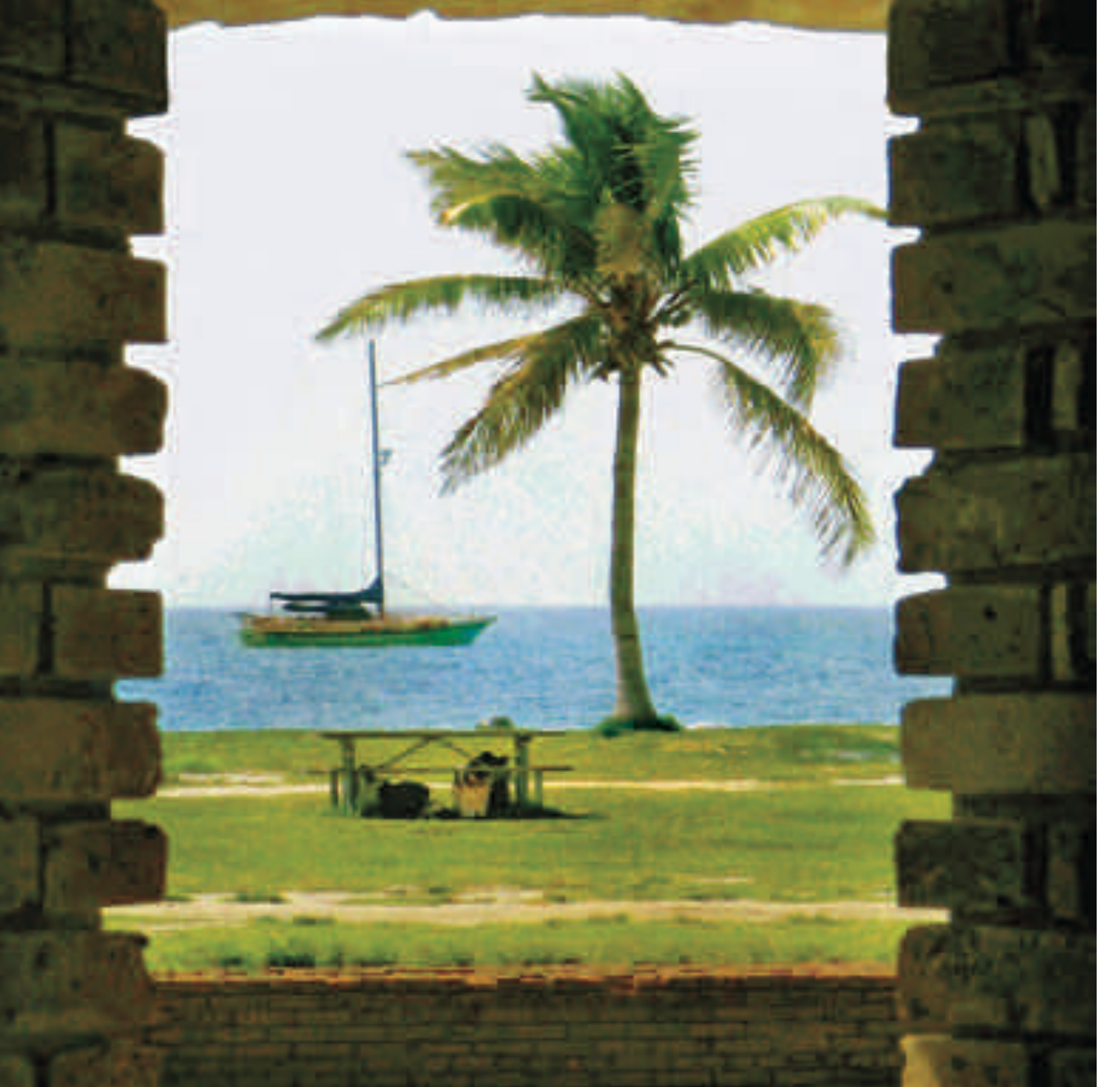


# Latitude 38

VOLUME 335 May 2005

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*Aleta, bride of Prince Valiant\**

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.

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1992 Caribbean 1500	IP44	1st in Class	2nd Overall
1993 Caribbean 1500	IP44	1st in Class	1st Overall
1995 Caribbean 1500	IP38	1st in Class	2nd Overall
1996 Pacific Cup	IP38	1st in Class	4th Overall
1996 North Sea Regatta	IP35	1st in Class	1st Overall
1998 Caribbean 1500	IP44	1st in Class	2nd Overall
2000 Caribbean 1500	IP44	1st in Class	3rd Overall
2001 Marion-Bermuda Race	IP35	1st in Class	1st Overall
2003 Caribbean 1500	IP485	1st in Class	4th Overall
2003 Bermuda Cup	IP420	1st in Class	2nd Overall
2003 Atlantic Cup	IP485	1st in Class	1st Overall
2004 Regatta del Sol al Sol	IP420	1st in Class	1st Overall
2004 Regatta del Sol al Sol	IP420	1st in Class	4th Overall
2004 Regatta del Sol al Sol	IP485	2nd in Class	7th Overall
2004 Miami-Key Largo Race	IP26	1st in Class	1st Overall
2004 Chicago-Mackinac Singl-handed Challenge	IP40	1st in Class	

## Beautiful! But how do they sail?

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"Comfortable motion, easy to sail alone or as a couple, durable, forgiving in rough seas."

"Powerful, seaworthy performance over the whole range of wind conditions."

"This boat is an absolute gem. She handled everything thrown at her with grace and aplomb."

"I was not expecting grand prix performance, but the 485 is a speedy passagemaker. I was surprised and excited by her performance."

"The full keel adds to directional stability in a seaway, easing the task of the helmsman."

"Coming down the steep side of a wave, she opens the water rather than smacking it."

"In a word... comfortable."

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The Beneteau 473 also offered handsome lines, excellent dealer support, a very modern and easily managed rig, excellent value, large cockpit, beautiful interior, and exceptional performance. I have been sailing my Beneteau 473 for about one and a half years and I am a very pleased owner.

Passage Yachts has always been there for all my needs. A wonderful company! Special thanks to Ben, Don and John Beckley.

**Rick Niello, President/Owner**  
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*Beneteau 473 Ticket*

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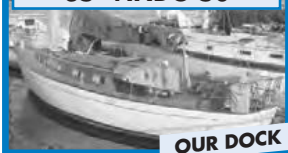
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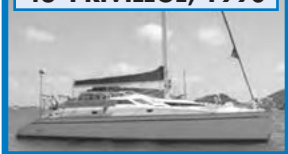
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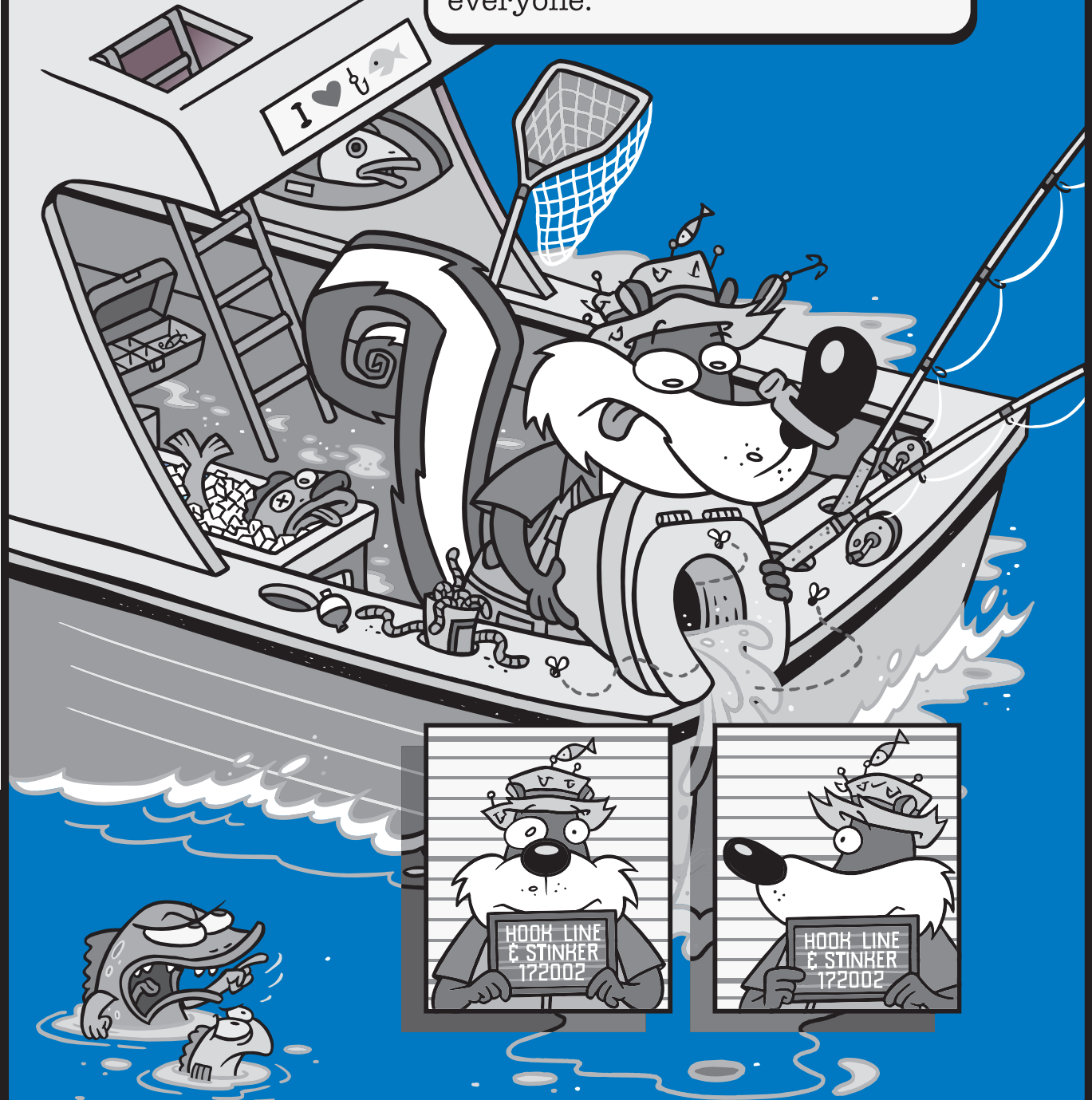
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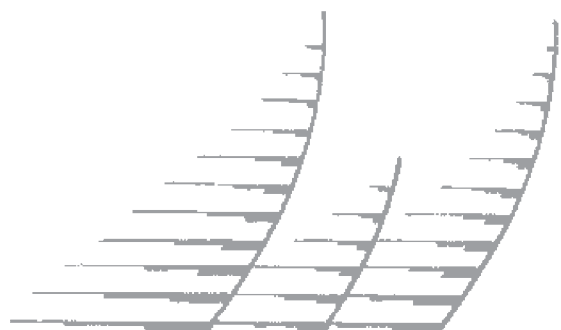
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## CALENDAR

### Non-Race

**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 8** — Take Mom sailing today.

**May 10,11,17,18** — "Boat Smart" course at the Kell Center (Novato), 7-9 p.m. each night. \$30 charge for textbook. Marin Power & Sail Squadron, (415) 884-0776.

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

**May 12** — Single Sailors Association monthly meeting at Ballena Bay YC, 6:30 to 9 p.m. Info, [www.sail-ssa.org](http://www.sail-ssa.org).

**May 14** — Sailing Education Adventure (SEA) Open House at Marin YC (San Rafael), 1-4 p.m. SEA is a non-profit sailing school, "the most affordable way for adults and youth to learn to sail in the Bay Area." Learn about summer sail camp sessions. Info, (415) 775-8779 or [www.sailSEA.org](http://www.sailSEA.org).

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

**May 14-15** — Boat Show at Marina Village (Alameda). Over 100 new and used boats to check out. Info, (510) 521-0905.

**May 14-15** — Open House at Passage Yachts (Pt. Richmond). Boats, barbeque, libations. Info, (510) 236-2633.

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

**May 17** — S.F. Bay Oceanic Crew Group monthly meeting, featuring guest speaker Michael Sweeny, a S.F. bar pilot. Fort Mason Center, Building C. Details, [www.crewgroup.org](http://www.crewgroup.org).

**May 19** — Mitch Perkins is 50!

**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 21** — KFOG KaBoom, always the best fireworks show of the year. Park the boat off Piers 30-32 — and don't forget the boom box! More info at [www.kfog.com](http://www.kfog.com).

**May 21-22** — Women's Sailing Seminar #1 at Corinthian YC: "Basic Sailing." \$145 tuition. CYC, (415) 435-4771.

**May 21-22** — Cal Maritime Open House (Saturday) and Safety at Sea Seminar (Sunday), featuring Chuck Hawley, John Jourdane, and Liz Baylis. \$125 for both days; \$75 for Sunday only. Susan 'Charlie' Arms, (707) 654-1257.

**May 21-27** — National Safe Boating Week: "Boat Smart. Boat Safe. Wear It!" Info, [www.safeboatingcampaign.com](http://www.safeboatingcampaign.com).

