midway, and the North Pacific, but we didn't want to make that long a trip. Shipping by Dockwise costs about the same as it would to have hired a crew, but the boat doesn't have to endure three months worth of wear and tear. Shipping the boat worked out well for us, and more and more cruisers are taking that option."

Now, about the main differences between Mexico and the South Pacific.

"The passages are definitely more challenging in the South Pacific because of the longer distances as well as the stronger winds and bigger seas," says Steve. "In addition, there aren't really any boat services to be found out there like there are in Mexico, so you have to be more self-sufficient. If something breaks, you have to fix it yourself or be carrying the spare part. On the other hand, there's much less bureaucracy in the South Pacific."

"For example," Steve continues, "we shipped our Furuno radar to Portland for repair. I told Furuno that we didn't want to use DHL because of the long history of problems cruisers have had with stuff shipped to Mexico by DHL. But Furuno insisted. Sure enough, when they sent it back, it got held up in Customs in Guadalajara — like so many other peoples' stuff. The Customs agents are claiming they didn't get this or that paperwork, but we carefully included all of it. We're not sure we'll ever get our radar back."

"Had we been at an island anchorage

**Steve likes Mexico and the South Pacific. Jamie likes Mexico and the South Pacific. But the latter really is more challenging.**



LATITUDE/RICHARD



# CHANGES

in New Zealand," says Jamie, "we could have ordered a new radar from West Marine, and it would have beaten us back to Auckland. They get stuff to New Zealand in 48 hours. Plus, we wouldn't have had to pay California sales tax, and because we're a boat-in-transit, we wouldn't have owed duty in New Zealand.

"Marine gear is no longer cheap in New Zealand," says Steve. "When buying stuff from West Marine and having it shipped over, we save anywhere from 10 to 40%. The days of the weak Kiwi dollar are over."

"The cost of living in New Zealand is high," agrees Jamie, "and it surprises some people. When you go out to a restaurant, it costs 10% more than a comparable one in the States."

"But," Steve points out, "there is no tipping."

Then we got into a discussion about the bureaucratic mess of clearing in and out of Mexican ports. For example, the two of them believe that if you check out of Puerto Vallarta for Acapulco with "intermediate stops", you can stop at Tenacatita Bay without having to check in with the port captain at Barra de Navidad. But if you just check out of Puerto Vallarta for Acapulco, you need to check in at Barra if you stop at Tenacatita. Well, as least maybe you do. Crazy, isn't it?

The bottom line is that the three of us agreed that: 1) Clearing in and out of Mexican ports is both ridiculously expensive and a waste of time; 2) That nobody really knows exactly what the clearing rules are; and 3) Even when they do know the rules, they are enforced differently in the different port captain districts. In other words, it's a mess that you don't find in the South Pacific.

We gave the Sidells another example of bureaucratic inconsistencies in Mexico.

**The real Mexican markets — most of which are indoor-outdoor — have great food at low prices, and are fun cultural experiences.**

LATITUDE/RICHARD



David Crowe of *Humu-Humu* is going through all the paperwork to make sure his catamaran *Humu-Humu* is legal to do surf charters in Mexico. It's going to take months and cost thousands of dollars, but he wants to do it right so he won't have trouble with any port captains. It just so happened that we'd just finished speaking with another American boatowner who had started the same process about six months before. When the port captain asked this individual why they were going to all the trouble, they said that they wanted to be legal. "Don't worry," the port captain reportedly said, "you don't need to do any of that." Furthermore, he said it wasn't even necessary to adhere to the requirement that only a Mexican national could be the skipper if the owner wasn't aboard.

Ah Mexico, the land of inconsistency.

One of the things Jamie has enjoyed about both the South Pacific and Mexico is learning to prepare meals with local ingredients and in the local ways. She particularly liked Fiji, where the Indian influence means there is a lot of variety. "I don't understand why so many cruisers are thrilled about Sam's Clubs and Wal-Marts opening in Mexico. When you go to the real local markets, the food is more interesting and delicious, and less expensive. Plus, it's a wonderful way to experience the culture and meet people."

We couldn't agree with her more. For those who will be visiting Puerto Vallarta in the future, make note that there's a great local market about three blocks behind the Sam's Club. It's a little funky, of course, but it's authentic and it's fun. And you can get incredibly delicious meals for almost nothing.

Steve and Jamie even raved about a bakery down in Barra that's run, of course, by a Frenchman. "When we're in Barra, we take orders over the radio for the cruising fleet up in Tenacatita," laughs Steve. "The last time we brought back 115 pastry orders! The baked goods are that delicious."

So what will it be, Mexico or the South Pacific? Steve and Jamie say the only solution is to cruise both of them. But having done four years in the South Pacific, for the foreseeable future they'll base their boat out of Paradise Marina, splitting time between their Incline Village home and their boat.

— *latitude/rs* 03/15/05

## Cruise Notes:

A change in the wind? It's hard to



come up with exact figures, but the number of people heading across the Pacific from Mexico this spring seems to be down slightly from previous years. We think one reason is that so many people are deciding to continue on down the coast to Central America instead. After all, there is no long passage involved, it's much less expensive than the South Pacific, and it's easier to get home. Then again, it's not the South Pacific either. We've got a scrambled list of **Southbounders** that we'll try to get sorted out for inclusion in the May issue.

"We absolutely love *Latitude*, and have read it faithfully wherever and whenever we've been able to secure a copy during what will soon have become our circumnavigation," write Kris and Sandra Hartford of the Alberta-based **Nomotos**. "We're currently in Venezuela planning our passage to Cabo San Lucas, at which point we will have completed our circumnavigation. According to the most recent news we've gotten from Mexico, the onerous system for clearing in and out of Mexican ports remains intact. What's the possibility that the system will be eliminated in the near future in favor of something like an annual cruising permit? We're hoping to do a couple of more years of cruising in the Sea

# IN LATITUDES



LATITUDE/RICHARD

*'Scarlett O'Hara', the old Admiral's Cupper, lies to her hook off La Cruz, one of the most popular anchorages with budget cruisers in Mexico.*

of Cortez — our favorite cruising ground — before making our final passage home to Canada. But if the clearing system is still so bad, we may pass it up."

The same **clearing system** that has been wasting cruisers' time and money for so many years, remains in place. Legislation to eliminate all domestic clearing is pending in Congress, but is apparently caught in a legislative stalemate<sup>1</sup> caused by recent battles between President Vincente Fox and Mexico City Mayor Manuel Lopez Obrador, who hopes to succeed him as president in 18 months. There is also talk that domestic clearing may be eliminated by a mere *reglamento*, which doesn't require the approval of Congress. But only time will tell. The negative effects of the current clearing requirements are most harsh on very active cruisers who frequently move from one port captain jurisdiction to another. If you're just going up to the Sea of Cortez to kick around for a few years, the system is much less onerous.

There's finally good news coming out of Puerto Escondido, Baja. And it's just in

time for **Loreto Fest**, April 28, 29, 30, and May 1. Top officials at the Singlar organization, which has control of the moorings and anchorage, have apparently finally gotten the message that cruisers will leave a place rather than pay exorbitant rates. So first Singlar cut a special deal of \$55 for any size boat for the duration of Loreto Fest week. Then on March 15, Singlar told Hidden Harbor YC Commodore Ralph Cadman that the \$55 rate would be good for a total of 18 days, not just seven, making it an even better deal. Two days later Singlar told Cadman that the rates for many boats would be even lower. The new formula is about one *peso*/day/foot, plus 10% tax. As such, a 40-ft boat would pay a total of about \$120 a month. That's not dirt cheap, but if Singlar follows through on their promises of opening the fuel dock and installing bathrooms, showers, and a laundry room, it wouldn't be too bad — especially since water and parking are included. The new rate will be effective through September 30 — and maybe even the end of December. If Singlar is wise, the rate would be in effect for two or three years.

Jeanette Heulin and Anh Bui of the Emeryville-based Bristol 32 Con Te Partiro offer this report on the condition of the previously-mentioned moorings at Puerto

Escondido:

"Alvin dove on the mooring today and gave a good health report. The moorings are concrete blocks 5' x 5' x 5' with a 4-inch PVC pipe molded through the middle. A chain runs through the pipe and is shackled on top with a large swivel. A 25-foot long one-inch line runs from the swivel to a 25-ft length of chain, and the chain connects to the mooring ball with another swivel. Apparently the 25-ft chain was supposed to attach to the swivel on the bottom and then the 25-ft line on top of that, and I've been told they will fix it. In any event, there's also a length of one-inch line from beneath the mooring ball that's intended to tie to the bow of the boat using the mooring. That's the scoop. Boats are starting to move back into Puerto Escondido, and two came in today. The people in the Singlar office couldn't have been more helpful with us."

**Antonio Cevallos**, the new harbor-master at Marina Mazatlan, was one of our crew aboard *Profligate* in the three Banderas Bay Regatta races last month. Having come out of the sardine fishing industry, Antonio was in town getting some mentoring from harbormaster Dick Markie of Paradise Marina — who suggested he sail with us to better understand cruising and sailing. Antonio is a very nice guy who we believe wants to do all he can for cruisers. For example, when we advised him that his marina was losing business because the required ship's agent in Mazatlan was charging so much money, he decided to do something about it. He tells us he's worked out a deal with the port captain, where the port captain will let his office handle the paperwork. Apparently there will still be a fee, but hopefully it will be much less than the exorbitant \$75 the agent was charging for his services for clearing in and out.

Antonio also wants everyone to know

**Antonio Cevallos is the new harbormaster at Marina Mazatlan. His goal is to work with cruisers to help them have a good time.**



LATITUDE/RICHARD



# CHANGES

that Marina Mazatlan, along with the Mazatlan YC and others, will be hosting the first ever **International Mazatlan Regatta** on April 19-24. There are going to be so many activities that there is no way we could list them, so interested folks need to go to [www.marinamazatlan.com](http://www.marinamazatlan.com) for the details. While on the site, check out the ambitious plans the new owners of the marina have for the surrounding areas.

Shadowing the Pirates For Pupils Spinnaker Run charity fleet from Punta Mita to Marina Paradise in the middle of March was Bill Anderson's Northern California-based catamaran **Feet**. Anderson built the Hughes 36 himself, stretching the design to 40 feet before launching her in 2001. While *Profligate* was able to water-line *Feet* under a chute in the moderate conditions, we bet the little cat with a whopping 24-foot beam really flies in a strong following wind. After all, she's very light and her hulls have a 13:1 length to beam ratio.

"My crew for the San Diego to Cabo leg were Mark Axen, who is finishing a complete rebuild on a Piver 40 tri in the



LATITUDE/RICHARD

*Bill Anderson's Hughes 40 'Feet' scooting across Banderas Bay under just a main and genoa. The cat can really cook in a following breeze.*

Delta, and Tammy Burcar, his partner in the boat," said Anderson. "We made eight stops between San Diego and Cabo, and got to see a lot of the country. Mark got off in Cabo, while Tammy just moved ashore

here in P.V., so I'm picking up a Mexican national for the trip south. I'm going to have to slow him down some, because he has boundless enthusiasm and energy. I'm still planning to spend the season in Costa Rica or Panama, and take my time getting there. My cat is holding up fine, although a combination of skipper error and a missing bolt cover on the dock in Mazatlan resulted in a hole being punched in the port hull. But it was no big deal."

"This year I left Trinidad on December 15 and have, once again, sailed to most of the islands in the Eastern Caribbean," reports John Anderton of the Alameda-based Cabo Rico 38 **Sanderling**. "I have to tell you that I've discovered a delightful cruising area in the Caribbean that has no resorts, no hotels, no marinas, and no charter operations. It just has pristine anchorages being enjoyed by the crews of a few smaller cruising boats enjoying the peace and quiet before continuing on to the hassles of the more popular islands. The U.S. military used these islands for training until just a few years ago, and

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# IN LATITUDES

JOHN BEATTIE

the cleanup is still underway. This area, known as the Spanish Virgins, consists primarily of the relatively small islands of Vieques and Culebra, is just a short sail from either the U.S. Virgins or Puerto Rico. The area is well charted in one of Don Street's cruising guides, so you can safely make passage between the many reefs and rocks.

"The small town of Culebra makes for an excellent place to resupply, leave the laundry, and get an internet fix," continues Anderton. "Local customs are observed, so the grocery store closes from 1:30 p.m. to 3:30 p.m., reopening until 6:30 p.m. Happy hour is well-attended by cruisers as well as locals. These islands are part of Puerto Rico, a Commonwealth of the United States, so it was my first exposure to the new Homeland Security regulations. Everything went well, but the foreign-flagged boats had to deal with a few more layers of paperwork. I'll be continuing on to the 900-berth Puerto del Rey Marina on the east coast of Puerto Rico next week, so I'm getting ready for culture shock."

We used to hang out in Culebra in the '80s and '90s with **Big O**. In fact, had we not been hauled out in Virgin Gorda when hurricane *Hugo* hit, our Ocean 71 ketch surely would have been one of the 320 or so boats destroyed on the shores of Culebra Harbor. To our knowledge, Culebra was the scene of the largest concentration of destroyed yachts anywhere, even greater than last year in Grenada. In recent years charter companies have tried to market the area as the Spanish Virgins, but based on your observations, they haven't been that successful.

Speaking of *Big O*, after we sold her to Tom Ellison of Vancouver, he rechristened her **Ocean Light II**, and has been using her to take eco-tourists to see spirit bears along the Great Bear Rainforest of British Columbia. Apparently he's done



*'Big O' as seen in New York City when owned by Latitude. She's now 'Ocean Light II' and charters out of British Columbia.*

very well, for his website reports he's refitted the boat to the tune of \$1 million. Somebody also told us that they recently saw outtakes from one of Ellison's tours — and *Latitude's* old boat — featured on a *National Geographic Explorer* television program. We'd have liked to have seen that.

"In the February *Changes in Latitudes*, Bill and Cynthia Noonan of the Half Moon Bay-based Island Packet 380 **Crème Brûlée** reported that they weren't very



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# CHANGES

happy with their experience of trying to get a slip at the Acapulco YC," writes Humberto Garza Ochoa, General Manager of the Acapulco YC. "Unfortunately, we weren't aware of their unhappiness at the time. We would like to apologize for their inconvenience. In the future, cruisers should contact us in advance by mail, letter, or phone for a reservation. Many cruisers inform us in advance of their arrival, and we're able to confirm a slip and services on that date. All cruisers are important to us and to our members. I hope I have the opportunity to welcome all visitors coming to Acapulco."

We had lunch with John Neal and Amanda Swan Neal of Mahina Expeditions last month just before they held another of their weekend Offshore Sailing Seminars in San Francisco. They told us that the 9/11 terrorist attacks had had a major negative effect on both their seminars and on the offshore teaching expeditions they do aboard their Hallberg-Rassy 46 **Mahina Tiare**. They're happy to report that everything has picked back up again. In fact, they only have one berth left in one leg of the season that will see



LATITUDE/RICHARD

**Amanda and John — their place of business is on the ocean, teaching offshore sailing from Cape Horn to Spitzbergen and points between.**

them sailing from Auckland, New Zealand to Victoria, British Colombia. And they've already taken reservations for some spots on next year's passages from Victoria to Spitzbergen and the Nordic countries by way of Panama. Some folks teach sailing

on lakes or in protected waters. John and Amanda teach it on some of the roughest waters of the world — including rounding Cape Horn — and they've been doing it for years.

"I've been spending some time in Sarasota lately," writes David Demarest, "and have become friends with an older gentleman named Morgan Stinemetz, who writes a sailing column for the *Sarasota Times-Herald*. He and I have talked at some length about sailing to **Cuba**, as I want to sail there before Castro leaves and the Disney Corporation moves in. I hear that you've sailed to Cuba twice. I'm jealous."

Actually, we've only cruised Cuba once. We're angry that President Bush is making it almost impossible for Americans to go to Cuba, because it denies Americans an ideal opportunity to see firsthand what it's like to live under massive repression and without any human rights. Did you hear Castro's latest edicts? Cubans working in the tourist industry are no longer permitted to speak with foreigners, nor are they allowed to accept tips. No, we

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## IN LATITUDES

didn't make that up. To show you how much of a lunatic Castro has become, he then announced that every woman in Cuba will receive a free rice cooker. Gee whiz, thanks Fidel. If Castro allowed Cuban men and women the right to think, speak, work, and travel freely, they could buy their own damn rice cookers if they wanted them. Plus, they'd be able to afford the rice to cook in them. If anyone gets a chance to go see Cuba, they shouldn't let it go by.

Speaking of Cuba, we just got another email from our *amigo* José Miguel Díaz Escribá, Commodore of the **Hemingway International YC** near Havana. A man of flowing prose, let's just say that Jose welcomes everyone to Cuba, and asks that you email him if there is any way he might be able to facilitate your safe crossing to Cuba and sailing among the thousands of islands and cays of the Cuban archipelago. "We are at your disposal to make your dreams come true," he writes. Contact him at [yachtclub@cni.hmh.cyt.cu](mailto:yachtclub@cni.hmh.cyt.cu).

If you've read this month's *Sightings*, you no doubt read about the pirate at-

tacks on the yacht **Mahdi** and **Gandalf** near the entrance to the Red Sea. The good thing about those is that they aren't that frequent — at least compared to pirate attacks on commercial shipping. No matter if it's in the Malacca Strait, off Yemen, or up near India, the latest trend is for pirates to board big tugs or ships, kidnap some of the crew, and take them away to be held for ransom. Six such attempted attacks were reported in one week in March of this year. Two were successful. In previous years, the pirates went for the ship's money. Now they seem to strictly be going for hostages.