**May 22** — Elkhorn YC's Nautical Flea Market, 7 a.m. to 4 p.m. Music, food, beer, and more. Info, (831) 724-3875.

**May 22** — SEA Open House at Clipper Yacht Harbor, Sausalito, 1-4 p.m. Info, (415) 775-8779 or [www.sailSEA.org](http://www.sailSEA.org).

**May 22** — Bear Boat Owners Association 'rejuvenation' meeting. Details, Steve Barber, (916) 847-9064 or [www.bearboats.com](http://www.bearboats.com).

**May 23** — Full moon on a Monday night.

**May 29** — Brisbane Marina's Annual Nautical Flea Market and BBQ, 8 a.m. to 3 p.m. Lien sale auction at 1 p.m. (viewing at noon). Info, (650) 583-8975.

**May 30** — Observe Memorial Day.

**June 4** — Women's Sailing Seminar #2 at Corinthian YC: "Intermediate Sailing." \$65 tuition. CYC, (415) 435-4771.

**June 5** — Swap Meet at Minney's Yacht Surplus in Newport Beach. Info, (949) 548-4192.

**June 11** — Ballena Isle Marina Annual Swap Meet. Details, (510) 523-5528.

**June 25** — Alameda YC's Marine Swap Meet and Open House at Fortman Marina, starting at 7 a.m. Info, [www.alamedayc.org](http://www.alamedayc.org).





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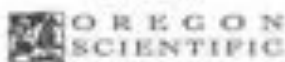
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## CALENDAR

[alamedayachtclub.org](http://alamedayachtclub.org) and/or John, (707) 712-2987.

**June 25** — Sailors' Bash at Treasure Island Sailing Center, 5:30 to 10 p.m. Live music, food and drink, raffle and auction benefitting TISC's Outreach Sailing Programs. \$45. Info, [www.tisailing.org](http://www.tisailing.org) or (415) 421-2225.

### Racing

**Apr. 29-May 1** — 2005 Ski/Sail National Championship, Ralph, (775) 762-7245, or [ralph@protectorboats.com](mailto:ralph@protectorboats.com).

**Apr. 29-May 1** — Yachting Cup, hosted by San Diego YC. See [www.sdy.org](http://www.sdy.org).

**Apr. 30-May 1** — Vallejo Race — here we go again! YRA, (415) 771-9500 and/or [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** — Alameda Interclub Series #2. Alameda YC; M.L. Higgins, (510) 748-0289.

**May 7** — Commodore's Challenge. EYC, (510) 522-3272.

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

**May 11-17, 1985** — It was Twenty Years Ago Today, from Shimon Van Collie's article titled *Admiral's Cup Trials*:

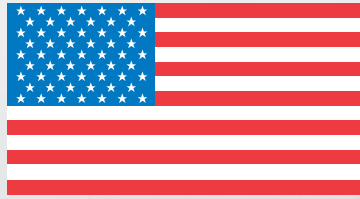
Anyone who still thinks that the East Coast is the center of yachting in this country had better reconsider, at least when it comes to high-tech IOR-type racing. At the recently concluded Admiral's Cup Trials in Newport, RI, from May 11 to 17, West Coast entries convincingly thrashed a fleet of 39 of the best yachts and sailors from the rest of the U.S. Leading the way was Bill Power's N/M 43 *High Roler* from Newport Beach, followed by Lowell North's N/M 42 *Sleeper* out of San Diego, and San Francisco's *Sidewinder*, a R/P 43 owned by Randy Short.

These three yachts thus become the American team for this summer's Admiral's Cup, an international yachting contest to be held from July 29 to August 16 off the coast of England. Just missing making the varsity squad was Irv Loube's Beneteau One Ton *Coyote* from Oakland. Loube, who'd been foiled before in his efforts to make the team, fell short once again, although his yacht was the top finishing 40-footer, of which there were over 30 in the fleet.

"The big boats had it easy," commented *Coyote* helmsman Dee Smith. With longer waterlines, the larger yachts were able to sail clear of the pack after the start and enjoy relatively free air on the weather legs. The selection committee for the U.S. had reportedly wanted at least one 40-footer on the team, since these smaller boats have done extremely well in recent Admiral's Cup series. Things didn't work out that way, however. "The bigger boats were very well sailed," added John Bertrand, another *Coyote* crewmember, "and they may well prove that you don't have to be small to win the Admiral's Cup."

Randy Short was extremely pleased at making the team. A newcomer to the IOR, he put together an excellent team, including sailing master Steve Taft, Skip Allan, Paul Cayard, Scott Easom, Kent Massey, Mike Lingsch, Dave Wahle, John Fisher, Tom Relyea and navigator Ben Mitchell.

*Sidewinder* also benefitted from some recent lightening in the keel, making her more of an all-around performer. Conditions off Newport for the six-race series, which included around the buoys and long distance heats, ranged from rainy



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## Monterey Trips 2005

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**May 30 to June 5th (BBC & ACC) w/ Stan Lander**

## CARIBBEAN 2005

The Grenadine Islands are a must for all cruisers. With subtle European influence everywhere, each island carries it's own charm and distinct topography. John Connolly's knowledge and familiarity with this area ensures you'll see all the high points. We'll be sailing a Harmony 47 on this adventure. Both legs are offering (BBC & ACC).

**Leg 1: November 19-29th** one way from St. Lucia to Grenada. Cost \$2250 person/ \$4050 cabin.

**Leg 2: December 2-12th** Grenada to St. Lucia. Cost \$2250 person/ \$4050 cabin.

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# CALENDAR

drifters to 30-knot blasters. "We were always competitive in every race," noted Taft afterwards.

The series was not without its mishaps and controversies. Of the former, perhaps the most outstanding was the grounding of Dennis Conner's *Lobo*, the R/P 43 from San Diego. Conner tried to cut between an island and the shore after the start of one of the long distance races. Fortunately the tide was rising and within half an hour he was free, but the incident put him out of the running for the race as well as the series. Even so, *Lobo* ended up fourth overall.

In the controversy department, Loube's *Coyote* appears to have contributed her fair share. Rounding the weather pin in 35 knots of breeze during a triangle race, *Coyote* passed extremely close to the inflatable mark. Crews on two boats nearby, including *Sidewinder*, lodged protests claiming that *Coyote* had in fact touched it, a foul which would have required re-rounding to exonerate herself. Even some of those onboard *Coyote* had their doubts, but Loube, who was positioned on the leeward side during the maneuver, testified, as did members of the jury on a nearby powerboat, that they had made it through clean. The protest was disallowed.

**May 13, 1995** — Ten Years After, from John Riise's article titled *America's Cup '95 — Red Socks, Black Magic*:

Until last month, no man alive knew exactly how General George Custer felt in those last moments at the Little Big Horn. Now there's one who does. His name is Dennis Conner.

Fortunately for both Custer and Conner, the end came with merciful dispatch and brutal finality. On May 13, *Team New Zealand*, representing the Royal New Zealand Yacht Squadron, won the America's Cup, beating Team Dennis Conner five races to none in one of the most devastating shutouts in Cup history. In fact, in our humble estimation, it was the biggest upset in America's Cup history, counting John Bertrand's win in '83. In that 4-3 bout, Conner's team at least had a fighting chance to beat *Australia II*. In this one, they didn't have a prayer.

The upset had nothing to do with crew work. The Defender shenanigans of the last few months notwithstanding, Conner's crew showed themselves to be the crack American team. To everyone's amazement, they came back from an atrocious 2-6 record in the semifinals to win six straight races and the right to defend — with the last race scripting out somewhere between Hollywood schmaltz and a *bona fide* miracle. Trail-ing the whole race, and over four minutes at the last weather mark, Cayard somehow found the juice to sneak by *Mighty Mary* at the finish line by 52 seconds. "Is that the race of a lifetime, or what?" he enthused. It was to be the last enthusiasm he'd do for a while.

For that matter, all the top teams had crack crews — the Women, *PACT '95*, *oneAustralia*, *Tag Heuer*. Put them on equal boats and we'd defy anyone to pick a sure winner every time.

'Equal boats' is the keyword here. They weren't. TNZ's *Black Magic* was purely and simply untouchable. For sheer speed upwind or downwind, the only boat remotely competitive was TNZ's other 'black beast', *Black Magic II*. Which gives you a pretty good indication of just how well integrated this team really was.

**May 13-14** — Hydrofoil Sailboat Regatta, a fun gathering of Windrider Raves, Hobie Trifoilers, Moths, and other 'foilers' hosted by the Bay View BC. Info, [sailboatsthatfly.com](http://sailboatsthatfly.com).

**May 13-15** — Lakeport YC Spring Regatta at Clear Lake. Five races for one design and Portsmouth classes. Lakeport YC; Ed Nickerson, (707) 743-1220.

**May 14** — OYRA/SSS DuxShip. YRA, (415) 771-9500.

# BACK COVE 29 OWNER PROFILE



*Martin Brauns at the helm of his new burgundy Back Cove 29.*

## **OWNERS:** Martin & Margaret Brauns

For Martin Brauns it was time for a change of pace. After winning just about everything in sight for a Grand Prix Santa Cruz 52 racing program, there came a moment when intensity was getting his and Margaret's boating life out of balance. The Back Cove 29 emerged as the perfect answer and antidote.

For Martin it all started years ago with collegiate racing aboard Lasers and FJs. Active collegiate sailing led to a love of not only sailing but just time on the water. This led to owning a series of boats, much of them aimed at the simple joy of sailing rather than the competitive racing scene. Over the years he's owned a Coronado 35, a Union 36 and a Hylas 42.

After a winning effort with the Hylas in the '96 Pacific Cup, Martin moved up to the fast and competitive Santa Cruz 52 fleet. A 'full-on' racing program created by team members Norman Davant and Scott Easom turned the boat into a devastatingly fast SC52 that went on to win the Big Boat Series in '02 and '03, the '04 West Marine Pacific Cup, the Bill Lee Perpetual in '02, '03 and '04, and numerous other races.

Looking for a more relaxing time on the water, Martin and Margaret went looking for a powerboat that appealed to their sailing heritage by combining comfort, convenience, quality and aesthetics. The Maine-crafted Back Cove 29 with its fuel efficient single screw and bow thruster-assisted ease of handling will allow them to return to their simpler, more relaxing days on the water.

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*Back Cove 29*



*Back Cove 26*

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## CALENDAR

**May 14** — South Bay YRA #2. CPYC, (650) 347-6730.

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

**May 14-15** — Elite Keel Regatta for Melges 24s, J/24s, Express 27s, and AE-28s. SFYC, (415) 789-5647.

**May 14-15** — 7th Annual Lake Yosemite Sailing Association Regatta in Merced. Info, [www.lakeyosemitesailing.org](http://www.lakeyosemitesailing.org) or Jay Sousa, (209) 383-1294.

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

**May 21** — Spring SCORE #2. SCYC, (831) 425-0690.

**May 21-22** — Stone Cup for PHRF, I-36s and several other one designs, and IRC. StFYC, (415) 563-6363.

**May 21-22** — Spring PHRF Regatta. Santa Cruz YC, (831) 425-0690.

**May 27** — Spinnaker Cup, leaving Knox Buoy at 11 a.m. and arriving in Monterey by midnight, hopefully. SFYC, (415) 789-5647 or MPYC, (831) 333-9603.

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

**May 28-29** — Memorial Day Regatta for J/120s, J/105s, Melgi, and maybe others. StFYC, (415) 563-6663.

**May 28-29** — Whiskeytown Regatta. WSC, [www.whiskeytownsailing.org](http://www.whiskeytownsailing.org).

**May 28-30** — 62nd Swiftsure Race, the big one for Northwest sailors. Six different race courses ranging from 140 miles to 78 miles. Info, [www.swiftsure.org](http://www.swiftsure.org).

**June 3-5** — MadCap Regatta, a three-on-three J/105 team race between StFYC and NYYC. Info, (415) 563-6363.

**June 4** — SSS In-the-Bay. Jeff Berman, (415) 302-0101.

**June 4-5** — 24th Go for the Gold Regatta on pretty Scotts Flat Lake (Nevada City). Five races, good camping, bbq, raffle, storytelling, and more. Gold Country YC, (530) 273-9517.

**June 11** — Delta Ditch Run, aka the 'Poor Man's TransPac'. RYC, (510) 237-2821.

**June 18** — Coastal Cup, a 277-mile sprint to Santa Barbara. EYC, (510) 522-3272.

**June 18-19** — USODA (Optimist) PCCs. SFYC Youth Office, (415) 435-9525.

**June 24** — South Tower Race. StkSC, (209) 473-9851.

**June 24-26** — Woodies Invite. StFYC, (415) 563-6363.

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

### Summer Beer Can Regattas

**BAY VIEW BC** — Monday Night Madness, Spring Series: 5/2, 5/16, 5/30, 6/13, 6/20. John, (415) 664-0490.

**BENICIA YC** — Every Thursday night through 10/6. Joe Marra, (707) 746-6600.

**BERKELEY YC** — Every Friday night up to 9/30. Paul Kamen, (510) 540-7968.

**CAL SC** — Year-round Sunday morning Lido 14 races, intraclub only. Ed Corbett, [racing\\_chair@cal-sailing.com](mailto:racing_chair@cal-sailing.com).

**CORINTHIAN YC** — Every Friday night through 9/2. Michael Moradzadeh, (415) 435-4771.

**COYOTE POINT YC** — Every Wednesday night through 10/26. Jennifer Neumann, (650) 638-9496.

**ENCINAL YC** — Friday Nights. Spring Twilight Series: 5/13, 6/3, 6/17. Tony Shaffer, (510) 522-6437.

**FOLSOM LAKE YC** — Every Wednesday night from 5/4 to 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, (916) 363-4566.

**HP SAILING CLUB** — El Toro Races. Wednesday nights through 10/26. Dan Mills, (831) 420-3228.

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## CALENDAR

8/5, 8/19, etc. Joanne McFee, (925) 254-5384.

**LAKE TAHOE WINDJAMMERS YC** — Every Wednesday night, 5/4-10/26. Kurt Rasmussen, (530) 541-1129.

**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 Series, every Wednesday night through 9/28. Ron, (831) 626-9169.

**OAKLAND YC** — Sweet 16 Midweek Series. Wednesday Nights: 5/11-6/29 and 7/27-9/14. Ted, (510) 769-1414.

**RICHMOND YC** — Wednesday Nights: 5/4, 5/18, 6/1, 6/15, 7/6, 7/20, 8/3, etc. Eric Arens, (510) 841-6022.

**ST. FRANCIS YC** — Folkboat Wednesday Nights: 5/4, 5/11, 5/18, 5/25, 6/1, 6/8, etc. John, (415) 563-6363.

**SANTA CRUZ YC** — Wet Wednesdays throughout Daylight Savings Time. Larry, (831) 423-8111, [lweaver@cruzio.com](mailto:lweaver@cruzio.com).

**SAUSALITO YC** — Tuesday Nights. Spring Sunset Series: 4/26, 5/10, 5/24, 6/7, 6/21. George, (415) 999-9358.

**SEQUOIA YC** — Every Wednesday night through 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: 5/6, 5/20, 6/3, 6/17, 6/24, 7/15, 7/22, 7/29, etc. Sherry Nash, (650) 302-1187.

**STOCKTON SC** — Every Wednesday Night: 6/1-8/24. Jim Hachman, (209) 474-6659.

**TAHOE YC** — Wednesday nights, 6/1-8/31. . . Laser Series: Monday nights, 5/30-8/29. Valerie, (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, (415) 332-4014.

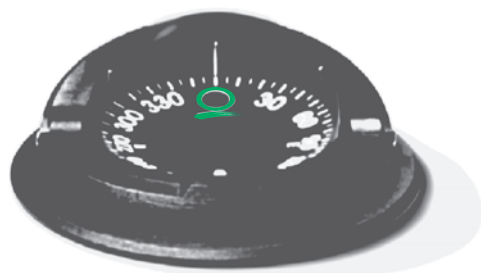
**TREASURE ISLAND SC** — Thursday Night Vanguard 15 Races through 9/8. Info, [www.vanguard15.net](http://www.vanguard15.net).

**VALLEJO YC** — Every Wednesday night, 4/6 through 9/28. Gary Cicerello, (707) 643-1254.

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.

## May Weekend Currents

date/day	slack	max	slack	max
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	
5/07Sat	0051	0401/5.0E	0749	1052/4.1F
	1403	1631/2.9E	1945	2235/3.2F
5/08Sun	0124	0438/5.1E	0830	1134/4.1F
	1452	1711/2.6E	2023	2310/2.9F
5/14Sat	0014	0251/1.2F	0517	0902/3.4E
	1319	1631/2.4F	2004	2156/1.1E
5/15Sun	0138	0358/1.0F	0625	1000/3.0E
	1417	1732/2.4F	2055	2301/1.3E
5/21Sat		0258/4.4E	0649	0947/3.4F
	1301	1523/2.7E	1837	2130/2.9F
5/22Sun	0021	0338/4.9E	0728	1029/3.9F
	1351	1608/2.6E	1914	2208/2.9F
5/28Sat		0208/2.1F	0443	0824/4.7E
	1226	1536/3.6F	1914	2119/1.9E
5/29Sun	0038	0317/1.9F	0555	0925/4.2E
	1327	1639/3.4F	2007	2227/2.1E
5/30Mon	0204	0436/1.8F	0717	1030/3.6E
	1427	1740/3.3F	2055	2336/2.6E



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## LETTERS

### ↑↓ **LOOKING FOR HELP ON A BOAT PARTNERSHIP**

Several friends — and we want to remain friends — and I are considering purchasing a sailboat in partnership. Our primary objective is to reduce the cost and time of ownership, while still getting the size boat we all prefer. We are considering sailboats in the 43 to 50-ft range.

All the members of our group still work full time, so we have between two to five weeks of vacation per year, plus weekends. But we're not all the same age. Some are nearing retirement, while others have 10 to 15 years left in various careers. And we all have other parts of our lives that demand time and money.

We are, however, mindful that a boat partnership could be fraught with problems, and we don't want to put ourselves in danger of losing the friendships we have developed over the years. So I'm trying to find a partnership agreement that is clear and concise, and deals with issues like purchase and eventual sale, maintenance expenses, potential death and divorce issues, and so forth.

Has *Latitude* ever done an in-depth study and/or story about boat partnerships?

Jim Rasmussen  
Northern California

*Jim — It's been years since we've done an article on boat partnerships. Maybe we should do another, as they've become increasingly popular for just the reasons you've stated. Some partnerships are short-lived disasters, while others have gone on for decades without a hitch. There seem to be two key ingredients to success: First, that all the partners have owned boats before, so they understand what to expect. Second, the fewer partners you have, the fewer problems you're likely to have.*

*But the authorities on the subject are people who are or have been in boat partnerships. We'd love to hear from you, whether your experience is/was good or bad. It would also be great if someone were willing to share a copy of their partnership agreement.*

### ↑↓ **NOT THE NEW YORK TIMES**

I love your magazine, I read it cover to cover every month, and I appreciate very much the task it must be to just get it done month after month. There is but one little nit I would like to pick.

In the *Letters* column of the April issue, you answered points raised by the people on *Pizazz*. In addressing their comment on your handling of the Dawn Wilson story, you mentioned the fact that *Latitude* is run by a very small staff and "therefore we don't have the staff or resources to do detailed investigative reporting."

This is what I find troubling. It seems to me that by any definition you are a journalist and your magazine regularly reports news in a journalistic format. I would respectfully suggest that in this role you have just as much journalistic responsibility as *The New York Times*. If you lack the resources or staff to properly verify such an inflammatory story, responsible journalism would simply dictate you not publish it.

John Dean (no, not that one)  
Marina del Rey

*John — Thanks for the kind words. There are two kinds of reporting, regular reporting and investigative reporting. The former is the most common, and is the norm in all newspapers including The New York Times.*

*Here's an example of regular reporting. There's a shooting,*



**Hans Christian**

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## LETTERS

and the police capture a subject. The reporter reports that Detective Jones says suspect Smith killed victim Johnson. The reporter also reports that suspect Smith denies killing Johnson. The reporter may include factual evidence that would lend credence to one side or the other, but he/she doesn't report which of the two is telling the truth because he/she doesn't know for sure.

This is what we did in the Wilson case. As you'll remember, the last thing we wrote on the subject was that we couldn't be absolutely sure which side was telling the truth, just that one of our friends — we didn't know which — had obviously been lying to us. We knew this because one friend assured us that Wilson was innocent, while another friend assured us that she was guilty.

In the case of investigative reporting, a reporter would — given enough time and money, such as The New York Times sometimes has — not just report the two sides of the story, but take it upon himself/herself to try to discover who was telling the truth. We think this is unlikely to happen in the Dawn Wilson case for two reasons: First, it's probably not an important enough story, and second, because there seem to be enough credibility issues to suggest that such an effort might be a waste of time and money.

(You might remember that upon Wilson's release, Congressman Filner, who had championed her cause, mentioned something about starting an investigation into how something like that could have happened. One of Wilson's siblings wrote to the Congressman to advise him that it would be a fool's errand. No such investigation has been started.)

We're glad you raised the issue, and hope we've clarified things.

#### ↑↓ I DIDN'T FAIL YOU, BY GOLLY

In a reply to an April Letter, you lamented that *Latitude* readers failed to give you a 'heads up' on the Dawn Wilson saga. This faithful reader did not fail you, by golly. I sent an email dated November 3, 2003, suggesting that you contact the *Gringo Gazette*, a Baja newspaper. The *Gazette* responsibly reported the Dawn Wilson story in their October 15 issue of 2003. A brief contact with this sound source would have been productive.

All are pleased that Dawn is no longer confined. Certainly that includes the city of Ensenada. The negative publicity — jailed *gringa* and trashed police department — was a blow to their tourist-based economy. Is Ensenada due an apology?

James Kordahl  
Piper

Piedras Gordas / San Francisco

James — You're absolutely correct, you did provide a heads-up, as did another reader who prefers not to be named. Regrettably, they were forgotten in the blizzard of emails we received. We apologize.

#### ↑↓ WHAT COLORS IS SHE FLYING?

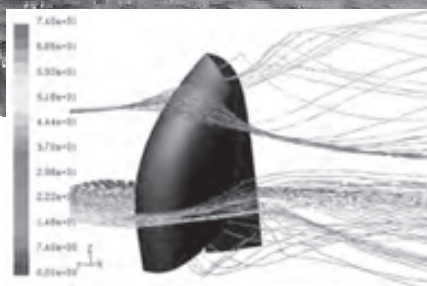
Good friends of ours from Block Island visited our island, Anguilla, in the British West Indies, and left several issues of *Latitude* — which I have much enjoyed. In your February '05 issue, you have a long article on the sailing scene in St. Barth over New Years, which was great. I do have to say that St. Barth was once a favorite of ours, but then we took a closer look at Anguilla. Since we retired here, you know which island we prefer. All of the accolades you give to St. Barth apply equally to Anguilla, and in our opinion, even more.

The cover of the February 2005 issue features Jim Clark's



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## LETTERS

Frers 156 *Hyperion*. Do you know what colors she is flying? I can see the Union Jack on the top inside corner, red field, with something in the outside center. I noticed that Jim Clark's other boat, the 295-ft clipper ship *Athena*, seems to be flying the same colors. Gibraltar and several other British Overseas Territories have a 'red flag' registry, but the 'something' on the colors doesn't look like any of their flags. I'm very curious.

Dan Uyemura  
Anguilla, British West Indies

Dan — If you get out the magnifying glass and check the writing on the flag's coat of arms, you'll see it reads, "He hath founded it upon the seas." That means it's the flag of the Cayman Islands. The regular Cayman Islands flag has a blue field, the flag of the United Kingdom in the upper left hand corner, and the coat of arms that includes a turtle and a pineapple above a shield with three stars representing the three Cayman Islands. The Cayman Islands flag for vessels, however, has a red field.

*Hyperion* was one of scores of mega and giga-yachts at St. Barth this winter that flew the Cayman Islands flag. Others included Clark's other sailing vessel *Athena*, and Larry Ellison's new *Rising Sun*, a 450-ft motoryacht. Why do they register their boats in the Cayman Islands? Tax advantages. If you register there — or Gibraltar, St. Vincent & the Grenadines, the British Virgin Islands, Malta, the Turks & Caicos, or many other places — you don't have to worry about the California State Board of Equalization coming after you for sales tax, and there is some insulation from the haywire U.S. legal system.

As for your preferring Anguilla, it's a wonderful island.



As you can tell by reading the print on the flag, 'Hyperion' is based out of the Cayman Islands.

But we're still partial to St. Barth, in part because it's such a magnet for the world's greatest sailing yachts, and in part because we have so many friends there

— such as our multihull guru D. Randy West, author of the following letter.

### THE WHALES LOVED BOY GEORGE

I'm sitting here in St. Barth, French West Indies, waiting for the eclipse to start. All the bars are offering free Mount Gay Eclipse Rum T-shirts and Mount Gay 'ti punch. The sky is falling.

Anyway, Julian brought me the latest *Latitude*, the one where the editor wondered why sailors haven't been developing some kind of sound technology to alert whales to the approach of boats. In fact, the French have been trying to do that for years. It started when the 60-ft catamaran *Jet Services* hit three whales in the Lorient-Bermuda-Lorient TransAt. After the race, they had whales painted on her hull with crosses on them — like symbols on jet-fighters that indicate 'kills'.

The problem seems to be that the whales are sleeping. You know how slowly you like to wake up? Well, think how it is for a mammal 19 times your size! Talk about being a bit groggy and slow to move.

The French reproduce sounds that the guard whales make when the pod is sleeping, but with the multihulls moving at 30+ knots — well the damn ting ain't got time to stretch, much

LATITUDE / RICHARD

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## LETTERS

less wake up and sound. Whales attacking boats is another thing.

As for whales and music, when sailing my cat *Skyjack*, we found that whales hated classical music but loved Boy George.