A few years ago, about half the people in any year's Puddle Jump said they were thinking about sailing around the world. Thanks to such attacks and the dangers in the Middle East, that number has plummeted. Just two boats out of about



CURRENCY LAD

**Geoff Dolphin flashes the February issue of 'Latitude' from a bridge in Prague. He'll soon be heading back to Sydney Harbor.**

40 in this year's group reported that they were interested in going past Australia.

"As promised, here's a photo of me holding a copy of *Latitude* by the Vlatava River overlooking the Charles Bridge and Prague Castle," writes Geoff Dolphin of the Berkeley-based Hunter 25 **Currency Lad VII**. "You can get to Prague from the North Sea by entering the Elbe River at Cuxhaven, Germany. You'd have to drop

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# CHANGES

your mast, of course, before motoring past Dresden on the way to Prague. It would also be possible to take a detour to Berlin. Other canal hops could put you on the Rhine River, which can lead to further canal hops that would take you to the Danube and eventually the Black Sea. Shoal draft boats are recommended, of course. Prague is about the end of the line on the Elbe/Vltava, as there only a few navigable locks upstream, and after about 12 miles, you would run into the 200-foot concrete wall of the Slapy Dam. As the Czech Republic is an entirely landlocked country, it's all lake sailing here. Bohemia is one giant valley, so the wind is always very light. While few Czechs can afford it yet, there is a growing interest in chartering, primarily to Croatia, which the Czechs are familiar with from the Communist era. Prague is beautiful and worth a visit — but only by plane and only in the summer. I won't be able to linger here that long for as soon as my work is done I'm heading back 'down under' so I can resume sailing on Sydney Harbor and the Pittwater/Hawkesbury River area. I've been away too many years."



NICK & NIC OF STARGAZER

*A flying ray — just one of the common examples of sea life you see in Mexico. The little bit of excitement makes living aboard more of a treat.*

What do you think the chances are that you could capture a photograph of a ray that has jumped out of the water in mid-flight? About zero, wouldn't you think? Well, check out the accompanying

photo of a ray taken at Tenacatita Bay by Nick and Nic Bushnell of the Concord-based Morgan 38 **Stargazer**. That's pretty amazing. What's even more amazing is that they've got three more photos of rays in mid-flight. "You just can't believe how many were jumping out of the water," they say. Judging from the photos, we indeed can believe it.

We wonder if most people realize how lucky we cruisers are to have so much incredible marine life right next door in Mexico. When we were in Banderas Bay last month, the fish boils were like something we've never seen before. They were maybe 100 feet in diameter, and they'd gone on for hour after hour without stopping. Similarly, every time we went sailing we saw whales. And one afternoon the folks on the beach at Punta Mita had a great view of whales breaching just 200 yards off the beach. We don't claim to be experts on the status of sea life off the coast of mainland Mexico, but it looks as though it's thriving to us.

The entire state of California had pretty crappy weather in the second half

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## IN LATITUDES

of March, with lots of rain. For some boats doing the **Baja Bash**, that wasn't a bad thing, as it screwed up the normal weather pattern that often causes day after day of 25+ knots of cold northwesterly winds. One of the lucky ones was Doña de Mallorca and her four crew — Christian Buhl, George Cathy, Chuck Hooper, and Ray Catlette — aboard **Profligate**. They departed Puerto Vallarta on the afternoon of March 16, and 6.5 days later tied up at the Customs dock in San Diego not too much worse for the wear. The first 300 miles to Cabo wasn't bad at all. Still having plenty of fuel, they continued on up to Turtle Bay without stopping. You know how rough and cold it can be heading north from Cabo? Thanks to the unusual weather, they were still wearing swimming suits 200 miles north of the Cape! De Mallorca reports that the **Servicos Annabel** floating fuel barge is temporarily out of service because of continuing licensing disputes with the *federales*. So it was left to Ernesto, his outboard still broken, to row out with fuel at Turtle Bay. "Ernesto looked better than he has in a long time,"

said de Mallorca, "but still asked for a beer as soon as he said hello." Once *Profligate* and crew reached Cedros, the wind was back to normal 20-25 knots for a day or so, but then settled down again just south of Ensenada. All in all it wasn't a bad trip. They hope yours goes just as well.

Unfortunately, that wasn't the case for Blair and Joan Grinols of the 45-ft **Capricorn Cat**. They departed Puerto Vallarta a few days after *Profligate*, intent on taking the offshore clipper route back to California. Alas, there was no wind at the start, so they had to motor to Cabo. Then 100 miles north of Cabo, Blair — who is in his early 70s — took a nasty fall in the cockpit. In severe pain and fearing a broken hip or ribs, he turned back to Cabo



*You can get an idea of the size of 'Mirabella V' by the fact that her headstay turnbuckle is wider around than her crewmembers.*

looking for a doctor. The x-rays revealed no broken ribs or hip, which is a good thing. Nonetheless, the boat will be put in a berth in La Paz until Blair recuperates.

By the way, we have a long *Latitude* Interview with Blair and Joan ready to go. After two postponements, we promise it will run in the May issue.

"One morning last week at Great

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# CHANGES

Harbor, Jost van Dyke, I was up on the flybridge of the Moorings 6200 catamaran **Sea Leopard** when I spotted a shiny mast in the distance," writes Peter Whitney, formerly of Northern California. "What's the big deal about spotting a mast here in the British Virgins where there are thousands of them? Well, this mast was at Henley Cay off St. John in the U.S. Virgins — 6.5 miles away! I decided that the mast could only be the carbon fiber 297-footer — world's tallest — on Joe Vittoria's 247-ft **Mirabella V**. I'm on a quest to see all the great yachts — sail and power — of the world, so I was eager to clear out of the British Virgins to confirm the sighting. This area is unique in that eventually all the great yachts come to the Virgins, where it just so happens my wife Darcy and I run a charter boat. So we're in a good position to be able to see all these incredible boats. Sure enough, a couple of hours later we passed by the vessel in question, and she was *Mirabella*. We waved, and an elderly gentleman vigorously waved back at us from the stern. *Mirabella* is an awe-inspiring sight. After reading all the grief this fine



LATITUDE/RICHARD

**Catch of the day! Karen Vaccaro of the Chico-based Moody 44 'Miela' holds up a dorado that she and her husband Bill landed on Banderas Bay.**

yacht has been through since her launch a year ago, I'm sure her owner and crew were happy to be in the bright and sunny British Virgins. Now there's just one great yacht that I haven't yet seen — the 286-ft

three-masted schooner **Maltese Falcon** that is being built for Thomas Perkins of Belvedere. I'll just have to wait until she's launched.

We've been to the Louvre in Paris, the Uffizi in Florence, and all the rest, but because of the way our brain is wired, we think the greatest art and design in the world can be found in some of the yacht harbors of the Caribbean. Sharing your enthusiasm for seeing the great yachts is one of the main reasons we go to St. Barth for the start of each year.

*Mirabella V* has gotten off to a bad start. That she was allowed to drag anchor onto a lee shore at Beaulieu sur Mer in the South of France last September and be so badly damaged is almost beyond belief. Captain Johnno Johnson has been faulted for waiting too long to move the huge boat further away from the shore. The design of the boat has also been criticized, as the engines could only be started by the engineer in the engine room, not from the helm. Because of the noise, the engineer didn't hear the frantic calls to get the engine started until the giant sloop

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## IN LATITUDES

was already on the rocks. Although it seems to us that the blame for the incident rests squarely on the shoulders of Capt. Johnson, owner Vittoria is standing by him. More recently, blame has also been put on the size of the anchors. When the windage of the vessel was calculated, the gigantic mast, boom, and rigging were inexplicably ignored. As a result, the primary and secondary anchors are said to be only about half as big as they need to be. Having already undergone very expensive repairs, we hope *Mirabella's* future is brighter than her past.

From Kurt and Katie Braun's of the Alameda and New Zealand-based Deerfoot 74 **Interlude**: "In October we had Katie's mom, sister, sister's husband, and mother visit us for a tour of the North Island. After a while we headed south to Waitomo Caves, and after the standard tours, the four 'kids' — Kurt, Katie, Karen and Dave — took a Tuma Tuma Tubing tour. A guide led our small group for several hours through one of the hundreds of local caves. We all donned wetsuits,



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miner's helmets, and rubber boots, then hiked a half mile through a sheep pasture to the cave opening. We descended 25 feet via ladder into the cave and spent the next several hours hiking, climbing, swimming, floating on inner tubes, and crawling along an underground stream

admiring mineral formations and glow worm colonies. This is typical of one of the many adventure sports offered in New Zealand — facilitated by New Zealand's tort system which is completely different from ours in the United States. The disclaimer a participant signs really does indemnify the tour operator in the event of an accident. If an accident does occur, the government pays for the health-care. A plaintiff could still sue for further damages, but would win only in the event of gross negligence. The fact that the losing party pays all legal fees discourages frivolous lawsuits.

All of this has created an environment where tour operators adhere to safe practices, but can offer cheap activities because of the lack of having to carry expensive liability insurance. This 'personal responsibility' attitude is pervasive within the New Zealand culture — which is one of the things we love about the country. People here challenge themselves aggressively and have a lot of fun doing it."

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**LASER 2, 1982.** New spinnaker, good condition, \$600 without trailer, \$1,200 with Caulkins trailer. Laser, 1982, clean, \$700. Bill (415) 720-5477 or billife@batnet.com.

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**RAVE 17-FT HYDROFOIL** production trimaran, 1999, with trailer, new foils. Rugged, easy to sail, also set for rough seas. \$2,200, serious prospect only. Steve (415) 928-6311.

**PEARSON ELECTRA 23.** Red hull, black spinnaker, 3 good jibs, new main, race-rigged, new topsides paint/varnish, VHF, electric lights/bilge pump, compass, anchor, Porta-Potti. Clean cabin. Stored dry. Excellent first bay boat. \$1,895. New Nissan 4 hp, \$595. (707) 647-1902.

**15-FT CATBOAT.** Custom built 2002. Excellent condition. This is the most comfortable small boat I've ever sailed. 20-inch draft, gaff rig, room for 4. Includes trailer, 2 hp Honda, full cover. \$6,500. Call John (510) 366-1476.

**VENTURE 21, 1972.** 8 hp Mercury, trailer, 2 jibs, roller furling, 12 volt system, good condition. Must sell, leaving state. \$1,395. (209) 529-6738 or (209) 529-4978.

**SAN JUAN 24, 1977.** 6 hp Nissan outboard 2002, roller furling, VHF, boom-kicker. Great Bay sailboat See: <http://markrinkel.com/sj24> or call Mark (415) 497-9757.



**FALMOUTH CUTTER.** Factory finished in teak by Sam L. Morse Co. LOD 22'0", LOA 30'6", Disp. 7,400#. Original owner, freshwater boat in excellent condition. VHF, DS, KL, Adler-Barbour fridge, propane stove, windlass, four sails, diesel, shorepower. Trailer. Many extras. \$45,000. Call (805) 963-2157 or (406) 388-2636 or riebetwo@aol.com.

**RANGER 23, 1973.** 4 headsails, 1 spinnaker and gear, 7 hp Johnson outboard, Porta-Potti. Thoughtfully rigged. Comfortable and competent daysailer. Berkeley Marina. \$2,500/offer. Pictures at <http://www.twinpinessailing.org> David (510) 847-8934.

## 25 TO 28 FEET

**MacGREGOR 26X, 2000.** Excellent condition. Includes: Trailer, 50 hp motor, full custom cockpit enclosure, bottom paint, GPS, shorepower, roller furling, sail covers, all lines led to cockpit, anchor with rode, fenders, four 6-gal gas tanks, wheel steering, microwave, large head, teak accents, much more. \$19,750. Call Dan (415) 456-2644.

**ARIEL 26** with 4-stroke Honda, proper sails, fresh bottom, new battery and kayak for dink. *Cjam* is a fun, safe vessel with traditional lines. Asking \$4,500 or trade up for 28 to 32-ft full keel, inboard, bluewater vessel. (530) 577-1796.

**SAN JUAN 28-SL, 1978.** Excellent condition. 2002 bottom job. Inboard Yanmar 2 cylinder diesel. Kitchenette, head, ss sink, water pressure. Battery charger, new wiring. GPS, depth, knot meter. 3 jibs, 2 mains, spinnaker. Removable mast with tabernacle. Excellent liveaboard. \$10,000. Jeff (707) 748-0206.

**WYLIE 28 1/2-ton.** Clean pocket cruiser/ocean racer. New Yanmar, Harken furler, running rigging, solar panel, battery charger. Great Bay and ocean sailing boat. Currently dry stored. Must sell, \$4,000/obo. (415) 505-2094.

**HUNTER 25, 1978.** \$4,500. Great Bay boat. Sleeps 4, Porta-Potti, good 5 hp outboard, stove and icebox. New in 2004: Standing rigging, lifelines, boomvang, bottom job and wax, CD/stereo, water tank. Transferable Berkeley slip. Photos at: <http://www.thedolphinfamily.com> (415) 994-3494 or gxdolphin@yahoo.com.

**HAWKFARM 28, 1978.** Excellent condition. Lots of sails, extras. Eureka. \$9,000/obo. Call (208) 630-4883.

**CATALINA 250 WING KEEL, 2004.** Trailer. Enclosed head with sink, 2 berths, galley with sink, stove, freshwater system. Cockpit, two storage lockers, observation seats, separate fuel storage, open transom, stainless swim ladder. Extras include electric start Honda 8 hp 4-stroke, less than 20 hours. Vinyl/canvas dodger, wheel with compass and guard, solar panel for added battery charging. Raymarine speed/depth indicator, cockpit cushions, anchor package. Davis wind indicator, pendant halyard, 3 fenders, poleless spinnaker with gear, wine glass/wine bottle racks, professionally installed CD player with Bose speakers in salon. Canvas cover package includes sail, winch-drum, companionway, wheel and pedestal covers. Interior package includes carpeting, window coverings. \$38,000/obo. WayneArnold01@aol.com or (707) 464-1047 for more info. No brokers.

**CATALINA 27, 1974.** Great condition. New standing rigging, roller-furling jib system and sail. Well maintained 8 hp 1995 Nissan outboard. Richardson Bay (Kappas) Marina slip. Recent survey. \$6,500/obo. Call Ben (415) 298-5585 or email: browe@sbcglobal.net.

**US YACHT 25, 1981.** All CG equipment, VHF, depthmeter, compass, AM/FM, lifering. 7.5 hp Honda 4-cycle, 1994. Bottom paint 2004. Main, 2 jibs in very good condition. Nice shape in and out. \$3,600. Berthed in Vallejo. (707) 252-3006.

**EXCALIBUR 26.** Sausalito berth. Excellent interior, new 12 volt battery. Ship to shore, main halyard, ships clock, weather station. Enclosed head, holding tank, water tank. Phone, TV hookup. Life preservers, depthsounder, compass, radio, CD player. 2-cycle Nissan outboard, bilge pump, 2 genoas, main in good condition. \$3,500/obo. Bill (415) 331-2960.

**MacGREGOR 26X, 2000.** Pristine. Factory loaded plus \$15k extras. 50 hp Merc. Shorepower system, inverter. Main, jiffy reef, slugs. Furling genoa, spinnaker, chute. Sail covers. Rigid boomvang. Cockpit bimini, cushions. Bottom paint. Trailer. Berryessa berth. Napa, CA. \$27,818. (408) 892-4343.

**CATALINA 25 FIN KEEL.** Fully battened main, lazyjacks, new sail cover, 15 hp Merc electric start. Second owner, located Berkeley, G308. \$5,200. Call (530) 677-5395.

**CUSTOM WYLIE 28 HAWKFARM.** Attractive interior, all gear excellent, diesel, dodger, GPS, VHF, Autohelm, solar panels, safety gear, sea anchor. Main with 3 reefs, 3DL #1, Dacron #3 & 4, trysail, storm jib. 2-speed self-tailing winches. \$12,000. (415) 717-9184.

**26' MacGREGOR 26X, 2002.** Powersailer with 50 hp 2003 Johnson 4-stroke and trailer by MacGregor. Fully equipped including Coast Guard kit, roller furler, sail covers and bimini. \$21,500. Call (415) 456-2644 or (530) 547-4888.

**BALBOA 27, 1978.** Lyle Hess-designed maxi-trailerable. Inboard Yanmar diesel. Wheel steering, CDI roller furling headsail, autopilot, sleeps 6, standing headroom, galley, head with shower. Well-maintained in good condition. \$9,800/obo with trailer. (916) 383-5576.

**CATALINA 25, 1982.** Wing keel, roller furling new jib, self start Yamaha 9.9 less than 100 hours. Fold-down table, pop-top cover, new carpet, solar battery charger, two marine batteries, anti-fouling paint, trailer. Worth \$15,000, sell for \$9,999.99/obo. (530) 306-9872.

**28-FT HAWKFARM.** Top race winner, brings in silverware. Huge inventory of new equipment like sails, winches, engine, paint, wiring, faired foils, bottom. Hauled/excellent survey in March 2004. Comfortable interior. Reduced, \$10,500. Call Dan (510) 521-7172.

**EXPRESS 27, HULL 13.** *Swamp Donkey.* 2002 and 2003 national champion. Race sails and ocean sails. Trailer. Turnkey racer. 3.5 hp engine. \$18,000/obo. Call Scott (415) 250-4353.