D. Randy West  
St. Barth, French West Indies

### ↑↓ I WAS ASSAULTED WHILE ABOARD IN MEXICO

I live on the other side of the world, but I nearly fell over backwards when I read in the February issue that a man had come aboard a cruising boat in Puerto Madero, Mexico, and tried to rape a female crew on a Hawaii-based cruising boat. Is it that the potential rapists down there all tell each other that Puerto Madero is a great place to catch unsuspecting sailing *gringas*? Or instead of the attacker being in his 20s or 30s, could he actually have been in his late 40s?

I ask, because when my husband and I stopped at Puerto Madero on our tiny cruising boat in 1981, when I was just 22, I was also assaulted aboard at night. There were no knives that time, thank heavens, and I'm not going to go into the details, but the cops seemed to be pretty uninterested in the whole thing. We left feeling sick.

The only reason I bring this up after all the intervening years is that I actually ran into *another* woman who was alone at night when her boat was boarded by a guy in Puerto Madero — who was fortunately chased off. At the time of telling, I was amazed at the coincidence and really angry — but felt there was nothing I could do about it. But now, having read the article about yet another woman being attacked, I feel I'd better speak out to warn women who are going to stop at Puerto Madero. The warning is to be careful about where the shrimp boats tie up.

My guy had been aboard a shrimper tied to the same dock when I was assaulted. It really seems that there's something going on — and has been for years — in that particular spot. In no way would I want to cast aspirations against any other part of Mexico, a country we love, or I guess even on the town of Puerto Madero itself.

We stopped in Puerto Madero again in 1995, and as strange as it made me feel, we stayed on the other side of the bay and got on with life. But I kept a wary eye out. I'm just so angry that some sod seems to still be out there assaulting women.

Name And Address Withheld By Request  
Southern Hemisphere

### ↑↓ WHO IS RESPONSIBLE IF A MOORING FAILS?

I was at Angel Island's Ayala Cove the day the powerboater got his ticket, and I witnessed the rangers boarding his boat. The same ranger later came by my boat to ask me for my mooring fee, which I gladly paid. He also informed me that the mooring fees would be going up in May, so I jokingly asked if that meant they were going to put some of the new money back into maintaining the buoys. I didn't get an answer. Since the Ayala Cove anchorage was crowded that day, I just had my bow tied off to a buoy, but also set a stern anchor. I had the rangers confirm that this was all right. They said it was.

About 3 a.m., I was awakened by a loud bump on my hull — and jumped up thinking my anchor had dragged and that I had drifted into another boat. But when I got up on deck, I saw that my boat was fine, but that the two boats that were rafted together in front of me had lost their bow tie and swung around and hit me. My bow and their sterns were still tied to the same buoy, but the buoy they had their bows tied to had failed, allowing them to drift into me. Another boat that

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## LETTERS

was also tied to the same buoy was also free on one end, but had not drifted into anyone yet. Since it was a very still and quiet night, no damage was done to any of the boats, so we just put out more fenders and I had my two new 'friends' raft up with me for the remainder of the night.

Assuming that you are moored correctly to an Ayala Cove buoy, and it fails, who is responsible for the damage that might occur? I have a hard time seeing anyone successfully getting any money from the State of California for damages. Also, what, if any, are the state's plans for upgrading or maintaining the buoys at Angel Island?

Phil DeGaa  
Sacramento

Phil — The woman at the Ranger's Office at Angel Island said she didn't know who would be responsible for damage caused if a mooring failed, but said she didn't think it would be the state. We suspect an attorney might think differently — especially since there doesn't seem to be any claim of limited liability on the mooring fee receipts. How easy it might be to collect damages, and whether it would be worth your while, are entirely different questions.

We're not aware of any plans for upgrading the buoys at Angel Island.

### ↑↓ ANGEL IS. SHOULDN'T BECOME A POLICE STATE

In the past, some of the Angel Island rangers have exhibited more of a military than concierge mentality. And sadly, it's continuing. I'm aware of one incident at the docks at Ayala Cove where a weapon was drawn in an attempt to board a boat. Thankfully cooler heads prevailed, but the result has been an enduring memory of abusive behavior. I think I hear about that incident each time we get into range of the cove.

I think there's a real need for the government staff on the island to get some training in dealing with the public. For when delivered badly, their 'safety & security' mission comes across as arrogance. We don't need Angel Island to become a police state. I would like to know, for example, what the safety and security issue was when the ranger pulled a gun in order to board a boat.

John McNeill  
San Francisco Bay

John — When it comes to collecting fees for moorings and slips at Angel Island, we don't think the rangers should have a military demeanor — but neither should they be expected to show the deference of a concierge. Actually, we can't imagine why well-paid, gun-carrying rangers should have the job of collecting fees in the first place. That's a parking lot attendant-like job that can easily be handled by a college-age kid who doesn't need to be packing heat.

Nonetheless, we're curious to know how prevalent problems are between mariners and rangers. If you've had trouble, send us a short email describing the incident. But we don't necessarily assume that the rangers are always the bad guys. When you're dealing with the public, particularly members of the public who may have been drinking, people often bring problems upon themselves.

By the way, to suggest that Angel Island is even remotely like a police state is ridiculous — and a tremendous insult to the many people who really have to live each day under such tyranny. If you want to get an inkling of a real police state, visit Cuba, where the people aren't allowed to speak, think or travel freely, and where their every word and action are monitored by the local snitches.



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## LETTERS

### ↑↓ HOW DID THEY GET WATER TO THE WATER TOWER?

The cover of the April issue, with an Olson 30 sailing in front of Alcatraz, was beautiful! But what caught my interest is the huge water tower. The prison must have needed a lot of water, so I wonder where it came from?

Gordon Briggs  
Uncle Wiggily  
Whiskeytown

Gordon — When Alcatraz was operating as a prison, it did need a lot of water for the prisoner showers and hot tubs, in addition to the warden's hockey rink. Because it's a floating island, no deep wells could be drilled down to the aquifer, and there wasn't enough rain for cisterns to provide what was needed. So we suspect the water was brought over from the mainland by boat — or maybe even by plane to the little landing strip. From there it would have been pumped to the top of the tower. Neither method could have been cheap. In fact, one of the reasons for closing the prison is that it had become so expensive to operate. When the Indians took over in the '60s, the Jefferson Airplane, the Grateful Dead and other rock groups put on some fund-raiser concerts so 250 ordinary water hoses could be bought and strung together from a bib near Fisherman's Wharf to the island. That lasted about a week, until a strong ebb stretched the hoses to near the surface and they were torn apart by a container ship.

### ↑↓ ASPHALT WAS MY HOME

My name is Dennis, and I'm new to this water stuff. You see, I've been a biker all my life, and asphalt was my home. Then last year I met Kim Garrett in the Santa Barbara Harbor. She's a lifelong sailor, so now we live on her 30-ft sailboat.

Having been on the water for 14 months now, I have to say that some of your boat people are really strange. Of course, I'm sure you look at me and my bro's and see us as long-haired, beer-drinking fighters looking for trouble and wanting to raise a little hell. We'll, you'd have been right sometimes. That said, I've met some really straight-up people on boats. (Sorry about my handwriting . . . a motorcycle wreck three years ago.)

Being new to the water and boats — and because I probably ask too many questions — Kim suggested that I read *Latitude*. She said that you guys and your mag are well-informed and knew your shit. And I do enjoy reading your magazine, particularly the *Letters*.

Anyway, you printed that stuff about Alcatraz being a floating island, and backed it up with some stuff from some dude on the Internet. People lie, cheat, steal, and do a lot of other things every fucking day on the Internet, so how could you put your magazine's reputation on the line like that? Alcatraz, 'The Rock', was a notorious prison in the '30s, '40s, and '50s. It's not an island-hopper that might some day take off down the pike and dock somewhere overseas. I've never heard anything about it being an floating island or seen any photos that would prove it. Furthermore, I just don't like computers and the internet. So why don't you — since you put your people and your asses' on the line — give the mess of us better proof that Alcatraz is a floating island. I know about asphalt and rocks, so help me.

And one other thing. Those 'yaddie' races look and are about as much fun as watching paint dry.

Dennis Petty  
Santa Barbara Harbor

Dennis — You know what happens when the front wheel of

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## LETTERS

your bike gets stuck in a deep rut? You crash. Well, the same thing happens to your mind when you get into a mental rut by being so reality-oriented. That, along with self-absorption, are the main diseases of the 21st century. So allow yourself to be fanciful, let your 'freak flag fly'.

Sure, there are times when you want to be in touch with reality — such as when you're 100 miles from home and there are only a few drops left in your bike's gas tank. But what's the diff if you allow yourself to believe — really believe — that Alcatraz is a floating island? For as Dylan yarbled in the The Times They Are A Changin': "... a man without whimsy is a tree without a limb, but the sea's still a roamin' ..."

Here's another tip that might make your life more interesting — always try to appreciate what you intuitively dislike. The stuff you naturally like — ridin', drinkin' beer, sex, punching a friend in the nose on Saturday night — those are all well and good. But if you limit yourself to your innate likes, you will — unless you like a whole lot more stuff than most people — be cutting yourself off from many of the more exotic pleasures life has to offer.

So the next time you catch yourself belittling or dismissing something — such as 'yaddie racing' — stop and recognize the opportunity for personal growth. Learn more about it, and try to understand why some people are so passionate about it. In the case of 'yaddie racing', for instance, you could borrow Kim's boat and enter the singlehanded race around Santa Cruz and Anacapa Islands. We promise that you'd come back a different man.

And no matter what dislike you attempt to love instead of hate, you'll almost always find that the problem wasn't the thing or activity you didn't like, but your lack of appreciation of it. For a long time, for example, we winced at the thought of a raw egg atop our steak tartare. But realizing that more knowledgeable diners relish it, we confronted our ignorance and fear, and ordered two raw eggs on our next raw beef. It tasted horrible and we'll never do it again. But at least we were able to base our dislike on fact and more articulately rip it. So embrace all that you fear, and before long you'll be not just a biker-boater, but a fucking Renaissance Man!

P.S. The only motorcycle accident we've ever been in happened in the Santa Barbara Yacht Harbor parking lot 30 years ago. We suppose that we should have worn a helmet. So be careful out there.

### ↑↓ **MORE GOOD STUFF FROM THE WORLDWIDE WEB**

I swear, I got this straight from the web: "Angel Island tunnel to open May 6. The tunnel from Tiburon to Angel Island, beneath Raccoon Strait, opens May 6 to hikers and bicyclists. Headlights or flashlights will be required. The tunnel is part of a network of tunnels beneath the Bay built by the Army during World War II to connect various military installations. The tunnels were long kept secret, but the Angel Island tunnel was rediscovered last year when a Tiburon resident's dog disappeared into a pile of rubble and was later found on Angel Island. Upon investigation, the rubble was found to be the demolished tunnel entrance. Other parts of the tunnel system will open later this year, although some sections are flooded and will require wading."

E.J. Koford  
Point Richmond

### ↑↓ **FOREIGN BOATS IN THE UNITED STATES**

While 'Lectronic Latitude states, "Cruisers should only have to check in and out of Mexico — as is the case with foreign boats that visit the United States," the latter is not really true — see the regulations below. While enforcement of this law is

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## LETTERS

spotty, the letter of the law states that port clearing — in and out — is a requirement.

### "Foreign-Flag Pleasure Boats

"The master of a foreign-flag or undocumented foreign pleasure boat must report its arrival to U.S. Customs immediately, and must make formal vessel entry (see section that follows on cruising licenses) on a CF 1300 within 48 hours. In the absence of a cruising license, vessels in this category must obtain a permit before proceeding to each subsequent U.S. port.

"Navigation fees will be charged for the formal entry, the permit to proceed, and for the clearance of foreign-flag pleasure boats. It is not necessary for foreign-flag vessels making formal entry and operating under a cruising license to acquire a \$25 user fee decal.

"The master of every foreign-flagged vessel arriving in the U.S. and required to make entry must have a complete legible manifest consisting of Customs Forms (CF) 1300 through 1304 and a passenger list.

"Pleasure boats from foreign countries must obtain clearance before leaving a port or place in the U.S. and proceeding to a foreign port or place or for another port or place in the U.S."

From: <http://www.cbp.gov/linkhandler/cgov/toolbox/publications/travel/pleasureboats.ctt/pleasureboats.doc>.

Rob Murray  
California

Rob — We're aware that "pleasure boats from foreign countries must obtain clearance before leaving a place in the U.S. and proceeding to another place in the United States." We're also aware that it's a crime to remove the warning label from mattresses. One law is enforced about as frequently as the other, which is not at all. Even post-9/11, owners of foreign-flagged cruising boats have told us that most U.S. officials have dismissed them when they tried to comply with the law.

So yes, if clearing in Mexico were just like clearing in the United States, we'd all be in favor of it.

### ⇅ FOREIGN VESSELS DO HAVE TO CLEAR IN

In a recent issue, you stated that once foreign boats clear into the United States, they don't have to clear between ports. That's not correct. I have been here for several years with a foreign boat, and whenever a foreign vessel moves from one U.S. Customs or Coast Guard jurisdiction to another, the authorities must be notified. Also, there are defined cruising areas — as with U.S. insurance. For example, insurance and cruising permits are set for the Mexican Border to Point Conception, and are controlled by the San Diego and Long Beach authorities.

I would, however, like to add that these officials are the nicest and most friendly bunch of people employed by the United States government.