**PEARSON ARIEL 26, 1963.** 9.9 hp Evinrude. Nice and clean. sleeps 4, galley, ice box, cushions. New sail cover, new paint in and out, teak trim, new running rigging. \$5,500/obo. Call Ron (925) 754-6039.

**SAILMAKER'S PET, 1962, H-28.** Mexico/bluewater vet. Regatta winner. ICOM SSB/Ham with Pactor 3. Siemens solar panel. 2004 Honda 15 outboard. 10' Avon. New extensive sail inventory and running rigging. More. \$16,000. (253) 229-0168.

**CATALINA 25 POP-UP.** Rebuilt Yacht Twin 2-stroke outboard, about 5 hours. Sails, good shape. Furling jib hardware included. Marine head. Galley with lots of little extras. \$5,500/obo. See website: <www.geocities.com/ladypriscilla25> or call (650) 871-1624.



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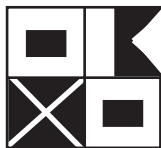
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**CORONADO 27, 1970.** Refitting at San Rafael Yacht Harbor early April. Mast lowering tabernacle, internal halyards, OBE remote, AC/DC wiring, battery charger, VHF radio, standard navigation instruments. SF Marina berth. Full/part. \$16,000/? tom@realtelephone.net or (800) REAL-NAV.



**REINELL SUN 27, 1978.** 10 hp MD, roller furling jib, 2004 survey, bottom job, new batteries. AM/FM, CB, legal head, set up for living with many extras. Ready to sail. Berthed Berkeley. \$9,000/obo. Cliff (510) 215-8071 or cliffross@cliffross.org.

**SANTA CRUZ 27, HULL #77** in excellent condition. Complete set of racing sails and practice sails. Almost new Ballenger mast, boom, standing and running rigging. Great interior and pristine hull. New outboard, autopilot, knotmeter. \$12,500. Call Grant (510) 865-9495.

**O'DAY 25, 1978** with tandem trailer. Centerboard with shoal draft keel, drafts 2'3" up and 6' down. Clean Lake Tahoe boat never in salt. Main, working jib, 130 and genaker. Newer 7.5 hp 4-stroke Honda. \$2,500. (775) 831-1014.

**NOR'SEA 27, 1977.** *Desiderata*. Rear cockpit, hard dinghy, Farryman diesel. May 2004 survey, new halyards, light use but needs detailing, owned her 20 years, berthed South Beach Harbor, San Francisco. An opportunity at \$25,900, motivated seller. (913) 219-3724 or email: jamesconnett@sbcglobal.net.

**TANZER 25, 1980.** Lightly-used pocket cruiser, shoal draft keel, upgraded interior, 3 headsails, dodger, 7.5 hp Honda ob, tandem trailer. Good condition ready to sail or trail away. Great Bay, Delta, Tahoe, or coastal cruiser. \$6,499/obo. Bill (805) 710-0917.

**PEARSON RENEGADE 27, 1968.** Excellent sails, 9.9 hp Evinrude, recently refurbished. New upholstery in V-berth, very cozy. All rigging good condition. Sweet sailer. We bought bigger boat. Berthed at Loch Lomond Marina, San Rafael. \$6,600/obo. Call (415) 455-9661.

**CATALINA 25, 1983.** Trailer, fin keel, freshwater boat, no blisters. Roller furling genoa, spinnaker, pop-top with excellent enclosure, electric start 9.9 Yamaha, nice interior. 2003: 3 coats bottom paint, BBQ, cockpit throttle cables, batteries. \$7,500. Fresno. (559) 222-4131 or bob\_gellen@yahoo.com.

**CATALINA 27, 1974** with Atomic 4, runs well. New standing rigging 2002. Main, 100 jib, 150 genoa, spinnaker. Bottom in good condition. At E16, Richmond Yacht Club. Call John (925) 427-7107 or email: jglenn@aol.com.

**NOR'SEA 27, 1990.** Aft cockpit, Yanmar diesel, fixed 3-blade. Main, jib, drifter and storm. CQR, VHF, 6-ft inflatable. Rich, warm wood interior with custom chart table. Capable bluewater vessel located in Richmond, CA. \$46,000. (916) 454-1106 or rrharri@pacbell.net.

**CATALINA 27, 1978.** Dinette layout with custom interior. Strong Atomic 4, new North sails, self-furling jib. Clean, well-loved, great boat and suitable liveaboard. Berthed in Berkeley in transferable upwind slip. Motivated to sell at \$7,800/obo. Call Kat (510) 548-9986 or email: boat@ideasoup.net.



**LANCER 28, 1978.** Excellent condition inside and out. Great cruiser, sleeps 6. Autopilot, new bottom paint, head, standing headroom, outboard, 4 sails, tandem trailer. Lots of extras. Ready to sail, no fixing required. More: <www.abston.net> \$9,500. (559) 222-5727.

**CATALINA 25, 1980.** Pop-top, swing keel, new 9.9 Merc Bigfoot 4-stroke. Four decent sails. Tiller autopilot. Mostly sailed in fresh water. Clean boat with roller trailer. \$7,500. Reno. (775) 240-4885.

**INTERNATIONAL FOLKBOAT 25, 1971.** Built by Marieholm in Sweden, full keel, solid fiberglass lay-up construction. VHF radio, depthsounder, head with holding tank, three sails. Standing rigging 2001, epoxy barrier coat, last haulout 2002. Upwind slip, Berkeley Marina. \$6,000. Call (415) 425-6420 or intfolkboat544@hotmail.com.

**CATALINA 25, 1984.** Swing keel, tall rig, good condition, family cruiser and competitive lake racer. Cruising and racing sails with spinnaker, lines led to cockpit, keel faired, always trailer sailed. VHF, knot, depth, stereo, 7.5 hp outboard. \$8,500. (408) 776-9673.

**GLASTON SPIRIT 28, 1979.** Fantastic Bay cruiser. Inboard Yanmar, 15 hp diesel. Sleeps 6, teak interior, 6'2" headroom, 10' beam, head/shower, hot water, fiberglass, fold-up table, wheel steering. Lots of room. Robert Finch designed. SF berthed. \$14,900. (415) 850-8530 or mysfbayboat@yahoo.com.



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**CATALINA 27, 1975.** Atomic 4, standard rig, dinette model, self-tacking jib, roller furling, Garhauer rigid vang, Autohelm 1000 with remote, Dart knotmeter/depth-sounder, dual batteries with Guest charger, head with holding tank. \$8,500. (916) 685-9346.

**SANTA CRUZ 27, HULL 4.** Trailer, 1991 4 hp. New: Baller stick, rigging, head foil. 6 races on Pattison main and 155% North 3DL. Spinnakers, no. 4, various older. Rebuilt bridge. Clean, solid. Pics: <http://sailor.smugmug.com/gallery/408678> \$12,900. (559) 285-7153.

**CATALINA 27, 1971.** Dinette layout. Great condition, never damaged. Always well maintained, upgraded. New 8 hp Honda 4-stroke ob. Bosun's chair, radio, anchor. Ready to sail, Coyote Point. After 18 great years, must sell. \$8,000 or make an offer. (650) 281-4688.

**RANGER 26, 1972.** A fabulous plastic classic Gary Mull design. 1 main, 2 headsails, 1 spinnaker. New standing rigging 2003, new keelbolts in 2002, bottom painted December 2004. 7.5 hp Honda outboard needs work. \$4,000/obo. Call Eva (415) 341-3304.



**COLUMBIA 26 Mk II, 1971.** Red Pettit-painted, sound fiberglass hull. No blisters in gel coat. Dry bilge, 5 new brass thruhulls, 12 volt/110 electric. Freshwater tank, icebox, alcohol stove, shelving or hanging locker. \$4,800/obo. (415) 260-1113.

**CATALINA 28, 1992.** Excellent condition, tabernacled mast, furling jib, Dutchman mainsail flaking, Harken batcars, 360 hrs on diesel. Autohelm, GPS, VHF, AM/FM/CD, lifesling, wheel steering, self-tailing winches, all lines led aft, new head, battery charger. \$34,500. (831) 458-2597.

**ERICSON 27, 1972.** Electric start 9.9 hp Yamaha outboard, wheel steering, 6'1" headroom, sleeps 5, galley, head, two speed winches plus new parts never installed such as a deck prism and two stainless steel cowls. \$8,000. Leave message: (707) 553-7755.

**SANTANA 27.** Main, jib and spinnaker. Autopilot, depthfinder, compass, radio, CD player, head, ice box, sink and stove. Interior teak floors, cushions and detachable map table. Honda 4-stroke. \$6,250/obo. Diane (209) 525-9156.

**ANTRIM 27, HULL #16.** Like new. Clean and ready to race. Two sets of sails, outboard, and many extras. Hull is in great shape. Fun local racing with a fantastic fleet. Staying dry in Pt. Richmond. \$40,000. Call Mark (775) 772-5632.

**BIANCA 26, 1974.** Fractional rig with 3/4 keel and skeg rudder. 5 sails: 3 jibs, 1 main, 1 spinnaker. All controls led aft. Yanmar diesel. Anchor and rode. Sheets, sail covers. Overall in very good condition. \$7,800. (510) 853-7651.

**CAPE DORY 28.** Classic Carl Alberg design, 10,000-lb full keel sloop. Main, genoa and new working jib. Monitor wind-vane, Autohelm, 35# CQR, Volvo MD7A. Documented, berthed in Marina Bay, Richmond. \$24,500. (707) 678-5677.

## 29 TO 31 FEET

**CATALINA 30, 1980.** Great condition. Liveaboard cruiser. Wheel steering. Teak interior sleeps 7. Wood-burning cabin heater. Full head. H/C water, refrigerator, stove, microwave, sink. New boat cover, dodger, bimini, screened enclosure. Soling rig. Universal diesel. \$19,500/obo. Call (209) 599-7184.

**ALBERG 30, 1964. \$10,000.** Legacy cruiser/racer from Whitby Boat Works, Canada. Heavy, hand laid-up fiberglass hull and deck. Gray Marine engine. This full-keel moderate-displacement hull is excellent for San Francisco Bay and offshore sailing. (650) 592-0622.

**CATALINA 30, 1980.** Excellent condition. New: Standing rigging, furler, lifelines, bottom, canvas covers. Equipment: Wheel steering, Universal diesel, Autohelm, cockpit cushions and table, depth gauge, stereo, anchors. Very nice boat. Jack London Square berth. \$18,500/obo. Call Dave (510) 498-1123.

**NEWPORT 30 Mk II, 1972.** Fully battened double reef main like new. Roller furling jib. New: Bottom paint, depth and knot meter, auto bilge, cabin and motor vent fans. Sleeps 7. Anchor with rode, FM radio, boarding ladder, compass, more. \$9,500. Jack (530) 241-5622.

**ISLANDER 30 Mk II, 1973. Seawind.** Alcohol stove/oven, refrigeration, dinette, BBQs, sleeps 7 with widened dinette bed. Extra navigation lights, 3 anchors, 8 Barient winches, autopilot. 2 batteries: large house, engine. Lots of extras. Stockton Sailing Club. \$14,000. (209) 951-6411 x11 or mav@pacsolutions.com.

**PEARSON 30, 1976.** Autopilot, chartplotter, navpod, pressure h/c water, BBQ, wheel, liferaft, A4, too many extras to mention. Steal at \$7,500/firm. Call (916) 714-5957.

**CATALINA 30, 1979.** Health forces sale. New or rebuilt A4, alternator, carburetor, cooling pump, water pump, batteries, canvas. Manuals, spares, receipts. Wheel, propane, AH 4000. Very clean teak interior. Main, 110, 130, 150, custom spinnaker. OYC. Asking \$16,400. Call (408) 578-1958.

**RAWSON 30 SLOOP.** Fiberglass. Solid full-keel ocean sloop. Diesel. Sleeps 5. 6'4" headroom. Gimballed stove/oven. \$17,000/obo. (650) 380-5535.

**SANTANA 30/30 PC, 1985.** This is the best maintained 30 footer on the Bay and is in immaculate condition inside and out. Excellent performance boat with large accommodations below for cruising. Strong racing fleet (SF 30s) that is very competitive and fun. Perfect blend of day sailer and hot racer. Racing and cruising sails, excellent condition. New bottom paint 6/04. New Simrad instruments 2003. Turnkey boat for racing and cruising. Meticulous owner for last 8 years. \$26,000. Jon (415) 314-8821 or jontitchener@yahoo.com.

**BUCCANEER 295, 1979.** Great sailing vessel with plenty of room. Volvo-Penta MD7A diesel, full compliment of sails, auto-PFDs, GPS, nav station, head, plus many extras. Priced to sell at \$11,700/obo. Email: eric\_inman@excite.com or call (559) 565-3115.

**J/29, 1984.** Well equipped. Set up for short-handed daysailing with enough amenities for overnight cruising. Harken furling jib, lazyjacks. Fractional rig, Yanmar inboard diesel. All racing gear. Standing rigging replaced 2003. Sausalito berth transferable. \$20,000. Email: J29forsale@aol.com.



**CATALINA 30, 1980.** Excellent condition. Hauled 9/02. Newer canvas. Atomic 4 runs great. Has everything plus shower. Great liveaboard. Marina Bay, E-151, Richmond. \$17,000. Call George (916) 201-0816 or Leonard (510) 847-1544.

**NONSUCH 30, 1983.** This catboat is a very solid sailboat built by Hinterhauler with diesel. It is a great cruiser and liveaboard. Berthed Sausalito. 2nd owner. Needs TLC. \$36,500. (415) 332-5517.

**HUNTER 30, 1990.** Very well equipped. Inboom roller main, roller genoa, radar, custom dodger and bimini, chart GPS. 150' chain, wheelplot, dc refrigerator/freezer, Corian galley, AGM batteries, faux-leather upholstery. Lying North Palm Beach, FL. Call (561) 882-9258.

**CAL 29, 1969.** Owned 25 years, needs exercise. Yanmar 2GM, new fuel tank, interior, legal head and holding tank, stereo, VHF, knotmeter, 3 headsails plus spinnaker. Exc. condition. Alameda. \$14,500. Can email pics. (510) 523-8146 (wk).



**ERICSON 30.** Monterey mooring, diesel, main and 2 jibs in good condition. CD/stereo, dinghy with outboard, beautiful interior, kitchenette, head, battery charger. Excellent condition. \$13,900. Call (831) 620-1931.

**1946 NUNES HURRICANE** Marconi fractional 30-ft sloop. Hull #2 or 16. Lovely lines, huge mainsail. Recently refastened. New Hogin sails, rigging, Svendsen's cabin/cockpit cover. Nice interior appointments but galley and cabin sole need work. See at Vallejo YC. \$18,000. Call (707) 483-2532.

**PEARSON 30, 1973.** Excellent condition. Roller furling jib. New interior, new standing, running rigging. Lines back to cockpit. Strong Atomic 4 with freshwater system, electronic ignition. DS, VHS, autopilot. Recent survey. Trade for boat with wheel steering. \$10,500. Call (707) 696-8106 or nnn999@earthlink.net.

**ISLANDER BAHAMA 30 SLOOP, 1982.** 13 hp Volvo diesel inboard. Original owner. \$17,750. Owl Harbor berth, H4. Sail inventory: 90, 110 and 135 headsails plus mainsail. For info or inspection call Walt (510) 793-8794 or email: Tapnsail@aol.com.

**HUNTER 30, 1979.** Cherubini design. Yanmar diesel, wheel steering, club jib. Full galley, bath/shower, navigation station. Sleeps 6, new upholstery, BBQ. Two anchors, GPS, laptop, depth, knot, TV/VCR. Dual battery, water heater. Excellent layout. Great sailboat. SSC. \$14,800/obo. (209) 952-4367.

**ISLANDER 29, 1967.** Full keel, roller jib, Dutchman main, Atomic 4 gas inboard. New bottom and engine overhaul 2002. Moored Berkeley Marina. Needs some work. \$4,900. (707) 964-3687 or email: rogerisk@mcn.org.



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**CAL 29, 1971.** Good condition, full set of sails, great interior. Atomic 4 needs reconditioning. Liveaboard, AC/DC, battery charger, new gas stove/oven. Recent survey 2003 and bottom work 2004. Located Berkeley Marina. \$5,000. Call Ian (707) 427-8864.

**OLSON 30, 1979.** Single spreader rig. Mast and boom repainted by Ballenger. Harken furler. 6 hp Evinrude. Many sails. Barrier coat and bottom paint by KKMI. Currently a wet-sailed, short-handed club racer. Tandem-axle Aros trailer included. \$14,000. (415) 435-4343.

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## 32 TO 35 FEET

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**CATALINA 34, 1987.** Well equipped, maintained, three headsails, furling self-tacking jib, newer dodger, full sunshade, weather cloths, refrigeration, propane stove, heater, wind and depth instruments, reliable diesel, CD, upgraded 12v, beautiful teak interior, many extras, recent excellent survey. \$49,500. (650) 969-9327.

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**FOR SALE, \$1,000, 33-FT YORKTOWN** sloop. Documented, diesel, full rig, anchors, sails. Boy Scouts wouldn't take her, Sea Scouts never called back. \$99/mo drydock fees in Napa Valley Marina paid to date. (209) 601-2228 or (530) 743-7163.