Phillip J. Seaman  
Mouse Pad  
Ventura

Phillip — As mentioned above, owners of foreign-flag vessels have told us they almost never comply with the letter of this law. But maybe we haven't talked to enough people. So if you are the owner of a foreign-flagged vessel, could you be kind enough to tell us how often you check in with U.S. authorities between, say San Diego and San Francisco, and what your experience has been with regard to this law.





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## LETTERS

### ↑↓ SOUTH BEACH RIGGERS AND SEAWANHAKA

I sailed through San Francisco Bay in the fall and winter of '03-'04 aboard my 1925 Seawanhaka schooner class *Seawanhaka*. She is one of 16 boats built of this 58-ft LOD class, and is a sistership to Ron Romeo's San Francisco Bay-based *Apache*. But I think *Seawanhaka* is the only one still sailing. I have owned her 10 years and put 35,000+ miles beneath



COURTESY BILL HANLON

*"Seawanhaka", looking sweet, sailing on the waters of San Diego Bay.*

her keel. Anyone who is interested should check out [www.seawanhaka.com](http://www.seawanhaka.com) for more on the adventures of this sweet old girl.

The point of my letter is that while on the Bay, I had all new standing rigging installed by South Beach Riggers. But due to problems associated with work by a subcontractor, the rig had to be replaced. I want everyone to know that

South Beach Riggers built a new rig and shipped it to New Zealand at their expense. Good on 'em.

Bill Hanlon

Schooner *Seawanhaka*

Bay of Islands, New Zealand

### ↑↓ KEEP WARNING PEOPLE ABOUT CHECK SCAMS

Thank you so much for your *Classy Classified* page warning about scams involving cashiers checks. I was almost taken for \$15,000, and would have been were it not for your warning. Please keep warning people, as the scams still work.

The scammer claimed to be the agent of a foreign diplomat, and the amount of the check over the cost of the boat was to be for 'shipping fees'.

Klayton Curtis  
Northern California

*Klayton — We're glad you didn't get burned. We are continuing to run the 'scam warning' in the Classy Classified pages.*

### ↑↓ IT DOESN'T BODE WELL FOR THE BAJA'S ECOLOGY

I was reading the April 18 *Lectronic Latitude*, and was disturbed to catch the item about the huge port that is being proposed for Punta Colnett, which is about 60 miles south of Ensenada on the Pacific Coast of Baja. For recently, a friend of mine told me about an article he'd seen in the *Wall Street Journal* that describes how the marine ecology in San Diego is being, and has been, dramatically affected by foreign marine life brought here by the sudden influx of ships from China. Apparently Wal Mart was the corporate client that got the blame for this piece.

If what the article says is true, a port at Punta Colnett does not bode well for the marine ecology on the coast of Baja. This is something that appears to be overlooked in the grab for commerce.

Stephanie Lucas  
Fremont

*Stephanie — The introduction of non-indigenous species*



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## LETTERS

has long been a problem, both on land and in the water. For example, the introduction of cats and dogs virtually wiped out the bird populations on certain islands. And if you're following the news about California's Channel Islands, the introduction of pigs 140 years ago has destroyed much of the ecology and archeology of Santa Cruz Island — and adversely affected the mainland, too. It's certainly been happening — and getting worse — in the marine environment, too. According to some sources, San Francisco Bay has been "significantly and permanently altered as a result of the introduction of over 230 non-indigenous marine and brackish water species."

Almost the entire problem with modern ships has to do with the large amounts of ballast water taken on in one part of the world, say, Asia, and pumped out in another part of the world, say, San Francisco Bay. Fortunately, of all the serious ecological problems facing the world, this one seems among the most surmountable. The ballast water can be filtered, treated by light, treated with chemicals, or in some other way made to kill non-indigenous species. The problem hasn't been completely solved, but progress has been made.

By the way, it's silly to look at the proposed development of a port at Punta Colnett as nothing but "a grab for commerce." What the shipping companies — in partnership with retailers such as Wal Mart — are really doing is satisfying Americans' nearly insatiable demand for low-cost material goods made from the Far East. After all, nobody is marching tens of millions of Americans into Wal Mart each day and forcing them to buy that stuff at gunpoint. We need a bunch of that stuff made in Asia, and the rest of it we buy because we just want it. So if you see global trade as the problem, don't blame Wal Mart, blame yourself and all the rest of us consuming Americans. To do otherwise would be as hypocritical as Larry David's wife, who has been known to fly around on a private jet to promote the conservation of oil.

### ↑↓ LONG TERM CHARTER

Each month in your *World of Charter* section you have features about wonderful destinations, but what can you tell me about long term charters? I'm thinking of several months.

What if, for example, a person wanted to sail the South Pacific for four months, but didn't have the time to sail their own boat there and back. (Does anybody pay to have their boats sailed there and back?)

It seems to me that it would be prohibitively expensive to do a traditional charter where the pricing is calculated by the week. And you probably wouldn't have a boat which served the needs of a long term cruise either.

Jesse  
Stratocaster, Corbin 39

Jesse — It's not uncommon for boat owners to sail their boats to the South Pacific, enjoy four or five months there, and then have someone else sail the boat back home. Or have the boat shipped home aboard a large ship.

Different charter companies have different policies for long-term charters. If you're looking for a four-month charter, we think most companies would be willing to deal. We have a friend who wanted to do the Caribbean after a TransPac and Ha-Ha with his own boat. He found one charter company that gave him a multi-month deal that was going to cost him less than if he took his own boat, so he and his wife went that route. We have another friend who got a great deal on a month-long charter in Greece in September, which is shoulder season. It would certainly pay to shop around, but expect the results to vary according to the time of year and what kind of season the



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## LETTERS

charter outfits are having. This year they are going gangbusters, at least in the Caribbean.

The South Pacific, however, is always going to be a big problem, because none of the charter companies are set up for bareboat chartering from one country to another, let alone across the breadth of the South Pacific. In fact, we're not aware of any bareboat company that could/would allow a boat to be taken even part way across the South Pacific. As such, the Med and the Caribbean would be your best bets.

Boats designed and equipped for one or two week charters are not going to be ideal for multi-month charters. Probably the biggest issues would be a communication system — such as SSB and/or Ham radio for SailMail or Winlink — and water and fuel capacity.

### THE WORLD'S BEST CRUISING GROUNDS

When I wrote last fall about the security issues in the Rio Dulce, Guatemala, I mentioned that we planned to sail our 32-ft catamaran *Eclipse* through the Panama Canal and up to British Columbia. But as with many things in life, things aren't turning out as we'd hoped.

As expected, we had a rough sail east along the coast of Honduras and past the Bay Islands. We hoped for better weather as we headed south to Isla Providencia and then Boca del Toros in northwest Panama, but we didn't get it. After spending Christmas at Careening Cay Marina, we got hammered again as we sailed to the San Blas islands. And there we stayed.

I have now sailed in over 40 countries, and must say that we have found the San Blas Islands to be the world's best cruising ground. We haven't yet cruised the South Pacific, but those who have been to both agree that the San Blas is better. Between Christmas and Easter the weather was great. The anchorages are safe and usually no more than five miles apart. And, there are literally hundreds of little deserted islands surrounded by white sand and covered with coconut palms. The water is 80 degrees and the snorkeling is superb — far superior to Belize, the Bahamas, and the Grenadines. Finally, the local Kuna Indians have a unique culture and are almost untouched by "stupid white men."

We did make it through the Panama Canal, but aboard another boat, and are in the Bay Area for the summer. We still hope to make it to British Columbia for a few weeks, although not on our boat. We've left *Eclipse* in Panamarina, the only marina east of Colon, and will be returning in the fall.

Having been starved for a *Latitude* for six months, I grabbed the March issue as soon as I got off the plane. Several items caught my eye:

First, Lee Helm probably knows that the sailing hydrofoil *Monitor* is still alive and well in the Maritime Museum just north of Norfolk, Virginia, so she should have told readers. By the way, that just has to be the best museum in the world — I could have spent a week there.

Second, before I left England, I had a strange encounter with dolphins. I was sailing *Eclipse* to Torbay, about 40 miles from my homeport of Plymouth, and having a normal passage. Except, however, for the fact that while drifting along and minding my own business, I was accosted by a pod of maybe 12 bottle-nosed dolphins. I think dolphins like multihulls better than monohulls because they have more than one hull to play with. Their favorite game seems to be to swim as fast as possible diagonally from stern to opposite bow and get as close to the bow as possible. Usually they do it in pairs, one on each side, thus meeting under the bridgedeck. I remember once a dolphin misjudged it completely and hit the bow quite



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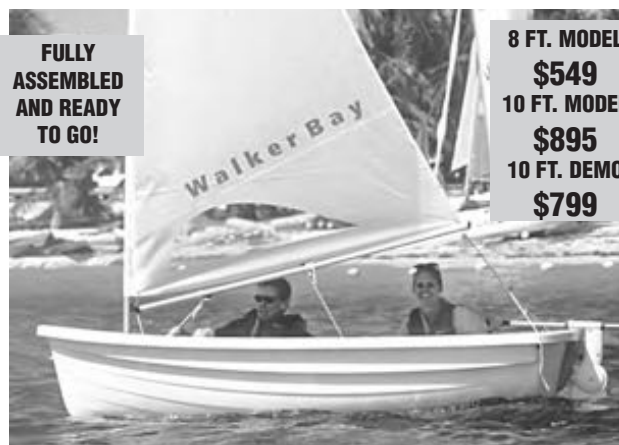
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## LETTERS

hard. You could see the other dolphins 'laughing' at him.

Anyway, it was different this time, as the dolphins behaved in a way I'd never seen before. It was almost as though they were trying to scratch themselves, as they rubbed their bodies up and down the boat. Sometimes they'd bump the bottom quite hard. They were even getting under the daggerboards and lifting them 18 to 24 inches. We've all heard the stories of killer whales attacking yachts, but this was the first time I'd seen dolphins do something similar. I was very glad the dolphins were 'only' 12 feet long, as there was absolutely nothing I could do about them. They kept it up for about 45 minutes, right up to the entrance to the harbour.

Here's the weird part. The next day, while on my way home and some 20 miles from Torbay, I met up with the same pod — I could tell because one of the dolphins was disfigured — and they did the same thing all over again. There were other yachts around, but they only picked on my cat. It didn't last long this second time, partly, I suspect, because the weather was rougher.

So what was all that about? If anyone has had similar experiences, I'd like to hear about them.

P.S. Do you know how popular *Latitude* is? It's the sailing magazine most Caribbean cruisers read — even if they've never been to California. For example, as we sailed into the 'Swimming Pool' anchorage in the East Hollandes, San Blas Islands, a cruiser dinghied over to us and said, "Hello Richard." I had never met him before, but this New Yorker — who'd never been to California — had just read my letter in the December issue.

*Richard & Jetty — Thanks for the kind words. Opinions will vary about the best cruising grounds in the world, but the San Blas have a lot going for them. And the snorkeling certainly is*



LATITUDE / RICHARD

*In the target of the world's cruising grounds, many people think that the San Blas Islands are the bull's eye.*

superb. We can still vividly recall one afternoon about 10 years ago when the water there was clearer than we thought possible, and we were surrounded by countless brilliantly colored tropical fish. It really was like swimming in an aquarium.

### ↑↓ WAS GRACE AN ARIES BEFORE I PURCHASED HER?

Excuse me, but I'm confused — not to be mistaken for befuddled. In the *Letters* column for March, you mention *Misty*, a Traveller 32 owned by Bob van Blaricom. I looked through the past *Letters*, and Bob is mentioned several times — dating back to September of 2001 — as owning an Aries 32.

So my question is this: has Bob's Aries 32 metamorphasized into a Traveller 32? And was my Traveller 32 *Grace* an Aries before I purchased her? Or will she become one in the



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## LETTERS

future? I love her just the way she is.

Robert Walker  
Grace, Traveller 32  
Nevada City / Berkeley

Robert — We apologize for the error. Both designs are 32 feet long. We must have had a million things going through our head when we wrote that.

### WHY DON'T MARINAS ALLOW BOAT-LIFTS?

I'm wondering why more marinas in the Bay Area don't allow boatlifts such as the Hydrohoist system. I just did a quick survey of 15 local marinas, and only three would allow them.

The boatlift I'm talking about is a pontoon-type of lift that hoists your boat — power or sail — out of the water in her slip. The Hydrohoist system is a side-tie system, which means there is no permanent installation and no damage to the dock. The boat-lift simply floats in the water, with the boat high and dry, and the lift itself is simply secured to the cleats on the dock.

With your boat high and dry, there is no more need to hire a diver to scrub the bottom, and no more haulouts and bottom painting. I think the problem with this type of system is that it would disrupt the nice constant flow of income for the boatyards. Wouldn't it be better to lift your boat out of the water rather than to pay the boatyards to haul and paint your boat? Are the marinas in cahoots with the boatyards or what?

Another way to protect your boat's bottom is through the use of a plastic tarp that encompasses the boat bottom once the boat is in the slip. The sides of the tarp are held up with 'swim noodles'. I have currently been using one of these for about a year, and it's worked great. I have no growth whatsoever on the bottom of my boat, and all I do is flush the bottom with hose water for a couple of minutes.