**35-FT J/105, #469.** Race ready. Loaded with sails. Bottom, keel, and rudder faired. Ask for Ron (415) 332-5432.

**CATALINA 34, 1988.** Universal diesel, dodger, depth, knotmeter, wind, autopilot Autohelm 3000, radar, VHF, SSB, stereo, Loran, GPS, roller furling, cockpit cushions, LPG stove, NorCold refrigerator, macerator, shower, three sails. Kept in Stockton. \$45,000. (209) 521-0188.



**YOUNG SUN 35 CUTTER, 1982.** Solid, heavy displacement, bluewater cruising boat with beautiful interior woodwork. Robert Perry design, Yanmar diesel, new cushions, radar, GPS, VHF, autopilot. With slip in Monterey, CA. \$69,500. <www.ninefootnine.com/youngsun35/> or (360) 303-9759 or gmasters@stanford.edu.

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**ALBERG 35, 1965.** 2GM20F Yanmar, 70 hours. Nice paint and brightwork. Reinforced bulkheads. Dry interior. Needs plumbing, electrical and fuel systems work. Permanent slip in Moss Landing, CA. \$30,000. Call Bill (831) 728-9273.



**HANS CHRISTIAN 34T, 1978.** Equipped for cruising or liveaboard. Electric windlass, canvas dodger, custom ss arch in stern for radar/antennas. Mainsail with lazyjacks, staysail, jib with Profurl. Tricolor and strobe. Newport heater, new LectraSan, water heater. Hot/cold pressure water, shower with sump pump, AC/DC refrigerator. Microwave, CNG stove with oven with two tanks. Heart interface inverter, upgraded AC/DC wiring/panels. Radar, VHF, GPS, depth, knot, distance instruments. 35 hp Volvo diesel, freshwater cooled, 480 hours. Refinished gorgeous teak interior. \$69,000. (707) 875-8904.



**PEARSON 323, 1982.** Excellent condition. Radar, GPS, 3-burner stove and oven, dodger, refrigeration. Repowered 1997, very low hours on new Yanmar diesel. Ready for cruising. \$34,000. Call (510) 331-7899.

**CORONADO 34: PRICE REDUCED.** Great Bay/coastal cruiser. New mainsail, recent jib. Many extras including dodger, refrigeration, propane stove and heat, radar, GPS, h/c pressure water, windlass, cockpit cushions. Spacious interior with huge V-berth. More. \$20,000/obo. Call (209) 527-7775 or email: wigles@sbcglobal.net.

**RANGER 33, 1977.** Well maintained, Gary Mull racer/cruiser. Universal diesel, pressure hot/cold water, refrigeration, propane stove. Full battened main, 6 bags headsails, 4 spinnakers, many rigging and interior upgrades. Great club racer and liveaboard. \$29,500. (510) 215-2304.

**PEARSON ALBERG 35, 1964.** Hull # 114. Well documented, well designed cruiser. Custom interior. Westerbeke 4-107, rebuilt in 1998. Instant access to the Islands. Located in Ft. Lauderdale, FL. <http://www.1tribe.org/sagasail/Sagaspecs.html> Asking \$25,995. Call Nancy (786) 877-7115.

**CATALINA 34 TALL RIG.** Documented. Universal diesel, roller furling, Signet speed/depth/temp. VHF. Pressure h/c water, propane stove/oven, CD/stereo. New head/macerator, cockpit table/speakers, lifesling, new canvas. Clean/original. 2d owner. San Diego. \$45,000/offer. (760) 831-6404.

**YAMAHA 33, 1978.** Great racer/cruiser. New sails. Full galley with natural gas stove, plenty of headroom, clearance of 6'7" below. Very spacious, lots of extras. Dual halyards all leading aft for single or doublehanded sailing. \$28,000/obo. Call (415) 389-8224.



**CONTESSA 35, 1976.** Great shape, very capable fast boat. USCG documented, recent mast and standing rigging, many extras. If you are dreaming of going far away, this is your boat. \$39,000/obo. Call Michael (408) 202-2433 or email: shinsky@mail.com.

**J/105, 1992.** New bottom paint, top decks non-skid. Shoal draft, tiller, pilot, GPS, sailcomp. Quantum racing main, jib. North spinnakers. North Dacron main, genoa. Complete cruising gear. \$79,000 or partnership including Lake Tahoe buoy. (530) 318-0522 or tahoesail@hotmail.com.

**CATALINA 34, 1987.** Clean, never chartered, documented, full dodger with awning, knot/log, wind, Autohelm, CD stereo, cockpit speakers, cushions, oversized Harken furler, padded 150% UK genoa with reef reinforcements, full battened main, refrigeration, h/c pressure water. Photos: <www.yahoo.com/castellonet> Emeryville. \$54,000. (510) 384-8439.



**J/105, 1992.** Blackhawk is a fast pre-Scrimp model with numerous trophies in this competitive one-design class. Wheel, B&G instruments, mast display, GPS, Simrad internal Autohelm, extensive Quantum sail inventory. Faired bottom. No brokers, please. Sausalito. \$92,500. Call (415) 435-3573 or deanj105@comcast.net.



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**CAL 34, 1971.** Atomic 4, electric windlass, Loran, VHF. Pressurized cold water, propane stove. New batteries, cockpit cushions, toilet, bilge pump. Sails older but serviceable. Long Beach. Ready to use or live aboard. \$12,900/obo. (909) 338-8502 or (909) 754-6636.

**PEARSON VANGUARD 32.5, 1965.** Bay/coastal cruiser. Reefed main, 3 headsails, Atomic 4, 3 anchors, VHF, holding tank, 6'3" headroom, propane BBQ, misc other gear. \$15,000. Call (510) 418-1580 (days) or (775) 588-4580 (eves).

**CAL 34, Mk II SLOOP, 1976.** Spinnaker, wheel. Perkins 4 cylinder diesel. Just invested more than \$36k into this new professionally installed equipment: Ballenger spars, rigging, hood sails, cover, Harken furler, lines, rope clutches, Lewmar self-tailing winches, lazyjacks, teak deckrails, stereo, headliner. Recently replaced all interior cushion covers, new halogen interior lights, head, lifelines. Needs bottom paint, transmission overhaul and some electronic instrument work. Strong boat, sails well. Berthed in Sausalito. \$25,000/obo. (415) 505-6305.



**COOPER 353 PILOTHOUSE, 1981.** Rare pilothouse sloop, design by Stan Huntingford. Dual-station hydraulic steering, Profurl, new North sails, Furuno radar, ICOM SSB, Garmin GPSMAP, all B&G instruments, B&G PL-1 autopilot. Force10 stove and diesel heater, windlass with 280-ft 3/8' chain, 35-lb CQR. Freedom 10 inverter, 120 amp alternator, Volvo MD11C with S110 saildrive, all control lines aft, 406 EPIRB. New bottom paint 11/04. Documented. \$45,000. Pictures available. Call (707) 473-0129 or email: ronraven@pacbell.net.

**1995 BRENT SWAIN STEEL SLOOP.** 32' LOA. Tough as nails, go-anywhere cruiser. Nice lines, sails great. Overhauled, upgraded, ready to go. New 2004-05: Rig, mainsail, Camberspar jib, Garmin 188C, bottoms, topsides and decks. Volvo MD2, Monitor, windlass, much more. \$34,000. (510) 827-7920 or juliechambers1@yahoo.com.

**TARTAN 34, 1974.** S&S design. Looks good, sails good. Motor will get you out of harbour, Atomic 4. Some bottom blisters. \$12,000. Don (650) 244-9619.

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**ALDEN 34 SLOOP.** Perkins diesel engine, runs but needs work. Good sails. Sleeps 4, private head, shower, galley. Could be nice liveaboard. \$9,500. Jim (209) 786-6003.

## 36 TO 39 FEET

**HUGHES 38 SLOOP, 1970** with Monterey slip. S&S design, built in Eastern Canada. New Universal diesel engine, 60 hours. Pictures available. \$38,000. Call (831) 915-4984 or (831) 775-2475 (wk).



**36-FT TOPSAIL SQUARE-RIGGED** schooner. 50' overall. 13 Dacron sails, good. Perkins 85 hp engine, strong running. Sleeps 7, 2 heads, one dory, ss rigging, newly built cabin, complete boat cover. Needs work. Will trade for custom car, RV, smaller boat. \$4,999. Call (530) 274-1624.

**ERICSON 38, 1989.** Tri-cabin, 4 cyl Universal diesel, electric windlass. One owner, lightly used, excellent condition. Great, fast, comfortable cruiser. \$89,000. (310) 390-1839.



**PEARSON 365 KETCH, 1978.** Two jibs, main and mizzen. Fair condition, Perkins diesel runs good. Get one of the great cruising boats (according to Proper Yachts) cheap just before cruising season opens. A steal at \$45,000. (510) 351-3807 or tkunich@earthlink.net.

**LAPWORTH 36, 1957.** Honduras mahogany cabin and trim. North sails, 31 hp Graymarine. Survey 4/04 \$6,000/obo. (925) 254-9409.

**HUNTER LEGEND 35.5, 1989.** \$49,000. Excellent condition. Aft cockpit with wheel steering. Double lifelines, swim ladder, walk-thru transom. 4 self-tailing winches, halyards led aft, cockpit table. For Pictures and equipment list email: dougot@aol.com or call Doug (707) 765-9248.

**TRUANT 370 MOTORSAILER.** Garden design. Foam core F/G to Lloyd's specs. Radar, AP, charting GPS, VHF, SSB, W/S/D, inverter, diesel heater, windlass, roller furling, Maxi-prop, fridge, dinghy, O/B, lazyjacks, many upgrades. \$98,000. Alameda. (530) 644-6830.

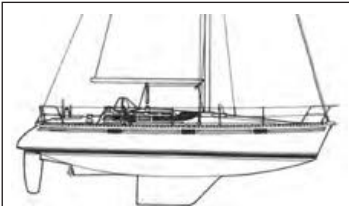
**COLUMBIA 36, 1968.** Hull #097. Needs engine, otherwise great sailboat. Two 30-gal fuel tanks, marine head and shower, VHF radio, compass, alcohol stove, refrigerator, hot water heater. Surveyed at \$25k March 2003. \$12,000/obo. Call (925) 759-6770.



**39-FT X-YACHT, 1989.** Thoroughbred racing yacht with many wins to its credit. Carbon hull, 4 spreader fractional rig, Ockam instruments, good sail inventory. Trade considered. \$34,900. Call (360) 366-0304 or (360) 354-3407 (eves).

**COLUMBIA 36, 1969.** Wheel steering, Albin AD-2 diesel, dodger, 5 sails. Solid boat. Docked in Sausalito. New batteries. Great Bay boat. Needs brightwork. \$15,500. (415) 595-2573.

**PEARSON 365 KETCH, 1976.** Excellent liveaboard and Bay cruiser. Just hauled and bottom painted. Diesel, radar, walk-in bathroom and shower. For pictures go to: <www.asdwindsurfing.com> \$37,000. (650) 921-1513 or (650) 348-8485.



**BENETEAU OCEANIS 390, 1988.** Wing keel, 4'6" draft, owner's cabin and head aft. 46 hp Volvo, dodger, radar, well maintained. New fridge, inflatable dinghy. 5/04 haulout/survey. Pear wood interior. Owner moving. Private sale for \$74,000 until 5/1. Call Jim (415) 233-2036.

**C&C LANDFALL 39, 1986.** Center cockpit cruising yacht. Professionally maintained in meticulous condition. 2 jibs, 1 mainsail, roller furling, dodger, autopilot, electric windlass, dinghy, outboard. Spacious salon with 6.8-ft headroom, lots of wood. Very large owner's stateroom with head and shower, large V-berth with head. Radar, VHF radio. Yanmar diesel, Sea Frost refrigeration. Galley with propane. 100 gals fresh water in 3 tanks, 40 gals diesel. Insulated backstay. \$85,000. Photo, details available by email: wkaelin@sbcglobal.net.

**LAPWORTH 36, 1960.** A beautiful, clean, 36-ft boat for only \$18,000. Dodger, roller furling, new GPS, stove, cooler, diesel, sleeps 6. Full cover, light, fast, very comfortable, much more. Sergio (510) 647-5264.

**TAYANA 37, 1981.** Fiberglass decks, aluminum mast, Perkins 4-108, two autopilots, radar, SSB, GPSmap, solar panels, inverter, inflatable and 6 hp, furling, five sails. Microwave, new refrigeration, extensive ground tackle, more. Boat in Washington. \$86,900. Photos and info email: svbolin@aol.com.



**LANCER 36.** Excellent liveaboard, sleeps 6. Propane stove, microwave, hot water, lots of beautiful teak inside. 3 sails in good condition. \$30,000/obo. Call Jess or Jay (510) 649-7987 or email: jessgunther@yahoo.com. For more details and pics see: <<http://www.geocities.com/jdgunther2000/>>

**CATALINA 36 Mk II, 2001.** Lake Tahoe, rarely used. Like new, spotless condition. Dodger, spinnaker, 10 CD with cassette. 4 speakers, microwave, cockpit table, propane BBQ. \$120,000. (650) 400-6898 or dfoley400@aol.com.



**FISHER 37 PILOTHOUSE MOTORSAILER,** 1979, aft cockpit ketch. Fiberglass hull, aluminum spars, 80 hp diesel, Maxprop, Vacuflush freshwater head. Hot water, autopilot, radar, 2 depthsounders, VHF, Signet windspeed/windpoint, knotlog. Many upgrades. \$115,000. No brokers please. Email owner: chpenn@comcast.net.

**ISLANDER 36, 1972.** 2001 Universal diesel, 176 hours. Mast and rod rigging 1996 with spinnaker rig/furler. New AC/DC. All ports and toe rails removed and resealed. Two new opening ports. New stainless handrails. Much more. \$32,000. (408) 685-9082.

**ISLANDER 36 FREEPORT, 1981.** B plan. Excellent condition. Great for liveaboard or cruising. \$65,000. (925) 825-2026.

**CAL 39, 1979.** Excellent condition, new roller furler, inverter, LP stove, dodger, bimini. Bottom paint 2004, shower, AM/FM stereo, CD, refrigeration. 50 hp diesel, autopilot, full wind/speed instruments. Radar, 10 amp solar panel, SSB radio, EPIRB, GPS chartplotter, great sails. \$72,000. (714) 523-7816.

**ISLANDER 36.** 1/2 or 1/4 equity interest at South Beach Harbor. Call Frank (650) 964-8901.

**GULFSTAR 37, 1978.** Original owner. Very nice condition, Perkins diesel, wheel steering, teak interior, custom dodger. Well-built, solid cruising yacht, loaded with equipment. Lightly used and berthed in freshwater slip. \$89,000. Contact Dave [www.big-break-marina.com](http://www.big-break-marina.com) or (925) 679-0900.



**YORKTOWN 39, 1980** center cockpit. Factory commissioned, full size bed in aft cabin, V-berth forward. 2 TVs, DVD, VHS, CNG gas stove and oven, propane barbeque, microwave, refrigerator, freezer, ice maker. VHS radio, radar, 2 GPSs, depthfinder, new Autohelm 4/04, new mainsail 4/04, 50 hp diesel, dinghy with 5 hp outboard, 2 anchors, electric windlass, manual windlass, electric head, separate shower, new survey and bottom paint 12/04. This boat is set up for cruising and ready to go. \$59,000. Call Vic (209) 743-6275.

**PEARSON 385, 1985.** Start cruising in Paradise. Currently in Kona, Hawaii. Center cockpit sloop, custom modified for bluewater, professionally maintained. Clean, roomy, ready to go. Rarely seen on market. Only \$89,000. Call (808) 443-6380 or email for details and photos: yachtwindrunner@yahoo.com.

**MORGAN, 382, 1980.** Well equipped, good electronics, GPS, hard dodger, Perkins 4-108, Autohelm, Monitor windvane, electric windlass, Adler-Barbour. Asking \$67,500. For specs please call (213) 500-0009 or (213) 999-1450 or email: oukiva80@hotmail.com.



**CHRIS CRAFT APACHE 37.** Fin keel fiberglass sloop, no blisters. Yanmar diesel, wheel, hard dodger, new canvas, roller furling, navigation station, new upholstery, new cold plate, pressure water, aluminum spars, major refit 2004. \$37,500. (707) 224-2940 or kemosabe37@msn.com for new parts list. May carry paper for right buyer.

**CATALINA 38, 1981, HULL #180.** S&S design, white hull with blue sheer stripe. Best value under \$60k, replacement over \$150k. Fast Bay racer, PHRF 114, perfect Delta cruiser. CNG stove and pressure water, Yanmar 3 cyl diesel with very low hours. Heavy duty #48 Lewmar 3-speed winches, wheel, roller furler genoa, spinnaker, etc. 3rd owner. Newport Beach only since new. Photos and survey available. Price reduced to \$49,995, includes delivery to Alameda. Hurry. (949) 533-5317 or (714) 545-4537.

**HUNTER 37 CUTTER, 1985.** \$40,000. Yanmar 44, two cabins, radar, autopilot, refrigeration, roomy interior, great sailing boat, comfortable liveaboard, inflatable with outboard, propane, 100 gallon hot/cold water, 38 diesel. Solid boat in good condition, some cosmetics. (541) 510-0443 or wispreng@cabrillo.edu.

**36-FT PALMER JOHNSON.** Fiberglass performance cruiser, lots of gear/spares, excellent condition. Located San Francisco. \$39,000. (503) 425-9781.

**APACHE 38 SLOOP.** Sleeps 6, furling jib, gas engine, head, galley, berthed at Pier 39. \$19,500. Jim (209) 786-6003. Slip lease also available.