Matthew Pratt  
Cal 28

Matthew — You're thinking what, that marina owners who don't allow boatlifts get a \$100 kickback from the boatyards each time a boat from their marina is hauled? What other conspiracy theories do you subscribe to?

Having done a quick survey of marinas, we haven't been able to find one that doesn't allow boathoists. We know they allow them in marinas in Monterey, Sausalito, Alameda, Newport Beach, Santa Cruz — everywhere we've called. It would have helped if you'd told us where they are not allowed.

Harbormaster Alan Weaver of Marina Village in Alameda told us, "The only reason why they might not be allowed in a marina that I can think of is if the management thought they were unsightly. But when a guy brings a boatlift in, I know he's going to be a long-term tenant. The only condition is that the tenant must bring the slip back to the original condition when he leaves. But I've seen them used for Corsair trimarans and all kinds of other boats."

Bill Geisreiter, who is the Chairman of the Santa Cruz Port District Commission, confirmed that boathoists are allowed in Santa Cruz — with restrictions. They must be used in slips that face north-south, which is the direction of the wind and swell. If beam to the wind, they could present a hazard.

Both Weaver and Geisreiter said they haven't seen a 'boat bath' system — like the one you apparently use — in many years. But they seem to recall they required the use of some kind of chemical to kill the marine life that would otherwise

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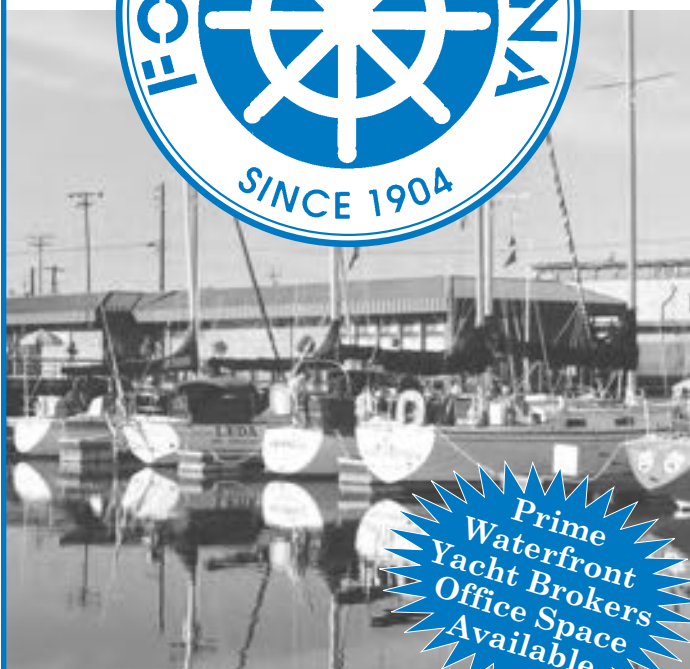
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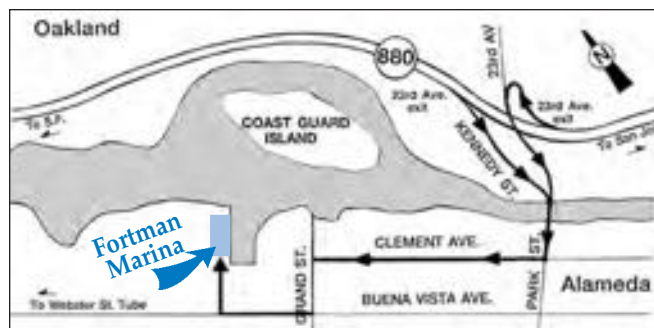
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## LETTERS

grow on boat bottoms. "They were very popular in Stockton in the '70s," remembers Weaver, "and I remember seeing the dead fish floating to the surface." If 'boat baths' indeed require the use of chemicals, Weaver said they wouldn't be allowed at Marina Village, and Geisreiter said they wouldn't be allowed at Santa Cruz.

### ↑↓ BUT WHY DID THEY NAME THE FIRST ONE 'TRUTH'?

In your piece about the dive boat *Conception* being stolen and run aground near Point Arguello, the author wondered about the name Truth Aquatics — which is the name of the company that owns the boat. I think it comes from the fact that the first of their three boats is named *Truth*. We have been diving off those boats since the early '80s, and at that time the *Truth* was their only boat. Then they added the *Conception*, and finally *Vision*. My friends and I were totally bummed to see our beloved *Conception* on the beach. I hope she will be brought back to full working order before long.

A couple of years ago, a bunch of us chartered the boat for a dive weekend. A few months later, one of the couples got married in a rush. You guessed it, nine months after the dive charter on *Conception* we learned there had been another kind of conception. I'm sure all those great boats hold happy memories for tons of people — but more for some than for others.

Sylvia Seaberg  
Northern California

*Readers — We're told that Conception was pulled off the beach. Now the question is whether or not she's worth repairing.*

### ↑↓ MYLAR BALLOONS FAR OUT TO SEA

I saw the item in *Latitude* about the crew of *Profligate* catching balloons on the ocean miles off the coast of San Diego.

Last June I sailed from the Chesapeake Bay, around the



"What a lovely surprise! Are these being delivered to me?"

because of the prevailing winds, that this might be a bigger problem on the East Coast than the West Coast. Nonetheless, I'm never going to buy another one.

John Viksne  
East Coast

### ↑↓ WE REMEMBER ACAPULCO YC, BUT NOT FONDLY

Month after month, you folks at *Latitude* put out the finest sailing rag in the world. Your comments are intelligent, well-researched, and you are not intimidated by anyone. Good on yah! After 49 countries, 83,000 miles, and 13 years of visiting





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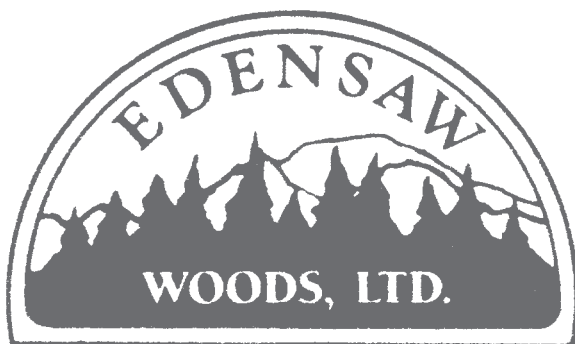
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## LETTERS

some of the watery parts of the world from the Aleutians to Antarctica, we've seemingly experienced nearly everything. Still, we anxiously await each issue of *Latitude*. Sometimes they arrive months late, but arrive they do. The delight other cruisers show when we pass them along warms our hearts.

The February issue that we just received had a report in *Changes* from *Crème Brûlée* about Acapulco and the Acapulco YC. It brought back memories of our visit in 1993. Heading south from the Sea of Cortez, we needed fuel, and Acapulco was right on the way. Our stop at the Acapulco YC was one of the few times in our years of cruising that we've felt less than welcome. The people there weren't very happy when I filtered their fuel going into our tanks, and charged us a night's mooring fee for using the fuel dock! When I learned of this, I said, "That's OK, we'll spend the night." Well they wouldn't let us do that as there was "no room," so we left to carry on down the coast.

Since our Sceptre 41 is a sailboat, and certainly not in the megayacht category, I'm sure that they figured that we weren't high rollers. Assuming that we wouldn't spend a lot of bucks in the area, we think they wanted to get rid of us as soon as they could. Read, 'cruisers not welcome'. This is so far from the norm that we've experienced since casting off from Seattle, that it sticks in our minds. We don't have time to hold grudges, but can't forget that isolated experience in Acapulco.

By the way, this was not the yacht club doing this, but the marina managers. If this attitude is normal for them toward other cruisers, we'd suggest it be noted in books about Mexico's cruising grounds.

We're heading home in the '06 cyclone season.

Lawrence (Larry) & Maxine Bailey  
*Shingebiss II*, Sceptre 43  
Nelson, New Zealand / Seattle

*Larry & Maxine — Thanks for the very kind words. Coming from such experienced cruisers makes it even sweeter.*

*The negative reports on the Acapulco YC have surprised us a little, because they've always treated us well, even when we were on our 39-ft sailboat and they didn't know us from Adam. Of course, we've always operated under the assumption that they've always had a tremendous shortage of slips. But being charged a night's berthing in order to fuel up? That's not right, that's nasty! We wonder if the folks in the office — who have always been very nice, albeit quite formal — knew this was going on. Most of them have been there nearly 40 years.*

*For what it's worth, the Acapulco YC — like many yacht clubs outside the United States — is a private business, not a member-owned yacht club. In any case, in the following letter the club's general manager insists that cruisers are always welcome at Acapulco YC.*

#### ↑↓ **THE ACAPULCO YACHT CLUB WELCOMES YOU**

In the February edition *Changes in Latitudes*, Bill and Cynthia Noonan of the Half Moon Bay-based Island Packet 380 *Crème Brûlée* reported they weren't very happy with their experience of trying to get a slip at 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 our members. In the future, I hope I have the opportunity to welcome all visitors



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## LETTERS

coming to Acapulco.

Humberto Garza Ochoa  
General Manager, Acapulco Yacht Club  
Acapulco, Mexico

*Readers — The Noonans reported they tried to call the Acapulco YC for two days in advance, and then again by VHF while anchored off the club. Sometimes there are mix-ups.*

*We appreciate Señor Garza's apology and welcome to all cruising boats. Nonetheless, everyone would do well to remember that during the high season in places like Puerto Vallarta, Nuevo Vallarta and Acapulco, there are many more boats than there are slips. As such, there is a limit to what harbor masters can do, no matter how accommodating they would like to be.*

### ↑↓ BRIG OR BRIGANTINE?

Thanks for the great articles on the *Irving Johnson*. We were so relieved to see this beautiful vessel pulled safely from the beach near Channel Islands Harbor. We hope the damage is not too serious.

I noticed that you refer to her as a brig. I have not seen the boat in person, but looking at the photos, I'm thinking that she's a brigantine. Both are two-masted ships, but the brig is only square-rigged on the forward mast, while the brigantine is square-rigged on both masts.

There is also a brig-schooner that is a combination of the two. They are fore/aft rigged on the aft mast, but have square top sails.

Capt. Don Murray  
aboard *Locura*

*Don — You're correct, both the Irving Johnson and Exy Johnson are bringantines. But your definitions are back-*



*The 'Irving Johnson' seen in better days, sailing with her sistership, 'Exy Johnson'.*

*wards. A Brig has square sails on both her fore and mainmasts, while a brigantine has square sails only on her foremast — as with both Irving and Exy. By the way, the Irving Johnson is currently at Ventura Harbor Boatyard where she will undergo substantial repairs to her rudder and some frames, as well as to mechanical and electrical systems.*

### ↑↓ RESCUE

On our way back to Richmond from an Easter Lamb Fest on Angel Island aboard Bruce and Lina Nesbit's Olson 34 *Razberries*, we helped rescue a couple of sailors on an overturned 49'er about 100 yards from the Portrero Channel Breakwater. It all started when we noticed Jim Quanci and family on their green-hulled Cal 40 *Green Buffalo* circling off the channel. In the prevailing conditions — true wind of 22-26 knots and pouring rain — it became obvious that they weren't practicing a man overboard exercise. Fearing a problem on *Green Buffalo*, we approached as fast as we could, only to find a capsized 49'er with two young sailors in the water. They seemed competent going through their drill to right their boat,

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## LETTERS

but they were repeatedly overwhelmed by the wind and sea state, which kept knocking their boat down again. From our perspective, they were spending way too much time in the water.

Bruce evaluated the situation quickly and decided the most helpful thing we could do was get the sailors out of the water, then retrieve the boat. So we queued up after *Green Buffalo* and began circling the troubled sailors. I deployed the Lifesling, which we managed to get to the crew of the knocked-down boat. The 49er skipper and crew wanted to stay with their boat rather than come aboard *Razberries*, so the skipper tied the sling off to the 49er mast, and we began a very slow tow to the channel entrance and Richmond YC. Because of the weather conditions, we couldn't tow them faster than an agonizingly slow 2.5 knots, so we were concerned about the 49er crew becoming hypothermic.

Somebody — perhaps aboard *Green Buffalo* — alerted the Coast Guard, and before long a Coast Guard helicopter appeared overhead. They circled the scene for several minutes before determining, I guess, that the situation was under control, and took off. At that point, we contacted Coast Guard Group San Francisco and confirmed that we had successfully engaged the 49er crew and had taken the boat in tow. From then on, *Green Buffalo* maintained communication with the Coast Guard until the rescue was complete. *Green Buffalo* stood by for the duration to lend a hand if necessary.

As far as I'm concerned, Chuck Hawley's West Marine Safety At Sea seminars really prepared us to deal with the situation we faced. We think it's very important that West Marine keeps offering the seminars.