## 40 TO 50 FEET

**BENETEAU 40.7, 2003. BLUE AGAVE.** Save your time and money and go sailing on this "better than new" 40.7. Used less than 30 times. Winner of Big Boat Series One Design class. Set up for great family cruising and one-design racing. Full inventory of 3DL race sails (some never used), cruising sails. Carbon fiber spin pole. Blue hull, custom interior, GPS, Nexus integrated instruments, chartplotter, autopilot, custom dodger and covers, upgraded winches, two sets of running rigging, keel faired to template, bottom and foils faired and longboarded, much more. Located in much-sought-after slip on E-dock in downtown Sausalito Yacht Harbor. Slip transferable. \$199,000. Call Thomas (415) 710-2021 or thomasspon@yahoo.com.



**CHEOY LEE 40 MIDSHIPMAN.** New Yanmar engine, new canvas in enclosed center cockpit, ketch rigged, fiberglass, new systems. New Force 10, aft stateroom with head/shower, forward stateroom with head/shower. \$95,000. Call Bob (510) 719-7153.



**COLUMBIA 45 SHOAL KEEL KETCH, 1972.** Hull #3. Solid and clean motorsailer. Perkins 4-107 with 425 hours. 200 gal fuel, 200 gal water. Independent hydraulic inside steering station. Paneled wood interior throughout. Tiled shower, galley and heads. Great liveaboard or go anywhere. Additional photos and info at: <<http://www.msusers.com/Columbia45Hull3>> \$65,000. (415) 420-4299 or email: eprincipe01@hotmail.com.



**WAUQUIEZ CENTURION 40, 1986.** Cruise ready, located on Turkey's beautiful Turquoise Coast. PUR 80E watermaker; 16,000 BTU built-in Cruiseair A/C. Engine in process of being rebuilt using genuine Volvo parts. Winter cockpit enclosure, Raytheon 6000 quadrant drive autopilot, MaxiProp and much more. Unusual shoal draft Scheel keel allows transit of French Canal system. \$135,000 USD. Email Glenn and Dana: mahalo1dg@yahoo.com for pictures and complete inventory.



**FELLOWS & STEWART ISLAND CLIPPER.** *Nirvana.* 44'3" auxiliary sloop. 1946 classic, beautiful lines, solidly built, carefully restored. Fast, full keeled, fir on oak/bronze/African mahogany, coach roof. Full cover. 6' headroom, 8'7" draft, 9'10" beam. Recent survey rates her in 'above BUC condition'. Located Alameda. \$59,000/obo. Call Rob (510) 461-2175 or (510) 886-2115 or robmickle@msn.com.



**43-FT CENTER COCKPIT.** Equipped for long-range cruising or comfortable liveaboard. 300 gallons diesel, new mast and rigging, recent haulout, extensive equipment list. Very clean. Must see. Details/photos at: <<http://corpusboats.com/S43>> \$161,500. (361) 510-5099.



**FORMOSA/PUVIEUX 47 STAYSAIL** Ketch, 1980. Roomy liveaboard/cruiser. Modern under-body. Fully equipped, electronics, inverter, most systems recently replaced. UK main, mizzen, staysail. Hood and Harken furling gear. Beautiful teak interior. New upholstery. Large aft cabin plus 2 staterooms. Rebuilt 85 hp Ford Lehman. Hauled and bottom paint 2004. Dinghy in davits with 5 hp Nissan. Dual Maxwell windlass with Bruce and Danforth. Strong, seakindly. Too many extras to list. \$169,000. Call (310) 422-1184.

**ENDEAVOUR 40, 1984.** Center cockpit, aft stateroom, sloop rigged. Loaded with gear. Well maintained and cruise ready. Spacious teak interior. \$85,000. See website for photos and details. <[www.geocities.com/spellboundforsale/](http://www.geocities.com/spellboundforsale/)> or call 011 (507) 651-4488.





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This yacht is proven for shorthanded sailing in two trips across the Atlantic, in the Med, in the Caribbean, and the South and North Pacific.

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Interior: 4 cabin, 3 toilet & shower version. Dual V-berths forward. Spectra 16 gph watermaker. 600 amps of 12-volt battery power (10 batteries) with 2,000 watt inverter/100 amp charger. Northern Lights 6 kw genset.

Exterior: 6 coats of AwlGrip flag blue paint. Custom built stainless double arch with bimini and dinghy davit. Bow-thruster. Custom Doyle sail package includes fully battened and large roach main, 130% genoa, and 80% jib/staysail, all on ProFurl roller furlings. Includes ProFurl furling boom.

Electronics: Over \$40,000. RayMarine navigation and equipment; Dual ST 6001+ autopilots systems; 10" color GPS/Chartplotter with 40-mile radar at the helm; 6" GPS/Chartplotter & radar repeater; autopilot & multi ST 60 at nav station. Dual Ray 230 VHF. Forward looking sonar.

If purchased for asking price and before the owner's new Hunter arrives, the following equipment will be included at NO extra cost: ICOM M710 SSB HF radio with PTC-IIpro email modem & SailMail software, Shakespeare SSB antenna with auto-tuner.

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**PASSPORT 40, 1985.** Ideal cruiser with spacious, beautiful interior. 132 gallons fuel, 138 gallons water. Mercedes diesel, Pro-Furl, Autohelm, 32-mile radar, Kenwood Ham/SSB, inverter, solar panels, electric windlass, Avon inflatable, much more. Currently berthed Vancouver, BC. USD\$119,000/obo. Idmatlow@pol.net or (604) 742-0402.



**BENETEAU 40.7, 2002. White Dove.** Don't let the name fool you. This is a serious race boat, a Big Boat winner and competitive PHRF/AMERICA/IRC racing boat. Commissioned at KKMI under management of Scott Easom, rigger and professional racer. Ockam instruments, upgraded carbon rudder with shaft fiddle bearings, template faired bottom and blades sanded to 600. Upgraded winches, rigging, traveler and hydraulic backstay. Carbon pole. North cruising Spectra sails, North 3DLs and Doyle D-4 Kevlar sails. 4 spinnakers, 3 mains, three 142 genoas, 2 blades, one 155 genoa. Tuff Luff headstay, separate headstay with Harken furler for cruising. Berthed at San Francisco Marina. Absolutely turnkey condition. \$179,000. Mike (650) 619-6936 or mikegarl@comcast.net.

**HALVORSEN 41.** Sistership to Freya 39. Sea-kindly world cruiser. Fiberglass hull. Yanmar 44 hp, Aries self-steering. Harken furling jib. Good boat for chartering. Comfortable liveaboard. \$57,000. Call (510) 847-7909.



**40-FT GAFF-RIGGED KETCH. Stormalong.** One of the finest copies of Slocum's *Spray* ever built. Exceptional quality materials and workmanship. Owner now 94 and reluctantly selling. Boat is fully equipped and ready to cruise. \$110,000. Call (650) 464-3258 or galateaml@yahoo.com.



**HYLAS 42, 1987.** Two-stateroom, single-head layout. 50 hp Yanmar. Excellent condition with refit/upgrades: Hasse sails, canvas, standing rigging, stove, refer/freezer, watermaker, solar panels, bimini, removable inner stay. Cruise ready. \$160,000. Currently in Mazatlan. Email: barcablanco@hotmail.com.

**40-FT STEEL CUTTER.** Copy of Bernard Moitessier's sloop *Joshua*. 4-108 Perkins diesel, radar, depthfinder, autopilot, head and galley. Sleeps 6. \$20,000/obo. Call (530) 893-0299 or email: wsjms2@aol.com.



**FOR SALE OR TRADE** for real estate: 45-ft Ted Brewer Weatherly center cockpit ketch. Loaded and ready for cruising. Located in Costa Rica, one of the world's prime cruising grounds. \$85,000. See: <<http://anastasia.travelland.biz>> Email: c\_defoer@yahoo.com.



**HUNTER 44 AFT COCKPIT, 2004.** Better than new. Professionally maintained. Far below replacement cost. Change in plans forces sale. Full furling, two mains, complete electronics, navigation, upgraded ground tackle, custom canvas (white marine vinyl), stainless engine hoist. Bose home theatre system, flat screen TV, custom V-pullman berth, queen aft stateroom, 2 heads, too many extras to list. Marina del Rey slip available. \$229,000. Call for details: (530) 272-8141 or (530) 263-0305 or email: kcbarker@sbcglobal.net.

**43-FT GAFF KETCH.** 54' overall with bowsprit. Built 1983 and launched but never finished. Oak frames, cedar planked, 14' beam, about 45,000-lbs displacement. Boat building project, in the water, masts up, no sails or engine. Vessel must be moved. First \$2,500. (510) 830-7982.



**HUNTER PASSAGE 42, 1998.** Boat is loaded for cruising. Yanmar engine, 5.5kw genset, all with low hours. Full cockpit enclosure. SSB tuned backstay, two TVs/VCR, two VHF's, autopilot, 16-mi radar, UK Lazycradle, lifting davits. Info and pictures: <[www.rickriccio.com/hunter](http://www.rickriccio.com/hunter)> \$189,500. (818) 743-7401.

**GOOD DEAL, CORONADO 45, 1974.** 90% remodeled interior, new counter tops, head liner and cushions, second owner. New stove, refrigerator and 110 volt track lighting. Roller furling. Perkins 4-107 diesel, new prop, prop shaft and strut bearing. \$50,000/obo. Oakland Estuary. Call (510) 325-9089 (cell).



**CAL 40.** Proven world cruiser, recent refit, offshore equipped. Fresh Perkins and transmission, new V-drive, new rudder, new Lewmar portlights, Harken ST winches, ICOM SSB, liferaft, EPIRB, radar, Aries, and much more. Modified cruising interior. More info: (509) 493-8584 or <www.tabarinc.com/cal40>



**ADAMS 40 STEEL.** Good. An Adams 40 is seldom available; on the market by second owners who have enjoyed her for the last 13 years. Built in 1984, she is in excellent condition. Recently returned from Hawaii. Asking \$89,500. Please call for details (619) 297-3209.



**HARDIN 40 SEA WOLF KETCH.** Beautiful restoration. Full keel cruising sailboat. Possible temporary slip in Los Angeles. New canvas, dodger, paint and brightwork, inverter, propane stove, private owner's cabin. Stall shower. Forward workshop. \$69,000. Brokers welcome. Tom (818) 667-3887.



**ENDEAVOUR 40 CC, 1981.** Classy classic cruiser with all bells and whistles. Upgraded last 3 years by experienced owners. Berthed in San Diego. Pages of extras. Ready for Margaritaville and beyond. See: <www.endeavour40.com> (530) 412-0144 or cbellasail@aol.com.



**GULFSTAR 47 SAILMASTER KETCH,** 1979. Excellent liveaboard/cruiser. Well maintained, two staterooms (queen-sized aft bunk), two heads, great interior headroom. 130 hp Perkins diesel, 7kw AC genset. Hauled, bottom painted 3/05. Transferable Sausalito berth. Details: <http://www.rezonate.org/boat> \$129,000. (415) 810-8019 or boatsale@constructivewave.com.

**FORMOSA PETERSON 46, 1980.** All new systems 2002-2004. No teak decks and the tankage is new (2001) stainless. Absolutely loaded with new equipment, including scuba compressor and washer/dryer. Flawless new LP topsides, complete bottom job, full boat cover, new upholstery, etc. This is the boat I should have bought when I was looking. \$200k invested in our baby with all records and receipts. \$125,000. See: <www.svlowpressure.com> then call (503) 679-2593. In Puerto Vallarta. Your trip down included with purchase.



**VALIANT 50, 1997.** Very lightly used, Bristol condition, professionally maintained, never cruised. The perfect bluewater cruising yacht. <200 hours on engine, <100 on genset. Air conditioned, 3 zones. Fridge/freezer, bow thruster, powered winch. Partial listing: B&G instruments, B&G autopilot, Furuno radar, Garmin GPS, ICOM VHF, Sony DVD/CD, Heart inverter. Dual heads, one electric. Corian counter tops in heads and galley. Way too much more to list. 50' liveaboard Alameda slip available too. A new Valiant 50' with the same gear is >\$750,000. Asking: \$475,750. Call (650) 799-5980 or email: bill@garage.com.



**1980 MURRAY PETERSON COASTER III.** Gaff-rigged schooner. 42 feet, cedar over oak, teak and holly interior, 100 hp Detroit diesel, 12 sail inventory. A traditional beauty. \$145,000. Jim Elliott (949) 642-5735 or elliott@ardell-ca.com.



**CT 41 KETCH, 1974.** Custom-built offshore cruiser. Immaculately maintained. Chrysler/Nissan marine diesel engine, 250 hours. Roller furling. Full electronics package. Pristine interior, exterior. Quality upgrades. Federally documented, Coast Guard certified. For details, photos: <www.bayclassicyacht.com> Asking \$82,000. (415) 602-9534.

**REDUCED PRICE \$100,000.** Westsail 42 *Antara*. Tons of extras. See pictures and details: <www.westsail.com> New Awlgrip paint, two sets sails, complete parts inventory. Low engine time. Call Russell (510) 846-1955 or rkshroff@pacbell.net.

**HUNTER PASSAGE 42.** Two staterooms, 2 heads, 62 hp Yanmar, 800 hrs. Loaded: Autopilot, alternator, full cockpit enclosure, new upholstery, custom cabinetry, thin screen TV, Bose sound, mainsail handling system, dinghy davits. \$139,000. Call (619) 239-6054.



**FINOT 40 REVE DE SEYCHELLES,** 1984. Built in Canada. Steel. Berthed Hawaii. Ready to go anywhere. New radar/chartplotter, Monitor, inflatable, main, dodger, wind generator, emergency gear. Liferaft. Even provisions, tools, the works. Reduced to \$80,000. (808) 669-9073 or email: nanyoung@hawaii.rr.com.



**HUNTINGFORD 45 KETCH, 1991.** Center cockpit for direct line and anchor controls. Extra strong hand-laid hull and non-skid deck. Insulated engine room for 80 hp Cummins and 12 volt diesel genset. Ample sun and wind power to Trace inverter. Dual instruments at pedestal and nav center. Remote control steering. U-shaped galley. 6'4" headroom. Showers for large aft cabin and main saloon. Call owner: djbyrne@shaw.ca or (604) 898-4432 for more details or sea trial at Vancouver, Canada.

## 51 FEET & OVER

**1998 AMEL SUPER MARAMU.** Like new. 2 autopilots, 3 freezers, watermaker, washer. SSB, chartplotter, 2 GPSs, B&G instruments, radar, air and heat. 7kw genset, bowthruster. Zodiac. Hauled Jan 2005. New jib. Steal this boat for \$439,000. No brokers. (775) 265-5767 or (775) 720-3912.

**AMEL MANGO 53, 1987.** Electric roller furling, watertight bulkheads, bow thruster. A boat to take you anywhere you want to go. Too many features to list. See website: <http://home.comcast.net/~svsaravi> (916) 995-1780.

**98-FT MOTORSAILER.** Great condition, many extras, great livaboard, great world class cruiser. Low time machinery, 4 heads, 6 staterooms plus masters quarters and crew quarters. Machine shop and diving compressor. Trade for real estate or small business. (925) 783-0605.

**SANTA CRUZ 52, 2001.** Just completed 3-year doublehanded Pacific circumnavigation. Ready for another Pacific lap, Hawaii, Mexico, or ?? A very special sailboat in excellent condition. Asking \$498,000. Email: kiapa@aninbeachcharters.com.

**IRWIN 52, 1984.** Center cockpit staysail ketch. 3 staterooms, 3 heads, 6 cyl Perkins, 12.5 kw Westerbeke, watermaker, bow thruster, furling main and headsails. 3 anchors, windlass, radar, B&G instruments, ss tacking Lewmars, liferaft. EPIRB, autopilot, Max Prop, GPS. Washer, dryer, 3 AC/heating, deep freeze, etc. Too much to list. \$232,000. Please call Richard or Anne (310) 435-5667 in Marina del Rey.

**60-ft PILOTHOUSE KETCH.** Detroit diesel engine, very roomy, kitchen with galley, head, shower, separate bedroom with full bed, large living quarters and potential for second bedroom. GPS, radar, depthfinder. \$51,000. Jim (209) 786-6003.

## CLASSICS

**KETTENBURG 47 PCC, 1948.** 1952 Lipton Cup winner. Completely overhauled and surveyed 2001. Sound condition. Port Orford cedar on oak, 10 sails, engine rebuilt 2005. \$30,000. Call owner (925) 946-9321 or email: Drclaydon@aol.com.



**ALDEN 54 CENTERBOARD YAWL, 1970.** Restored world cruiser. Mahogany/white oak, Ford Lehman engine, low hours. Furling main, newer sails, teak deck, beveled glass, new cushions, dinghy, sleeps 8, teak/mahogany interior, cover. \$90,000/obo. Call (510) 633-2125 or (510) 332-4900. No brokers.



**50-FT STEPHENS MOTORYACHT, 1965.** Flush deck with flybridge, 3 staterooms, 2 private heads with full showers and huge main salon. New radar and GPS nav system, twin 671 diesels, 12 kw genset. Currently located in liveaboard berth in San Rafael. \$129,000. Jim (415) 485-0786.

**LOOKING FOR EASYGOING PEOPLE** who love to maintain and sail classic wood sailboats to participate in maintaining and sailing my 35-ft Master Mariner. She is at Richmond Marina Bay. Greg (510) 233-6639.