Michael Caplan  
Punahele, Farr 40 One-Ton

### ↑↓SHE WAS SWEEPED RIGHT OUT THE GATE

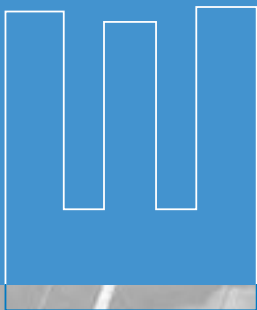
Saturday was turning out to be a perfect day. I started with a great swim, then a world-class hike with friends Russ and Steve through a wildflower and waterfall wonderland. I got home in time to check with the family, have lunch, and take care of some errands. Finding myself free at 3:30 p.m., I headed down to the boat for some maintenance, where I ran into my old buddy Jerry Brown, who was already working on his boat. Spontaneously, we decided to go sailing. Within 15 minutes were out on the Bay aboard my boat *Simcha*.

We both prefer the ocean, so we headed under the Gate, weaving through the many kite and boardsailors who were enjoying the 20-knot winds and 12 to 15 foot seas. Suddenly, we noticed a kite surfer near us had gotten separated from her board and was being dragged through the water by her kite. Before long, she and her board were being swept out the Gate by the strong ebb. Since we were the only boat out there, we dropped our sails and motored over to help. By the time we got there, she had recovered her board and control. Or so we thought.

As we and the kite sailor headed back into the Bay, we could see that she was soon in trouble again. The ebb and wind were just too strong for her, preventing her from making progress against the ebb, and she was clearly exhausted. She lost her board again beneath the Golden Gate Bridge, and she and her board were once again rapidly swept out the Gate. All the while, she remained attached to a 20-ft parabolic kite sail, which was 50 feet in the air above her, and was dragging her around in the strong wind. In short, she was helpless.

Finally, she and a sailboarder signaled us to call for help — which we did. We circled the young woman — taking care to avoid being swamped by the huge waves — while keeping





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## LETTERS

her in sight to make sure she was all right.

Just then a container ship began exiting the Bay. Because we were in the main ship channel, it was bearing right down on us. We advised the Coasties, who recommended that we try to get the woman out of the water immediately. The big seas and her still-inflated sail made it difficult, but we were determined to succeed. Fortunately, we were able to contact Vessel Traffic Service on VHF 13, and they were able to warn the ship. And soon we saw a Coast Guard 47-footer rushing to the scene. They were able to get the woman's kite down and lift her into their boat. By this time we'd been swept a mile west of the bridge.

It's not an exaggeration to say that if we hadn't been there, and if Jerry hadn't spotted her, the woman wouldn't be around today.

Bob Tandler  
Simcha  
San Francisco

*Bob — Obviously you did your good deed for the day.*

*Given all the kitesailors and sailboarders out near the Gate, we always assume that from time to time they'd have gear or physical problems that would create difficult situations for big ships. But according to a bar pilot we spoke with last year, they hadn't been a problem for him at all.*

### ↑↓HOW'S THE CARIBBEAN CHARTER SEASON GOING?

Sorry it took me so long to response to your earlier letter, but charters are at an all-time high down here in the Caribbean. This year has been extremely busy for bareboats, crewed yachts, power and sail megayachts, and cruise ships. With unrest in so much of the world, I think people feel safe in the Caribbean. The only downside is that it's now so crowded in the British Virgins that it's like a sunny Sunday on San Francisco Bay — but every day of the week!

Peter & Darcy Whitney  
Sea Leopard, Moorings 6200 Catamaran  
British Virgin Islands

### ↑↓JUST THE FACTS ON SAN FRANCISCO TO SEATTLE

My son, David, and I departed Redwood City aboard our Islander 36 *Ariel* on June 25, 2001, and arrived in Sequim, Washington, on July 26. We chose the harbor-hopping route in the belief that the journey is as important as the destination. It was a delightful trip, as the coast is beautiful and the harbors were wonderful. We had winds to 40 knots on the nose, some fog, and did lots of motoring. Perhaps the following facts will help folks headed that way this year:

Length of trip — 947 miles.

Fuel consumed — 203 gallons.

Longest Leg — 176 miles

Most fuel taken at any stop — 31 gallons

Biggest legal problem — we were fined for not buying a registration sticker in Washington. This requirement is not posted in any marina.

Good advice — beware of the crab pot floats in the vicinity of harbors.

A few essentials — *Charlie's Charts*, a dodger, dinghy, radar, GPS, EPIRB, and VHF radio. Cell phone coverage was not good.

List of places stopped and distances between them: Bodega Bay, 80 miles; Noyo, 176; Shelter Cove, 55; Eureka, 68; Trinidad (a beautiful anchorage) 44; Crescent City, 44; Coos Bay, 52; Umpqua River, 25; Newport, 65; Westport, 151; Sekiu, 129; and Sequim, 59.

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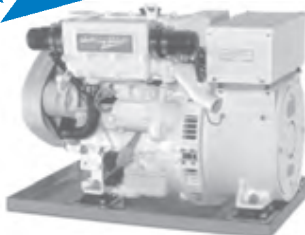


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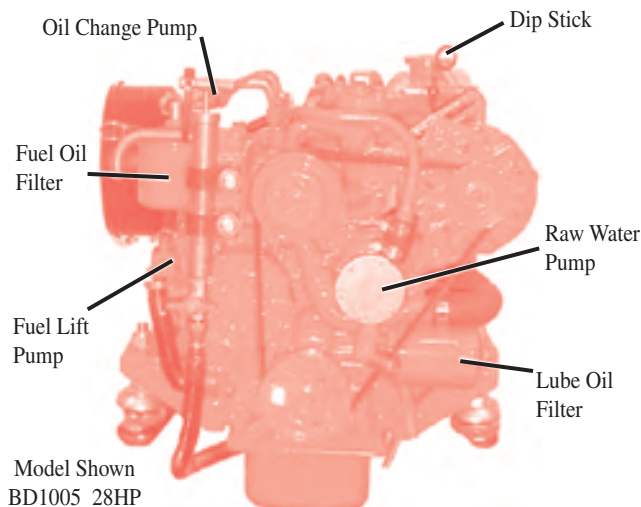
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## LETTERS

During the three years we kept *Ariel* in the Northwest, we explored the area from Penrose State Park, which is in the southern part of Puget Sound, to Cape Scott, which is to the north of Vancouver Island.

We returned to San Francisco Bay in 2003 by sailing down



JOHN HILL

**"Honey, who shrunk the Golden Gate?" Actually, it's just the bridge over the river at Newport, Oregon.**

the west coast of Vancouver Island. Our original goal had been to make it all the way to Alaska, but there were too many distractions along the way. But I hope to return.

John Hill  
*Ariel*, Islander 36  
 Redwood City

### ↑↓NORTH TO SEATTLE

The same question — how to get from San Francisco to the Pacific Northwest — comes up every year at this time. I have made the trip four times, and am getting ready to do it again in the middle of May with my 38-ft single-engine trawler.

In my opinion, harbor-hopping is the only way to go. My *Sundown* can maintain a seven-knot average for most of the trip, so it seems to me that many of your readers with sailboats could make the same stops as I do. We stop at Bodega Bay, Noyo River, Eureka, Brookings, Coos Bay, Newport, Tillamook, Grays Harbor, Neah Bay, and then go on to the San Juan Islands. These harbors are 60 to 105 miles apart, and although I have had to make overnight runs a couple of times, I plan to do most of the trip in day-hops. In the past, this trip has taken me between 10 and 15 days, and we have left San Francisco between May 15 and early June.

I suggest that anyone planning this trip drive the coast and look at the harbors before they take their boat north.

John Stapleton  
*Sundown*, 38-ft Trawler  
 Northern California

### ↑↓WE NOW KEEP OUR BOAT IN THE NORTHWEST

Nicolas Williams asked for advice and information about sailing north from San Francisco to Seattle and beyond. My husband and I have made four trips. The most recent was after completing our eight-year circumnavigation in Florida. We put our Peterson 44 *Southern Cross* on the Dockwise Yacht Transport ship and she made the trip to Vancouver — with ease. We didn't get a drop of water on her. It was so wonderful that we would recommend Dockwise's services to everyone.

All kidding aside, my husband Jack headed north on one occasion in late June when there was a great deal of wind. There was boat damage, and he had to turn back. Two weeks later, however, he had to power north in fog and no wind.

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## LETTERS

We made another trip in late May, motoring the entire way. We had to stop for fuel at Humboldt and Newport, Oregon.

In 1994, when our circumnavigation began, we set out for the Pacific Northwest in early April, hoping to miss the strong northwesterly winds of the later months. We stopped at Bodega Bay, Humboldt, Crescent City, Coos Bay, Newport, and then Victoria. On that blessed trip we experienced small lows which gave us southerly winds at times, enabling us to make good distance without difficulty.

We also found that asking local fishermen about their tactics was a great help. They said, "Wait until the barometer drops just a little, then go for it. Then just before the winds fill in from the north after a small low, tuck into a harbor."

The bar conditions at the entrance to the coastal harbors are a factor, and we radioed ahead to the Coast Guard for condition reports. When you do so, you can expect a greeting by them — and an inspection upon arrival.

We never sailed or motored too far off the coast — about 25 miles — which was just west of the crab pots along the California and Oregon coasts. However, we did give the Columbia River bar a wide berth both coming and going.

Yes, it was colder up there when we arrived in mid-to-late April, but it was a better alternative than the horrifying experiences and wear and tear on your boat that are more common when you head north a month or two later. In addition, we had anchorages all to ourselves until school let out, enjoyed low-season rates at marinas, and didn't feel rushed to leave beautiful Victoria — where we docked at the municipal marina to the north of the Victoria/Empress docks.

Victoria is a great place to reprovision, get supplies and parts, obtain Canadian fishing licenses, and complete any repairs before carrying on to the islands. There is easy access from the marina to everything by foot.

Our return trips to the San Francisco Bay area have always been rather quick. We had good winds about 30 miles off the coast, and more wind and bigger seas to the south of Newport, Oregon.

Keep in mind that all of this information is from our experiences only. We have loved our times up north so much that we are now berthing *Southern Cross* in the Pacific Northwest permanently, and are spending six months each year cruising the islands and Alaska. We hope this will be of some help and encouragement for other folks to make the trip and enjoy their boats in the beautiful waters of the Pacific Northwest.

Jack & Lynn McCarthy  
*Southern Cross*, Peterson 44  
Montara, California

### ↑↓ WE KNEW THE CRUISER WHO SHOT THE PIRATES

We were shocked when we read your report in *Lectronic* about the yachts *Mahdi* and *Gandalf* being attacked by pirates with automatic weapons some 30 miles off the coast of Yemen. Rodney J. Nowlin, who apparently killed some of the attackers with return fire, was our dock neighbor aboard the 45-ft cutter *Madhi* on Whidbey Island, Washington, many years ago. In fact, it's where he'd built the boat many years before.

Score one — or maybe three — for the good guys. But it's not the kind of cruising we want to do.

Rob & Linda Jones  
*Catnabout*  
Puerto Vallarta, Mexico

*Readers — Those with good memories will recall that Nowlin wrote Latitude a letter that was published in last September's*





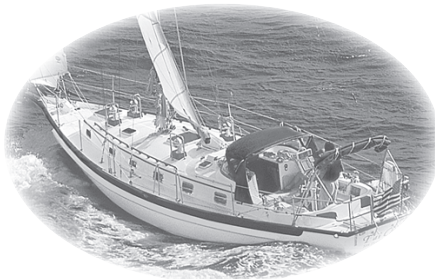
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## LETTERS

issue. It started out like this:

"We've been cruising for nine years aboard our 45-ft cutter Mahdi, having left Whidbey Island, Washington, in the mid-'90s. After sailing down the West Coast to Mexico, we continued on to Hawaii, and then took an unusual route. Rather than heading to the South Pacific, we visited the islands of Micronesia, and all of Asia, from Nakhoka, Russia, in the north, to Fremantle, Western Australia, in the south — and virtually everywhere in between. We are leaving Phuket, Thailand, in January 2005 for the Mediterranean."

### ↑↓NUTS TO THE NAUTICAL STAIRWAY ALONG BAJA

We have to agree with *Latitude's* opinion about 'nautical stairway' marinas along the Pacific Coast of Baja. We're against them.

We've done the Baja Bash twice. One time there was no wind, and we enjoyed a leisurely trip to San Diego. During that Bash we stopped for one night at Bahia Santa Maria and for a couple of days at Turtle Bay.

On our second Bash, we had 25 to 30-knot winds on the nose from Bahia Santa Maria to Bahia San Carlos. When doing a Bash, the important thing is to take notice of the wind patterns. We found that it was relatively calm at 6 a.m. and the windiest at 2 p.m. Moving within the lighter air window,



LATITUDE / ANDY

**When polled, Ha-Ha participants voted against building a marina at Bahia Santa Maria.**

we were able to make it to anchorages along the way without getting soaked.

We do, however, recommend plenty of anchor rode for the anchorage at the north end of Cedros Island. The bottom drops off very quickly. We lowered our hook in 55 feet of water, but by the time our boat had settled in, we were in 90 feet of water.

We also recommend looking for other boats going north while waiting for a weather window in Cabo. It's really a lot of fun doing the trip at the same time as others, and you make lasting friendships.