## MULTIHULLS

**1998 CORSAIR F31 AFT CABIN.** 1999 model. Carbon fiber mast, 5 UK sails. Yamaha 9.9, Raytheon instruments, new nets, trailer. BC, Mexico, Tahoe and Bahamas vet. Loaded. \$102,000. See: <http://www.geocities.com/timcob@sbcglobal.net/wahoo4sale> for details. Call Tim (415) 883-6132 (eves) or email: timcob@sbcglobal.net.



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**36-FT PIVER AA TRIMARAN.** Newer full batten sails, genny and others. Perkins M-30 diesel, 1,600 hours. Rader, watermaker, Maxwell anchor winch, new upholstery, solar panels, BBQ, dodger, Adler-Barbour refer, more. Solid rig, solid boat. \$34,000. Call (626) 290-1681 or [trikismet@hotmail.com](mailto:trikismet@hotmail.com).

**HOBIE 20, 1995.** Full cover, new tramp 2004, new rigging 2004, new spinnaker 2003. All upgrades for one design racing, extra rudders and daggerboards, beach wheels, trailer with cradles. \$7,200/with spinnaker, \$6,500/without. Call (510) 719-9707.

**GEMINI 105, 1997.** 34-ft catamaran. Westerbeke 27 hp, roller furling genoa, dinghy davits, electronics, etc. Low engine hours, well maintained, recent survey and haulout. Inflatable dinghy and motor included. Located Monterey. \$115,000. (831) 759-9145.



**SEARUNNER 34 TRIMARAN.** Cutter rigged. Seven sails, new Yanmar 2GM diesel, less than 25 hrs. Radar, 3GPSs, inflatable dinghy and hard dingy, 5 hp Nissan outboard. VHF receiver, The Captain nav program, lots of ground tackle, many spares for everything. Nicest 34 around, strongly built, very well maintained, ready to go now. \$43,000. Email Chuck: [searunner34@earthlink.net](mailto:searunner34@earthlink.net).

**CROSS 42, 1976.** Recent survey, autopilot, radar, new hydraulic steering, 18" adjustable prop. 90 gal water, 90 gal fuel capacity. Swim step, pilothouse. Four almost queen beds. Two heads, refrigeration, unlimited water heater, pressure system, electric windlass. Stable, fast, beautiful. \$129,000. (530) 277-9507.



**MYSTERY COVE 380 Mk II, 1999.** Custom cat. Grainger design, Canadian built, 38.75' x 23' x 4'. Three queen cabins, office, large galley, huge saloon, one head, great cruiser. Honeycomb composite with vinylester resin, super strong, very fast. 2000 HaHa vet. \$189,000USD. Lying Panama. [crockrock@canada.com](mailto:crockrock@canada.com) or (507) 668-9758.

**HOBIE 16, 1984** with galvanized trailer. Great condition. \$1,600. (925) 783-4010.

**HUGHES 26 TRIMARAN.** 22' beam. Demountable. Fast, stable and sexy. Glass over plywood. Sitting headroom. Nacra rig and sails. Only \$2,000. No trailer. Outboard available. Incredible fun. Call (510) 499-9211.



**ADMIRAL 47 CRUISING CAT, 1996.** Four staterooms with heads. Galley up, panoramic view, 8kw generator, wind generators. Separate freezer, watermaker, washer/dryer. Full electronics including sat phone, large tankage, etc. \$210,000. Please call (415) 383-8122 or email: [wemard@edptlaw.com](mailto:wemard@edptlaw.com).

**CROSS 50 CATAMARAN, 1992.** Airex foam core construction, twin 44 hp Volvo Penta 2003T diesel engines, 400 hours. Rotating mast, 1,100 sq ft sails. 4 queen size staterooms, 3 heads, autopilot, hydraulic steering, radar, etc. \$139,000. Call (541) 347-4342.

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**29-FT MONTEREY CLIPPER/TROLLER** yacht. Spacious family cruiser, excellent condition. Includes GPS, chartplotter, depthsounder, propane heater, autopilot, VHF, more. 2004 haulout/survey. \$15,000/obo or trade for comparable 28+ foot sailboat. Emeryville, E45. (415) 820-7827 (days).



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**45-FT WOOD TUGBOAT, 1944.** Army MTL, 2-inch thick cedar over oak. 671 Graymarine diesel. Good running condition. Good looking/rough interior. Refastened 8 years ago. New shaft bearings. Great old wood classic. \$12,500. Burt (209) 609-3123.



**51-FT DEFEVER TRAWLER, 1972.** Built in Japan. Steel, 350 hp Cat, 6kw Northern Lights generator. Displacement 70,000-lbs. 3 staterooms, 2 heads, watermaker, 3000w inverter. Loaded, in excellent condition. \$229,000. Email: defever51ft@hotmail.com to see pictures and specs.

**FLOATING HOME** in mid-Peninsula. Affordable Bay living. Cozy 1 br/1 ba home, close to downtown Redwood City, on Redwood Creek, with easy Bay and 101 access. Perfect for sailor, boater, student, commuter. \$85,000. Info and pix at: <www.thagrove.com/floatinghome/> Call (775) 843-7043.



**40-FT PILOTHOUSE TRAWLER, 1979.** Flybridge, Portuguese walk, twin Lehman 120 diesels, 6.5 Onan genset, full galley, dinette in large salon, queen master stateroom, V-berth, pilothouse berth and dinette, radar. Beautiful teak interior. Great liveaboard and cruiser. \$89,000. hanging3@hotmail.com.



**WELLCRAFT 24, 1978.** Airlot, tri-hull, cuddy cabin. New cushions, t-top. New Isinglass, Live well, Hummingbird 3-D sonar, VHF, swim step, full cover. Low hours Volvo Penta V-8. EZ-Loader dual-axle trailer. Stored inside. \$9,500/obo. mc2@prodigy.net or (559) 561-3239.

**ROUGHWATER 35, 1973.** 120 hp Ford Lehman 6 cyl. diesel. Pilothouse with canvas. Aft cabin has 2 berths and head. Forward cabin has galley, head with LectraSan, propane stove, inop fridge. V-berths forward. Great Sausalito berth. \$22,900. (707) 433-5426.

**BAYLINER CONTESSA 28.5, 1986.** Volvo Penta V-8, dual prop, stern drive. 50 hours on rebuilt motor. Sleeps 6, head, shower, galley. GPS, Alpine CD, full canvas. \$18,000/obo. (510) 635-4700.

## PARTNERSHIPS

**J/33. GREAT TIBURON BERTH** (Corinthian), great partner, great deal. Selling 1/2 equity share because I don't have time to sail. Excellent condition. All major work just completed. Great racer/cruiser. \$20,000/obo and 1/2 expenses. Email: daniel.shefter@gs.com or call (415) 425-1927.

**1/3 PARTNERSHIP, ERICSON 38.** Well maintained and equipped. Roller furling, autopilot, dodger, North sails, full electronics, inflatable dinghy, upgraded electrical system, fuel polishing system, etc. \$21,666 buy-in. \$200-250/month expenses including haulout. Berthed Emeryville. (510) 207-8761 (days), (510) 525-3604 (eves).

**BENETEAU 393 PARTNERSHIP.** Downtown Sausalito berth. Beautiful lines, fully equipped cruiser. Two cabins plus salon, sleeps six, electronics loaded for Bay/off-shore. Dinghy and outboard. Non-equity partnership, flexible, \$375 to \$500/month. (415) 331-4900 (days) or (415) 332-4401 (eves).

**LET'S SAIL.** Beautiful looking, clean boat in must-see condition. Perfect berth near StFYC. Very fun, solid boat. Great cruiser or perfect club racer. Significant go-fast upgrades. Professionally rigged for performance. Part-time lessees wanted. Make offers. (415) 923-0526.

**CATALINA 36, 1983.** New rigging, jib, main, GPS, radar, interior cushions, head, windows, fuel tank, heat exchanger, ss shaft and more. Dodger, bimini, Autohelm, hot/cold pressurized water, VHF, stereo, refrigeration. Alameda berth. \$255/mo. John (415) 740-4629.

**FRACTIONAL PARTNERSHIP** Opportunity on a gorgeous Grand Banks 32 diesel trawler located in North Bay Area. Classic varnished teak cruiser with large cabin, cockpit and flybridge for entertaining on Bay and Delta. Boat cruises with 10-15 and sleeps five inside. Boat professionally maintained and has a full range of accommodations, equipment and toys. Limited partnerships available. Available in late April. (925) 984-8655 or christianajorgensen@yahoo.com.



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**HARDIN 45 VOYAGER KETCH, 1982.** 2 staterooms, 2 heads. Lehman diesel, 1,000 hours. Watermaker, good sails. Just finished cruising. Located San Carlos, Mexico. Teak deck needs replacement. Sacrifice \$65,000. Call for video and info: (970) 264-1152.

## WANTED

**TO BUY, BORROW OR RENT:** Plans for Carl Schumacher's Plan No. 43, 18-ft pulling boat. Greg Martin (408) 356-9968 or email: seldomseenred@yahoo.com.

**LECTRASAN OR OTHER CGA** sanitation device, working or not. Leave message: (916) 775-4855.

**LOOKING FOR 2 USED MASTS,** 2 booms, 2 rudders, 2 tillers, boomvang, 3 to 5 hp motor, and any other usable items for 1974 Catalina 22. Call (916) 788-0997.

**MAST FOR 20' VIVACITY** sailboat. 23' x 3-1/2" x 2-1/2". (805) 455-1825 or email: h2obugbrad@aol.com.

**CPT AUTOPILOT** in good working order. Scanmar bought them out and now they won't sell me one. I don't want a windvane. I want a good, working CPT autopilot plus a spare. Please email svPollyBrooks@yahoo.com or call (340) 715-1550.

**POWER BOAT OR MOTORSAILER.** 25 to 50 feet. Diesel preferred. Also, Sausalito side-tie available. Call (415) 331-5251.

**WHISKER OR SPINNAKER POLE.** Fixed length, 14-feet long. Suitable for Bristol 35.5. John (415) 567-9112.

**TRAILER WANTED** for 33-ft sailboat, 12,000-lbs, fixed keel. Call (530) 268-1375 or email: zimmergev@netzero.net.

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**RAYMARINE SL 72 PLUS** radar. Never used, still in box, perfect condition. 2kw dome, display, and 10m cord. \$1,150/obo. Call (406) 995-2254.

**CARRY-ON PORTABLE** air conditioner, \$500. Mariner roller furler with 3/8" stay for hanked-on sails, \$300. Washington Stove Works-Olympic diesel cook stove, \$500. 10" Windex, \$15. 60-lb Danforth, \$200, new. Bombadier inflatable, \$250. Call Jim (510) 703-9787, Richmond.

**GOOD ATOMIC 4 ENGINE.** \$1,200. Call Ron (925) 754-6039.

**ICOM 735 HAM RADIO.** Was modified for SSB. Comes with a manual MFJ antenna tuner. Selling both for \$375. Both units supplied with manuals. (707) 539-4661 (before 9:30 pm PST).

**MONITOR WINDVANE.** #206 and still works good. Two sails and some spare parts. \$800/obo. Call Jeff (805) 680-4701 or email: jlm97@cox.net.

**NO FRILLS 450 GALLON** 110/220 volt watermaker. New in crate. Paid \$5,000. Sell for \$3,500. (818) 957-4095.

**WESTERBEKE 70 HP DIESEL** with Hurth transmission and high output alternator. See run in Sausalito. 1985, 1,500 hours. Dependable runner. Manuals. Goes to best offer. Call Skip (415) 861-6519.

**GENUINE 35-LB CQR** plow anchor, \$145 plus shipping. PUR Survivor 06 hand-powered watermaker, new, never used, \$300 plus shipping. PUR 35 12v reconditioned watermaker including prefilter and hardware, \$550 plus shipping. Pictures: <www.tehani.org/sale> (715) 434-8418.

**SPINNAKER, CAL 40.** 3/4-oz Quantum, new summer 2003. Raced only once. TransPac 2003 (ha ha). It is in excellent condition though, has not been hoisted since. White/blue/green. Asking \$1,500. Call Don (916) 996-9931.

**CORONADO 15, 1979.** Good sails and trailer, \$1,500. Suzuki outboard 16 hp, 1982, \$700. Practically new mainsail, 23.5' luff, 9.5' foot, external slides, from Ranger 23, \$350. John (707) 447-1380 or karuzas@cwnet.com.

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**ST. CROIX DAVITS.** Model 300, lifting capacity 350 lbs. Like new. Retail \$1,199, sell \$700. Downrigger-Scotty Electric Depth Power 36, similar to Powerpack 30 West Marine #2699254. 1" boom, includes cord, plug, swivel mount. Retail \$459, sell \$300. (408) 314-7821.

**MONITOR VANE/EXTRAS, \$2000.** 2500 watt Trace inverter, new, \$1,000. Spinaker and sock, 42 x 25, \$1,200. KVV chart kit, \$250. Autohelm 6001 control head, new, \$250. Rudder sensor, \$75. ARC EPRIB, \$500. Switlik rescue pod, \$1,500. Zodiac 12' Futura, \$2,000. Nissan 18 hp, \$900. (520) 586-7510 or (916) 652-6001.

**CAL 40 MAST AND BOOM.** Both original thin-wall light-weight cross-sections. Mast has bad section four feet above deck repairable with sleeve. Spreaders, shrouds, stays and more. Just wasn't suitable for TransPac. Mast \$1,250, Boom \$300. Call Don (916) 996-9931.

**AUTOHELM 7000** below-deck autopilot. Furuno 1833NavNet and M841 MkII radars. 10-ft Achilles inflatable. 11-gallon hot water heater. Newmar 50A battery charger. Portable air conditioner. WaveTalk satellite phone. All in excellent condition. (408) 203-8270 or sailsfca@ureach.com for details.

**PUR-35, SSB/HAM, TUNERS,** sextant, hookah, 2-8 hp outboards, 20-45 lb anchors. Yanmar: 3HM/GM spares. Parachor, dinghy, sails, hatches, scoops, BBQ, swim ladder. Avon: Inflatables, pumps, mounts. Oars, rudder, radar, bow roller. Paint: LP, bottom. Windlass, Ezirig (mast raiser), more. (415) 497-3731 or bradlow@sbcglobal.net.

## MISCELLANEOUS



**FULL SIZE SWIM STEP MOCK-UP.** Perfect for boat show display. Green hull. 8-ft wide, 3-ft high, 30-lbs. She made me build to see if new boat stern was OK for the dog. Yours, at Classy ad cost. Pete (415) 846-8426.

**VOLVO MD17C.** This engine has spent its entire life on Lake Michigan. Engine is in excellent running condition but needs a new transmission housing. Asking \$1,700. Call (714) 539-0888 or email: gbystedt@pacbell.net.

## CLUBS & MEMBERSHIPS

**SINGLE SAILORS ASSOCIATION** welcomes all experience levels. Our members enjoy cruising, group sails, daysailing, socials and other activities. Meetings at Ballena Bay Yacht Club, Alameda, second Thursday of each month, drop-ins OK. Member PICYA. Visit our website at <www.sail-ssa.org> (510) 273-9763.

**CLUB NAUTIQUE COUPLES PASSAGE** Maker Membership. This is the exact product you get if you buy directly from Club Nautique. Club Nautique direct price is \$5,425. Mine: \$3,725/obo. (209) 533-2223 (days) or (209) 533-2226 (eves) or email: kerryworden@starband.net.

**SF BAY OCEANIC CREW GROUP** supports the marine environment through education and sailing experiences in the Bay and coastal waters. We welcome dedicated skippers and crew who enjoy sharing and learning. Please see our website: <www.crewgroup.org> or call (650) 588-4263.

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**CG AUXILIARY FLOTILLA 17** offers Basic/Advanced Navigation, Yerba Buena Island. Begins April 4, Monday/Thursdays, 7:15 - 9:45 pm. Call (415) 399-3411, prompt reply. Or email: neilanevesny@yahoo.com. Also, GPS for Mariners, using your brand of GPS in lab session, April 12, 16, 19. Advanced registration required.



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**50-FT SLIP AT PIER 39.** Located in the heart of San Francisco Bay. A short distance from many attractions both on the water and in The City. Endless dining and shopping. Call now to reserve your boating adventure. Jim (916) 416-4900.

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**36-FT SLIP FOR SALE.** Pier 39, SF. New flotation, away from Pier on east side. Health forces sale. \$13,000. Call (707) 557-5704.

**50 FOOT SLIP AT PIER 39.** Berth I-7, quiet west side, great views, easy access. Non-profit organization selling for \$25,000/obo. 29-years remaining on lease. No liveaboard. Shower facilities. Bert (650) 581-4312.

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## CREW

**MAGICAL MERMAID SEEKS** merman to cruise warm waters. Looking for big splashes with fit 45-57, 5'9"-6'2", financially secure merman who has time to play with petite, slim, very attractive SCUBA diving/sailing mermaid. Let's go. Email: [oceansailingmermaid@yahoo.com](mailto:oceansailingmermaid@yahoo.com).



**SOUTH PACIFIC.** 55-year-old, experienced sailor/cruiser, licensed captain, scuba-diver, snowboarder, good cook, great sense of humor, mechanical wizard, non-smoker, fit, happy, mentally/physically/emotionally and spiritually healthy. Levi, t-shirt type likeable guy, nice, well-equipped boat. Returning to South Pacific for 3+ year adventure, seeks female co-captain/accomplice/playmate/soulmate with an adventurous spirit, sense of humor, playfully positive attitude and spiritual awareness with, hopefully, no more than carry-on baggage. Please email: [downwind13@earthlink.net](mailto:downwind13@earthlink.net).

**LADY WANTED** by very experienced world cruiser with 43-ft boat. I spend summers in Alaska, flying, hunting, fishing. Ideal lady would be 50-60, outdoor person, available for long-term relationship. Gene (907) 337-1239 or (907) 223-8775.

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**SEEKING CRUISING LADY.** Duration of voyage: as long as it's fun. Requirements: she loves life and the sea, appreciates high quality food and music, she's open to the possibilities. Life is short. Start with a simple phone call. Joe (310) 823-6609.

**ADVENTUROUS, ATHLETIC, RETIRED** playmate with 8k cruising miles, SCUBA certified, proficient with Spanish and eclectic interests, available for long-term sunset fun with like-minded skipper, 58-66. Interest in a land base, where is negotiable, and a boat in the South Pacific. Financial security a plus, no not rich, just comfortably flexible. Please email: [conwaylake14@yahoo.com](mailto:conwaylake14@yahoo.com).

**WANTING TO CREW** for a couple of months or so. Basic bareboat and keel-boat certifications. Retired (and I am told, well adjusted) Army aviator, excellent shape, not afraid of hard work and I can pay my way. Jerry (937) 728-0083.

**LOOKING TO CREW** In 2005 TransPac. Marine industry workers / experienced racers looking to crew. One male and one female. Willing to prep boat for the race. (650) 728-3822 or (650) 529-9119 or [Kimberley@kimmieul.com](mailto:Kimberley@kimmieul.com).

## TRYING TO LOCATE

**MIRIAMA.** Looking for info on 52-ft motor sailer named *Miriama*. Please email: [jvh99@yahoo.com](mailto:jvh99@yahoo.com).

## JOB OPPORTUNITIES

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**YACHT MAINTENANCE PEOPLE NEEDED.** Rapidly growing, full-service yacht maintenance company has 2 openings primarily in Peninsula Area. Boat Washer, willing to work hard, may also need to polish and wax, experience in painting/varnishing would be a plus. Boat Mechanic, this individual will need good problem assessment abilities to diagnose engine problems. Both positions require own transportation as travel between marinas required. Fax resumé to (510) 521-0968 or call office (510) 521-0967 for application.

**WANTED: DEPENDABLE,** intelligent, very organized, skilled worker to perform major refit on 36-ft sailboat this summer. 4 - 8 weeks work. Flexible hours. Must manage 1 laborer. Mechanical, paint, rig, fiberglass, electrical, etc. Will pay well, depending on experience. Will train where needed for right person. Owner former boatyard manager. Boat in Alameda, East Bay. Send resumé/letter about your experience: [web@schumacherinc.com](mailto:web@schumacherinc.com).

**MARINA MANAGER.** Bay Area marina looking for marina manager. Property management experience a plus. The marina is located in the East Bay. Fax resumé and salary expectations to (866) 204-7086.

**BAY MARINE BOATWORKS** (formerly Bay Ship & Yacht) in Pt. Richmond, is hiring for the following positions: Fiberglass/Gelcoat, Mechanic/Electrician, Paint Supervisor/Project Manager, Painters/Bottom Finishers, Welder/Fabricator. Please fax resumé with cover letter: (510) 237-2253.

**CELESTIAL NAVIGATION TUTOR.** Looking for an expert celestial navigator to get me started with my sextant. \$40/hour. Call Antonia (415) 359-4995 or email: [antoniatellis@hotmail.com](mailto:antoniatellis@hotmail.com).

**ANDERSON'S BOAT YARD** has openings for qualified riggers, fiberglass/gel coat repairers, general boat haulers and yard workers. Year round employment with benefits. Ask for Tom or Ron (415) 332-5432.

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**BLUE WATER PASSAGES** seeks sailing crew for a new high end, high-speed sailing catamaran charter service in the Hawaiian Islands. First mate and hosts/cook sought for liveaboard positions. Character, intelligence and appearance all count. Experience desirable but not necessarily critical for hostess position. See Advertisers Index this issue for Blue Water Passages. Call Harlow (808) 348-0173.

**BAY AREA FULL-SERVICE SAIL LOFT** looking for experienced sailmaker and/or canvas person. Applicant should be reliable, clean-cut, hardworking and self-motivated. Pay dependant upon experience. Willing to train person with the right skill set. Please fax or email resumé to: dialedinsails@aol.com, fax (510) 523-2339.

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**PETERSON 25 IOR** quarter tonner. Suzuki 4.4 longshaft. Great starter boat in great shape. Includes 2 spinnakers, pole. This is a fun, fast boat. Room below to cook, sleep. Located Emeryville Marina, E-11. Must see. Best offer over \$3,500. For info call John (707) 246-9770 or (707) 437-4685.

**ISLANDER 32, #1, 1963.** Warlock. Full keel, classic black hull. 6'4" headroom, sleeps 6. Atomic 4, 4 headsails, needs main, Autohelm, stainless tanks. Many extras. See webpage: <http://secure.lenos.com/lenos/jwong/Boat/warlock.htm> \$10,000/obo. (415) 336-1425 or warlock63sf@yahoo.com.



**S&S / DERECKTOR 58** aluminum cutter. Palawan III. Built 1966, CG certified 24 passengers, operating in Portland, Maine. \$225,000. <www.sailpalawan.us> or (207) 773-2163.

**C&C 37R, 1989.** PHRF racing version with Kevlar hull, 8 keel. New furling, Harken main stack, non skid, refinished interior, dodger, and more. Must sell, will consider all offers. Asking \$91,000. Call Kevin (415) 331-8802 for info and pictures.

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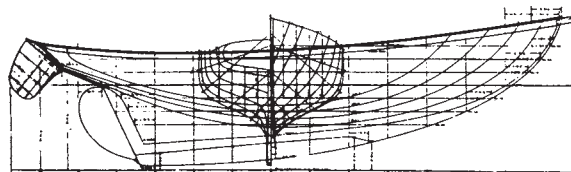
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Imagine this: You wake up in the morning at your own place right on the sand at Punta Mita, walk 50 feet past your infinity pool, and paddle out to what might as well be your own surf break. Even though it's the middle of winter, you don't need a wetsuit because the air temperature is 85 degrees and the water temperature is 81 degrees. There's nobody else out, partly because there are four other fine breaks in less than a half-mile radius. After you've had your fill of waves, you walk 25 yards back across the sand, swim a few laps in the pool, then relax in the jacuzzi.

You can enjoy lunch at your ground-level palapa, your upper-level terrace overlooking the surf and anchored cruising fleet, or walk a couple of hundred yards down the beach to one of the waterfront restaurants. Freshly-caught seafood — including lobster and oysters — are the specialties, and there are lots of complete meals for less than \$10.

With the afternoon breeze having come up, you take your dinghy a couple of hundred yards out to your boat, which has been riding on a free mooring all winter. There are about 10 other cruising boats riding to their hooks. The wind is blowing the typical 10 to 15 knots from the northwest, but because you're in a bay, the seas are flat. It's so warm that you can sail in your swimming suit, but don't forget the sunblock. There are numerous fine sailing destinations — it's four miles to diving with big rays and sharks at the Tres Marietas Islands, five miles to the cruiser center of La Cruz, seven miles to the gringo surfing haven of Sayulita, 10 miles to the jungle wilderness of Yelapa, 10 miles to Paradise Marina, and 12 miles to the action and culture of Puerto Vallarta.

After your sail, you can enjoy a few more laps and a jacuzzi, followed by a sundowner on your terrace. As the sun sets, it wouldn't be uncommon to see whales breaching in the distance. And often times you don't need binoculars to see them or other sea life.

The nearby Swiss-run Manana restaurant has live music a couple of nights a week, but otherwise Playa Mita is quiet after dark. You could take a car or bus to Sayulita or Bucerias for a greater selection of restaurants. For a really big day or evening, it's a 40-minute ride to the bright lights and many attractions of downtown Puerto Vallarta. Then, too, you could just enjoy a moonlight walk on Playa Mita, or stay home and surf the internet at high speed, or listen to the sound of the surf.

Punta Mita is the northwestern tip of 12-mile by 15-mile Banderas Bay, which is three hours from San Francisco by Alaska and United Airlines. Playa de Mita is the seven-mile stretch of beach that follows the point around and into Banderas Bay. Most of Punta Mita is a master-planned community that is home to a Four Seasons Resort and a Jack Nicklaus Golf Course — which has one green out in the Pacific Ocean. Coming soon are developments by Starwood and St. Regis Resorts, another Jack Nicklaus course, and a Greg Norman course. So it's not a bad area. You can imagine what's happening to property values.

I didn't have the millions necessary to invest in a place in one of the luxury gated-communities, but I personally don't care for sterile gringos-only environments anyway. What I did stumble across is El Faro Real, a small and what I believe to be a terrific condominium project on the quiet part of Playa Mita with a sandy beach. The six-story towers — the highest allowed in the area — are being developed by a gentlemen from Montana who lives on-site full time in the penthouse of one of the already-completed towers.

All the units are very spacious — almost 2,600 sq. ft. for a three bedroom unit — have a simple elegance, and offer killer views of the beach, the bay, the mountains on both sides of the bay, and the islands. The one-bedroom units start from \$235,000, the three bedrooms from \$410,000. Much smaller units in the crowded gringo-only mega-resorts in and around Puerto Vallarta sell for more and rent for less.

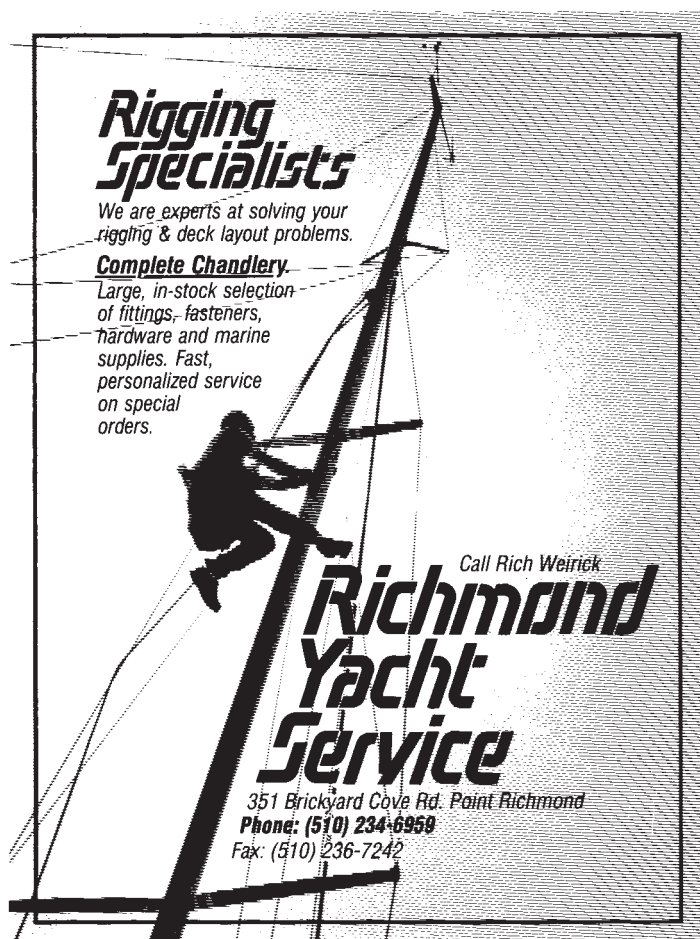
Eleven of the 12 units in the first tower are sold out, and several of the more expensive units on the higher floors of the second tower — to be completed in about 14 months — are gone, too.

I'm a sailor, but I found El Faro to be an irresistible investment opportunity for appreciation, rental income, and as a place to retire to in 10 or 15 years. (I'm nowhere near ready to swallow the hook yet.) Frankly, I never thought I'd be able to find an affordable place in the tropics with great sailing, great surfing, ideal winter weather, and such wonderful people — and so close to San Francisco.

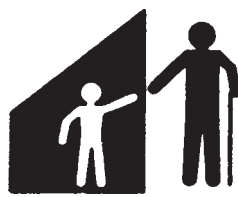
I'm not flogging condos, but rather letting sailor-surfers know that such a place exists. If this sounds interesting, I can provide you with more information and photos. Investing in real estate has risks, of course, and investing in real estate in foreign countries has even greater risks. So this isn't for everyone. But if you feel like being able to throw away your foul-weather gear, tossing your wetsuit in a dumpster, and having a great place of your own looking right down on the tropical blue Pacific, you might want to investigate further. Email me at: [manager\\_pmcondos@yahoo.com](mailto:manager_pmcondos@yahoo.com) and I'll be happy to share the details.

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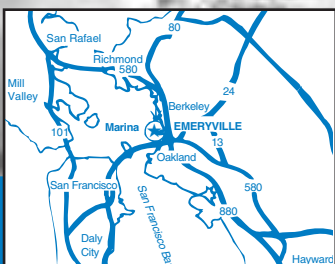


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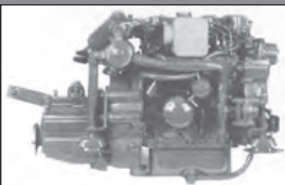


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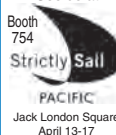


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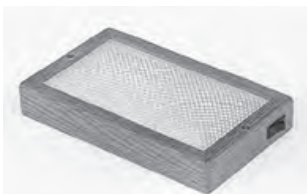
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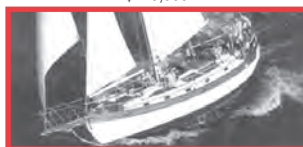
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# Marotta Yachts of Sausalito

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See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**40' SABRE 402, 1996** The Sabre 402 is a large, comfortable performance cruiser built to Sabre's exacting standards. This particular vessel is the deep keel version, desirable on the Bay. Note that she's lightly used, well equipped and shows VERY nicely. **\$239,900**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**43' HANS CHRISTIAN, 1987**  
Rare Hans Christian 43 Traditional cutter with a custom Mark II interior with the Pullman berth and two heads. In very nice shape, she underwent a \$60,000 refit in '98 for an extended cruise that was never taken. **\$219,000**



**42' BENETEAU FIRST 42s7, 1999** The last 42s7 launched, she embodies all the improvements Beneteau made in building her 150+ sisterships! Two cabin owner's version. An unusual combination of short rig and deep keel makes her perfect for conditions here. **\$215,000**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**BENETEAU FIRST 40.7, 2003** The 40.7 combines the excitement of a sleek, sophisticated racer with the comforts of a luxurious cruiser. This one is a well equipped (custom dodger, about \$50,000 worth of top-of-the-line sails, rod rigging, instrumentation and more) blue-hulled beauty. **\$204,000**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**48' C&C, 1973** One of two built, this vessel was extensively refit at the factory in '96, incl. full new interior. In better shape now than when new. Upgraded, updated or rebuilt from stem to stern: new 80 hp Perkins diesel has less than 200 hours, complete top-of-the-line electronics. **\$199,000**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**45' HUNTER 450, 1997** Shows very nicely, is competitively priced and has a PRIME Sausalito Yacht Harbor boardwalk slip that can transfer: one of the best slips in one of the nicest marinas around. Well equipped, full electronics & reverse cycle heat/air powered by Kohler genset. **\$199,000**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**38' SABRE MkII, 1990**  
This East Coast gem is nice both above and below, is well equipped and the only Sabre 38 available on West Coast at present, very competitively priced and lying in a transferable Sausalito YH slip. **\$159,000**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**40' VALIANT CUTTER, 1975**  
Equipped for cruising and in nice shape overall. Recent Quantum genoa ('04) on ProFurl roller furler ('94), substantial dodger ('03), engine and transmission rebuilt ('96), etc. Most importantly: NO BLISTERS! **\$125,500**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**40' SPARKMAN & STEPHENS, 1953** Designed by legendary Olin Stephens, built of the finest materials by one of Europe's premier yards. Her current caretaker has lavished untold time and money on her; and she shows bristol. **\$125,000**



**NEW LISTING**

See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**37' RAFIKI, 1976**  
Bluewater capable. This particular example shows very nicely, much, MUCH newer than her actual age: she was Awlgripped in 1999, but it looks like she was just splashed yesterday! **\$74,900**



**NEW LISTING**

See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**38' MORGAN, 1982** Ted Brewer design—a timeless classic, and this is a particularly nice example. Shows much newer than her actual age (w/about \$25k spent over past couple years plus hundreds of hours of work by a very talented owner, not surprising!) Deep draft version, spotless Yanmar, more **\$59,000**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**31' HUNTER 310, 1999** The 310 is a member of Hunter's newest generation: cockpit arches are standard, the cockpit well is virtually circular, the rig is fractional, the hull is rounded with lots of freeboard and beam, the sheer is straight, and windows proliferate in astounding profusion. **\$59,000**



**NEW LISTING**

See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**36' MAXI, 1983** Maxi built almost 200 of the 108s and this particular example is in EXCELLENT condition; she also shows much newer than her actual age. If you're in the market for a classic European boat built largely by hand and showing bristol, this is a must-see. **\$59,000**



**NEW LISTING**

See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**36' CATALINA, 1985** With a diesel, dodger, roller furler and the interior in particular showing bristol, this particular boat shows well inside and out. Also note that she's lying in a transferable Sausalito Yacht Harbor slip, there's a three to five year wait to get a berth in this marina. **\$59,000**



**NEW LISTING**

See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**34' CATALINA, 1987** The Catalina 34, launched in 1986 and still being built, is one of Catalina's most popular boats. She offers the space of a typical 36 footer at a very affordable price. This particular example is very clean and sports the deep keel as well as a keel-stepped mast, RF and dodger, more. **\$59,000**



**36' ISLANDER FREEPORT, 1978**  
Another Robert Perry-designed classic, and the rare B plan interior with the Pullman berth to boot! This is a solidly-built boat with a functional layout that in many ways was ahead of her time. **\$54,900**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**30' HUNTER, 1989** Attractive interior with spacious aft cabin plus good sailing characteristics. Difficult to find boats in this price range that offer these features. Shows like NEW inside and out—cushions look like they've never been sat on! Low hours on Yanmar diesel, new batteries. **\$37,000**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**FOUR VERY NICE CLASSIC PLASTICS:**  
32' ARIES, 1976, asking \$35,000; 30' ERICSON, 1969, asking \$17,900; 30' TARTAN, 1978, asking \$26,000; 27' CATALINA, 1981, asking \$14,500. These fully depreciated classics are a real value!

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Located Pacific Northwest.  
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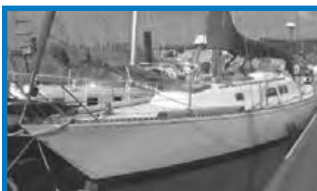


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**HANSE 31, 2002**  
German quality, many factory options. New sails.  
Asking \$87,000.



**41' NEWPORT, 1979**  
A strong and beautifully designed performance  
cruiser designed by C&C. \$60,000.



**CATALINA 42 MkII, 2002, 3 strms. \$225,000**  
**CATALINA 38, 1981. \$537,500**  
**CATALINA 34, 1988, wing keel. \$50,000**



JEANNEAUS

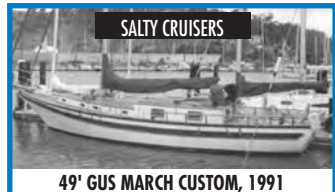
**36' SUN ODYSSEY, '98**  
\$107,000



REDUCED

**41' MORGAN OI, 1979.** Second owner, ketch  
rig, Webasto diesel heater.  
Nice Sausalito slip. \$70,000.

SAIL		
66' LOD Kt.....	'78 399,000	37' Endeavour.....'79 59,000
62' Custom PH steel..	'98 569,000	37' Rafiki.....'79 74,500
57' Alden yawl.....	'31 265,000	36' Islander.....'77 49,950
52' Hartog schooner..	'99 195,000	36' Columbia.....'69 25,000
51' Baltic.....	'80 249,000	36' Custom schooner '72 47,000
50' Gulfstar, Mex.....	'77 89,000	36' Jeanneau.....'98 107,000
48' Hughes Yawl.....	'72 Offers	35.5 Beneteau First ...'92 79,500
48' C&C.....	'73 199,000	34' Catalina.....'88 50,000
48' Celestial.....	'86 79,500	34' Islander.....'75/'85 31,500
47' Gulfstar.....	'79 142,500	34' Hunter.....'85 45,000
47' Vagabond.....	'80 150,000	33' Newport.....'84 36,500
43' Slocum.....	'84 149,500	33' Ranger.....'77 29,500
42' Tayana AC.....	'87 167,000	32' Pearson Vanguard '63 24,000
42' Custom schooner '72	39,000	32' Hunter.....'01 69,950
42' S&S.....	'70 57,500	30' C&C MkI.....'76 21,500
42' S-7 Beneteau.....	'99 215,000	30' Alberge.....'73 18,000
42' Bavaria.....	'05 235,000	30' Catalina (2) '77 & '85 18,900
41' Ericson.....	'69 29,000	30' Isl. Bahama ...2 from 20,000
41' Newports.....	'79 60,000	30' Newport, nice.....'81 24,500
41' Coronado.....	'72 45,000	30' S-2 CC.....'78 28,000
41' Morgan OI.....	'79 75,000	29' Van der Stadt.....'69 16,000
41' CT ketch.....	'71 57,500	28' Islander.....'78 19,000
40' Sabre 402.....	'96 239,000	28' Isl. Bahama.....'82 19,000
40' Brewer PH.....	'88 159,000	21' Flicka.....'84 36,000
40' Columbia.....	'65 39,900	
40' Cheoy Lee MS.....	'75 95,000	
40.7' Beneteau.....	'03 209,000	
38' Catalina.....	'81 42,000	
38' Ericson.....	'81 45,000	
38' Ingrid.....	'74/'84 95,000	
38' Colin Archer.....	'51 58,000	
37.5' Hunter.....	Inquire	
37' C&C 37R.....	'89 79,500	
37' Irwin CC.....	'80 40,000	
37' Cooper PH cstm ..	'87 99,000	
		POWER
		86' Pacific Tender.....'45 325,000
		65' Pacemaker cert. ....'72 499,000
		62' Elco Classic MY.....'26 450,000
		58' Spindrift.....'85 298,000
		58' Hatteras.....'73 379,000
		57' Chris Craft.....3 from 179,000
		54' Trojan FD.....'76 349,000
		53' Grand Banks Alaskan 225,000
		52' Libertyship.....'60 110,000
		49' Kha Shing.....'84 179,000
		45' Fellows & Stewart '26 299,000
		45' Fellows & Stewart '26 65,000
		45' Chris Craft.....'69 49,900
		43' Hatteras MY.....'73 139,500
		42' Chris Craft.....'68 99,000
		42' Grand Banks.....'67 89,900
		42' Post S.F.....'81 97,000
		41' Roughwater.....'84 69,000
		40' Pacemaker.....'76 149,000
		40' Owens.....'65 19,500
		38' Mediterranean.....'98 199,900
		38' Stephens.....'48 36,000
		38' Californian.....'76 85,000
		38' Hatteras MY.....'69 59,500
		38' Bayliner.....'87 106,000
		36' Sea Ray SF.....'80 79,000
		34' Bayliner Avanti ..'87 38,500
		34' Uniflite.....'77 35,000
		34' Sea Ray.....'86 56,000
		34' Sea Ray Sedan....'83 59,900
		34' Silverton.....'90 79,000
		33' Hunter.....'61 22,000
		32' Bayliner, diesel....'89 79,900
		32' Cruiser.....'88 32,500
		30' Sea Ray 305 DB.. '88 59,900
		30' Sea Ray Sedan....'79 20,000
		29' Silverton.....'85 26,000
		27' Sea Ray.....'83 14,000
		26' Star Fire.....'86 25,000
		26' Lobster Boat.....'86 35,000
		24' Bayliner.....'98 24,000
		24' Regal 242, trailer... 37,000
		14' Boston Whaler Wage w/trailer.....'92 7,500



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**49' GUS MARCH CUSTOM, 1991**  
\$195,000  
Also: 52' HARTOG SCHNR, '99...\$195,000  
47' VAGABOND, '80...\$150,000



**47' GULFSTAR, 1979**  
Luxurious center cockpit,  
large accommodations below. \$142,500



**HYLAS 47, 1986**  
Ultimate bluewater performance cruiser.  
Hard to find. \$229,000



REDUCED

**40' BREWER PILOTHOUSE CUTTER, 1988**  
Ted Brewer design, large open salon area with galley. Cruise  
equipped pullman berth plus V-berth. \$159,000



REDUCED

**SLOCUM 43 & PASSPORT 42**  
Same hull. 1984. Turnkey cruiser.  
\$149,500



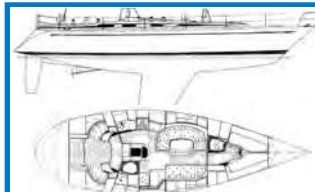
REDUCED

**BENETEAU 42s7, 1999**  
Price just reduced by \$10,000.  
Owner moving inland and is motivated.  
Outstanding vessel and fully equipped.  
\$205,000.



REDUCED

**SABRE 402, 1996** Sabre blue hull, full battens  
mainsail, headsail on ProFurl roller furler, Corian  
countertops. Located here on the Bay. \$239,000



**SWAN 43, 1986** Only one on the west coast. Ron  
Holland design, deep draft. Asking \$239,000



**30' PEARSON 303, 1985**  
with Sausalito slip – clean!  
\$36,000



**MOTOR YACHTS: 65' PACEMAKER CERT.**  
\$499,000; Pictured: HATTERAS 58, '73, \$379,000;  
CHRIS CRAFT 57; 57' BURGER; 47' BANGER  
ALUM FB, '62, \$339,000; HATTERAS 43, Marina  
Green, \$139,500; HATTERAS 38, '69, \$59,500



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**80' LOA 66 LOD KT**  
Thorney Craft, England. Berth Sausalito.  
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**33' CHRIS CRAFT SPORT FISHER.** Fiberglass, flybridge, twin V8s, VHF, radar, depth, dual helms, shower, galley, autopilot and more! Asking \$36,000.



**48' GRAND BANKS CLASSIC TRAWLER.** Flybridge sun deck, queen aft cabin, radar, twin diesels and more. A great yacht. Asking \$149,500.



**34' ALOHA SLOOP.** High quality from Canada. Diesel, very clean & well-found one-owner boat. Full galley, shower, furling, spinnaker, wheel steering, excellent condition & much more. \$49,000 Ask.



**34' CATALINA SLOOP.** Dsl, wheel, furling, spinnaker, full galley, dodger, enclosed head w/shower, radar and much more. A beautiful vessel equipped right and in top shape. Asking \$49,950.



**34' LOD, 40' LOA.** If ever a yacht was "BRISTOL", this is her! She looks absolutely perfect. Dsl, copper riveted mahogany, lead, wheel, more. Must be seen! \$49,500.



**28' PACEMAKER SPORT FISHER** in lovely condition. Near-new twin V-8s. Recent major refit and lots of charm. A classic bargain at \$10,000



**36' EGG HARBOR F/B, 1960 SPORTS SED** with many major upgrades and in great condition. Twin 350s, new upholstery and more. This is a REAL boat. Must be seen. Asking \$39,950.



**28' MAXUM 2700 SCR EXPRESS CRUISER.** Less than 100 hrs. 350 hp-V8. Full canvas, shower, galley, 35 mph, super clean/ready to go. Marin berth. \$37,500.



**28' ERICSON SLOOP, 1985.** Diesel, wheel, inflatable dinghy with outboard, self-tail winches, great Bruce King design, new Force 10 stove, ++++. Asking \$18,000.

## SAIL

48' CAMPER NICHOLSON PILOT CUTTER by Laurent Giles, diesel, fascinating history. Acreage trades okay ..... Asking 47,000  
47' VAGABOND ketch. Center cockpit, aft cabin. Glass, dsl, big comfy cruiser w/great po-tential & priced very low... 86,000  
40' NEWPORTER ketch. Perkins 4-108 diesel. Big, lots of potential Ask 27,500  
40' GARDEN SEAWOLF ketch, copper riveted mahogany ..... Ask 55,000  
38' INGRID ketch (see photos) ..... 49,950  
38' CAMPER & NICHOLSON center cockpit ketch. Fiberglass, dsl, hard dodger, aft cabin. Needs upgrading but a GREAT OPPORTUNITY.....Ask 25,000  
32' ENGLISH-BUILT NANTUCKET yawl by Offshore Yachts, Ltd. Diesel, wheel and more! Salty cruiser ..... Asking 18,950  
30' PEARSON sloop, Atomic 4 1/8, GPS, Autohelm, spinn, nice, clean.... 10,500  
30' ALBERG SLP. F/G..... Ask 5,950  
29' ERICSON. 1/8, lots new ..... 12,500  
28.5' PEARSON TRITON. F/G, dsl. Near total refit of Albergs legendary Pocket World Beater. If you can find a better small cruiser anywhere near this price...BUY HER!...Ask 16,000  
24' SEAFARER sloop, Rhodes/MacCarty, O/B, main, jib, genoa, all glass....Ask 3,500

## POWER

63' FERRY conversion, 671 diesel, 19.5' beam, excellent condition...Ask 28,000  
56' LANDING CRAFT LCM-6 converted by USN to Dive Boat. Strong, steel, twin 671s, P/H. Radar & lots of electronics. Hydraulic take-off.....Ask 24,950  
53' BAGLIETTO 16M. Perf. M/Y. F/B, twin 8V-71s, needs upgrading but a GREAT BUY ..... 85,000/offers  
48' GRAND BANKS Classic. Twin dsl, tri cabin, loaded & beautiful Ask 149,500  
46' ALASKAN TRAWLER. Twin diesels, F/B, radar, genset, big and comfortable, super potential ..... Ask 108,000  
45' STEPHENS classic 1929. Asking 90,000  
45' CLASSIC 1926 FELLOWS & STEWART. Exquisite! Less engines. Famous & historic. Much unique hardware. Asking 60,000, very negotiable, OFFERS ENCOURAGED  
43' STEPHENS 1955 classic sedan. Absolutely Bristol. \$40,000 worth of new Volvo V8s just installed. Must be seen.... 175,000  
43' GRAN MARINER Cruising Houseboat, twin V-8s, full upper deck enclosure. Marin LIVEABOARD BERTH possible. Roomy.....Ask 46,950

42' ED MONK classic cruiser. Diesel, radar, GPS and more. Cruised here from Alaska ..... Try 49,950  
36' CHRIS CRAFT EXPRESS. Twin V-8s. Full canvas ..... Try 9,750  
36' USCG PATROL CRAFT 671 diesel. Loaded and in beautiful shape. All wood, radar, etc..... Asking 30,000  
36' MONTEREY TRAWLER. Cat diesel, radar, etc. This is a pretty special classic fishing boat with lots of potential. Should be seen ..... Asking 12,000  
34' CHRIS CRAFT COMMANDER, '63. Twin gas, great boat ..... 26,500  
34' CHB TRAWLER. Fiberglass, big flybridge, 2 private staterooms w/heads, shower, full galley, big salon, diesel, genset, radar, dink & more ..... Ask \$59,850  
33' LAGUNA Sportfish. F/B, F/G, twin dsl, radar & more ..... Ask 49,950  
32' CARVER. Flybridge, glass, twins, shower & more! ..... Asking 28,000  
32' CRUISERS INC. F/G, full canvas, fully equipped and ready for fun .... 29,950

31' TOLLYCRAFT EXPRESS. Twin V8s, shower & much recent upgrading...Ask 21,000  
31' BERTRAM EXPRESS. Fiberglass, twin 200 hp Volvo 6 diesels. Great sea boat for the serious sport fisherman. Radar, etc. Great potential ..... Try 12,500  
30' MONTEREY TRAWLER. Loaded and very nice! S.F. berth.....Ask 27,950  
30' SEA RAY. Flybridge, twins ..... Ask 18,000  
29' TOLLYCRAFT EXPRESS cruiser. Twins, good boat, runs well, great potential... 3,250  
28' CHRIS CRAFT Cavalier. Nice..... 12,000  
28' BAYLINER CONTESSA. F/B, twin V8s, 1987 ..... Ask 29,950  
26' BAYLINER 2352 TROPHY, '00, trailer, o/d, only 10 hours on clock!... 38,500  
26' CAULKINS BARTENDER, \$10k new engine reported, just hauled.... 16,900  
25' BAYLINER CIERRA, '88, very nice. Full Delta canvas ..... Asking 39,500  
22' CHRIS CRAFT CAVALIER cuddy, inboard, beautifully restored ..... 12,500  
22' BAYLINER. Cuddy cabin w/trlr ... 4,995



**36' UNIFLITE AFT CABIN FLYBRIDGE CRUISER.** Twin Chrysler 440s, 2 enclosed heads, showers, full galley, radar, GPS/chart, twin helms, documented & more. A GOOD ONE! Ask \$59,950.



**65' CLASSIC, '31 WHEELER M.Y.** 16' beam. Over \$40K hull refurbishment in October '04, and she is ready for you to finish restoration. Wheel House, diesels, three heads, huge salon, more. Asking \$75,000



**34' ANGELMAN SEA SPIRIT KETCH.** Copper riveted, mahogany, diesel, shower, full galley including fridge, cabin heat, inflatable & more. A BEAUTIFUL BOAT. Asking \$30,000



**28' SEA RAY SUNDANCER.** New (10 hrs rep) V-Tech twin 330 hp V8s. Full canvas, trailer, shower, galley. GPS/plot, autopilot and more. Very clean. Much new. Asking \$35,000

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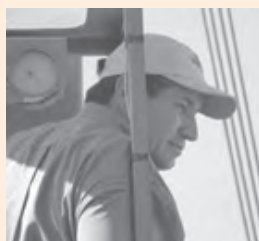
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## Nelson's Marine News



Carl Nelson  
on the Travellift

- **NEW! Long term lease at our Alameda location.**
- **NEW! Sacramento 160,000 sq. ft., state-of-the-art, drive-in/drive-out indoor boat/RV storage facility.**
- **\*Celebrate our 20th anniversary with half price haulouts on all full service bottom/repair jobs!**

## BROKERAGE BOAT OF THE MONTH



**J/40, 1986**

Ready to cruise and carefully cared for by her current and previous owner. With new engine, just installed. **\$156,000.**

*For more great listings, see ad on page 79.*

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Diesel Engines • Prop & Shafts • Rig & Deck

All Charged Up April 30 & May 28 \$149

A day-long in-depth seminar covering the DC charging system  
Batteries • Charging • Alternators • Solar Panels • Wind Generators

AC/DC Electric May 7 & June 4 \$149

A day-long in-depth seminar covering AC & DC electrical systems  
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