Myron & Marina Eisenzimmer  
Mykonos, Swan 44 MK II  
Mill Valley

### ↑↓WHO ELSE WOULD OWN A DUCT TAPE FACTORY?

I read your 'Lectronic *Latitude* item about the duct tape factory catching fire in Columbia, South Carolina. When I lived there in the '60s, the guy who owned the plant was a member of the Columbia Sailing Club. He was a real good guy. I don't know if he's still alive, but he was a fellow sailor.

Shep  
Ranger 28  
Deltaville, Virginia

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## LETTERS

### ↑↓ OWNER SHOULD BE FINANCIALLY RESPONSIBLE

I completely agree with *Latitude* that the boatowner should be financially responsible for the errors of his/her boat's crew. I say this having replaced enough boat gear over the last 25 years to stock a small West Marine outlet.

That said, over the years I have screwed up a few times as crew on OPB's (other people's boats) and chosen to take care of the issues. Once I lost a winch handle, and replaced it. Another time I put my knee through the display of a GPS. As I handed the owner a brand new GPS unit — the old one was not repairable — I suggested that he either move it to a safer location or put a guard over it. He did neither. Two weeks later another crew put his knee through the replacement display. He didn't replace it.

I took care of these screw-ups for two reasons. First, I like to treat others as I would like to be treated. Second, I wanted to be invited back on the boats for more racing.

For those of you who have only crewed on boats and have never been the owner, you probably have no idea what it costs to keep it all going. On my boat, crew who show up with bevvies and/or snacks, who volunteer time to help with maintenance or repairs, who take responsibility for their screwups (to the extent that they are able), and generally treat the boat with the respect she deserves, usually get asked back — and may even get a trick on the helm during a race. Those who don't will get an "I'm all crewed up" response when asking about future races.

On another subject, I also had a bit of a struggle with the California State Board of Equalization. My Deerfoot 62 *Moonshadow* didn't enter California for six months after I purchased her in Florida. A year later, the tax collectors came after me for sales tax. When I asked them on what basis did they feel that tax was due, they said, "We don't have to prove you owe the tax, you have to prove that you don't." I see. So much for the assumption of innocence, eh?

When I told them that I didn't enter the state from Mexico until January of the year following the purchase, and that they could easily confirm this with U.S. Customs, their reply was, "We don't talk to Customs!" Fortunately, I was able to give them enough paperwork from my cruise to make them go away.

What really gets up my nose — besides their friendly and helpful attitude — is how inefficient our government is. If they are so frikkin' "understaffed", why don't they work smarter and use some of the resources available to them? I suppose this is just another example of the old oxymoron 'government intelligence'

George Backhus  
*Moonshadow*, Deerfoot 62  
Sausalito / Mackay, Queensland, Australia

*Readers — When George says the boatowner should be financially responsible for the mistakes of the crew, it's not just cheap talk. For while he was sleeping a few years back, a navigation error on the part of one of his crew put his Deerfoot 62 on a reef in the Tuamotus. She was out of action for more than a year, and the repairs almost exceeded the value of the boat.*

*As for you George, if government inefficiency, incompetence, and malfeasance bothers you, you're lucky you've been out cruising and haven't read recent editions of the San Francisco Chronicle. It was recently reported, for example, that when lightbulbs burn out in firehouses in Berkeley, the firemen and women are supposed to call another city agency rather than replace them themselves. If taxpayers in Berkeley have to shell*



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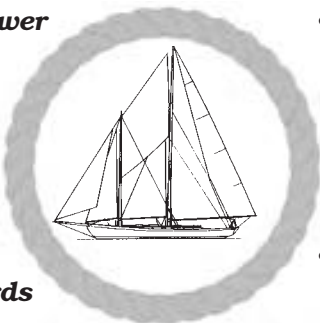
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Century describing the Spanish custom of hoisting  
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## LETTERS

out a couple of hondos each time a lightbulb needs replacing in a government building, is it any wonder the city officials say they need to raise taxes to pay for all the services the public wants?

### ↑↓WATCH YOUR STEP ON MIDWAY

In his April letter about Midway Island, Don Sandstrom wrote, "Imagine walking amongst 1.2 million albatrosses in an area the size of Golden Gate Park." Actually, I can. If that is anything like living around the Canadian geese that reside in every park, office complex, and boat ramp in the Northeastern United States, you better not only watch your step when you walk, you would be wise to pass upwind if possible. As the saying goes, "there's strength in numbers."

Bill Schaumburg  
Onward, Abbott Wayfarer  
Newton, New Jersey

Bill — Just for fun, we'd like to point out that although everyone calls it 'Midway Island', the real and accurate name is 'Midway Islands'. There are two islands, Eastern and Sand, which are large enough to be home to airports, while Spit Island is much smaller. Combined, they are only nine times the size of The Mall in Washington, D.C.

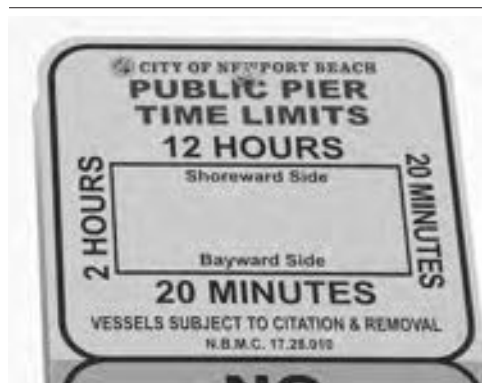
### ↑↓START WITH A PROBLEM THAT NEEDS A SOLUTION

I saw your item in the April 11 'Lectronic Latitude' about the new extended amount of time dinghies are allowed to be tied to public docks in Newport Beach. Depending on what side of the dock you tie to, you can stay for 20 minutes, two hours, or 12 hours.

My wife and I live aboard in Newport Harbor on the Lagoon 380 cat Beach Access. We are directors of the Newport Mooring Association, and thus are part of the group responsible for the new extended time limits for dinghy docking. Our original goal was to get dinghy racks installed in strategic locations for use by the mooring owners. Unfortunately, after years of hard work by our group, the Harbor Resources Department, and the Harbor Commission, we got shot down by the City Council. One public official stated that there would be dinghy racks on the peninsula over his dead body. The extended dinghy docking times were a bone tossed to us.

We're now involved in a new battle with the city. There

are some actual — yet relatively minor — issues that need to be addressed in the harbor, but a monster may be born. As with most government entities, the game plan is as follows: Start with a problem that needs a solu-



Be careful which side of the dock you tie to, because the limits vary from 20 minutes to 12 hours.

tion. Piggyback on it a laundry list of related issues based on the 'as long as we're here' strategy. Decide that the 'problem' is too big for the resources on hand to solve, and hire a consultant. Steer the willing consultant in the direction you wish them to go, and then

LATITUDE / RICHARD



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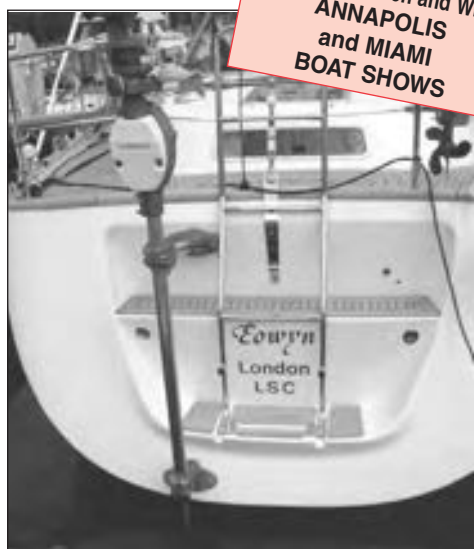


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## LETTERS

hide behind the consultant when enacting the recommendations. The end result is increased control over the citizens, and more taxpayers dollars available to hire more consultants.

In fact, there might be a future story here for *Latitude*, since some of the agendas being floated include turning management of the Newport moorings over to a private concern. That would involve somehow getting control of our now very valuable mooring leases, and then renting them back to us. Another idea is to convert the moorings to floating marinas. So we at the Newport Mooring Association have our work cut out for us.

Glenn Twitchell  
Beach Access, Lagoon 380  
Newport Harbor

Glenn — As frequent visitors to Newport Harbor, we greatly appreciate the extended time allowed at the public docks, so thank you for your efforts. Twenty minutes, the previous time limit, wasn't long enough to do anything — except get nervous about the possibility of being ticketed. We also enjoyed the new restrooms and showers over by the Coast Guard Station. Nobody will mistake them for the restrooms in the lobby of a Four Seasons Hotel, but you can't blame Orange County for creating San Quentin-style indestructo facilities because the public treats public restrooms like, well, shit. We advise wearing flip-flops in the showers, which are oh-so-basic, but they have the main thing looked for in a shower — hot water. In fact, when we were there, the water was almost too hot.

For those who haven't visited Newport by boat, it's a real treat, and they always have moorings available for transients. Did we mention they are just \$5/night? There are limits, however, on how many days transient vessels can occupy a mooring in a given month, so check ahead. Before getting a mooring, however, you have to check in with the Orange County Sheriff's Office, which assigns moorings and guest slips. Because they are part of the Sheriff's Office, they do things by the book, so don't forget your boat documentation or registration and personal I.D. But we've always found the staff to be very pleasant. As for the Harbor Patrol, they've always been helpful, too. For example, if you have trouble securing to a fore and aft mooring — which can be tricky if doing it for the first time when there's a strong current — they'll come out and assist if they're not busy with more urgent matters.

As for the future of Newport Harbor, we'll count on the Newport Mooring Association to watchguard the interests of regular sailors and transients.

### ↑↓ **EVENTUALLY CANTING KEELS WILL COMPLY**

Dave Beck made some interesting technical points with respect to canting ballast/keels and 'water pods' in his letter in the April issue. I think canting ballast represents the future of racing, but as for water pods . . . sorry Lee Helm.

However, Beck completely sidesteps what I think was Lee's point about the rules: that it is no more appropriate for a boat with a 3 h.p. canting mechanism to race against a boat without one, than it is for a boat with a 3 h.p. engine or winch to race against a boat without one, since both the powered keel and the powered winch violate Rule 52.

Of course, rules are regularly "excepted" to foster new technology — but only if the exception doesn't upset the level playing field. Volvo 70s can use powered canting keels because every Volvo 70 has one. Not every Open 60 has one (yet), but the ones that are winning races do, and it won't be long before everybody has one and they don't break anymore.

I think we will see an interim canting keel class for boats

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## LETTERS

that choose to use electric or engine power to move their appendages, just as we have separate classes for multihulls. (The latter don't violate any rules, of course, they're just segregated because they're too fast.)

In the long run, after the kinks are worked out and the technology matures, I think we'll see canting keels that don't violate Rule 52 because they will be human-powered — as they are in the Mini 6.5 class. Maybe we'll see hydraulic systems led to pedestal winches. Maybe grinders will be able to 'preload' the ram for several minutes before a tack, so the ram can be released mid-tack and the keel swung as fast as the motor does. It will be fun to see a fixed-keel boat forcing tacks on a canting keel boat until the grinders just, well, keel over. Maybe boats like the Schock 40 will have a detachable carbon strut from the keel to the coachroof to give leverage to the grinders. Then owners can decide whether to race in the machine-powered canting class or the open class, depending on how many 'deck apes' they can muster.

Regardless of how it happens, at some point canting keels will comply with the racing rules, and we will consider them to give an advantage in the same way that a cored carbon hull has an advantage over a solid glass hull. If you don't like it, you can buy a new boat, whine for a better rating, or go race one-design. But don't say it's unfair.

Good technologies — such as Herreshoff's revolutionary catamaran *Amaryllis* — rarely go away just because the racing establishment tries to squash them. (And no, I don't think of Max Ebb, Lee Helm, or *Latitude* as being part of the racing establishment.) Let's give creative thinkers like Matt Brown some room to work the bugs out. Think of the future, when even shorthanded monohull cruisers can enjoy really big mainsails because they don't need rail meat, and can join the 'condo' marans cruising the Bahamas because their seven-foot draft can be shrunk to two feet.

Thanks, as always, for making *Latitude* the best sailing magazine ever.

Bill Quigley  
San Francisco

### ↑↓NOT MONITORING RADAR SEEMS IRRESPONSIBLE

There was a letter in the April issue that praised the advantages of image-stabilized binoculars. It can't be denied that image stabilization brings binoculars up to a whole new level of usefulness. However, I was dismayed to read that the author "only felt it necessary to turn on my radar twice for identification" during a lengthy passage in Mexico. This begs the question of how many unlit boats he completely missed because he wasn't consistently using his radar.

If a boat is equipped with working radar, it seems irresponsible to me not to employ it at night — even in clear conditions. I can't count the times when our radar picked up unlit *pangas* and other small boats off the Mexican coast. When you see a large ship closing in on your boat, you hope that someone on the bridge is keeping a responsible radar watch. Well, fishermen in *pangas* are out there with no running lights, no VHF radios, and are often involved in fishing activities which leave them with limited mobility. To those folks, our big, heavy, shorthanded cruising boats can be a similar threat.

To keep a proper radar watch, you should occasionally switch ranges and adjust the tuning for changes in the sea state. This also helps keep the watchkeeper alert and familiar with the instrument. Having said this, it goes without saying that a careful 360° visual horizon scan should be the first priority at all times. And I certainly intend to obtain a pair of the stabilized binoculars before I make another long-distance

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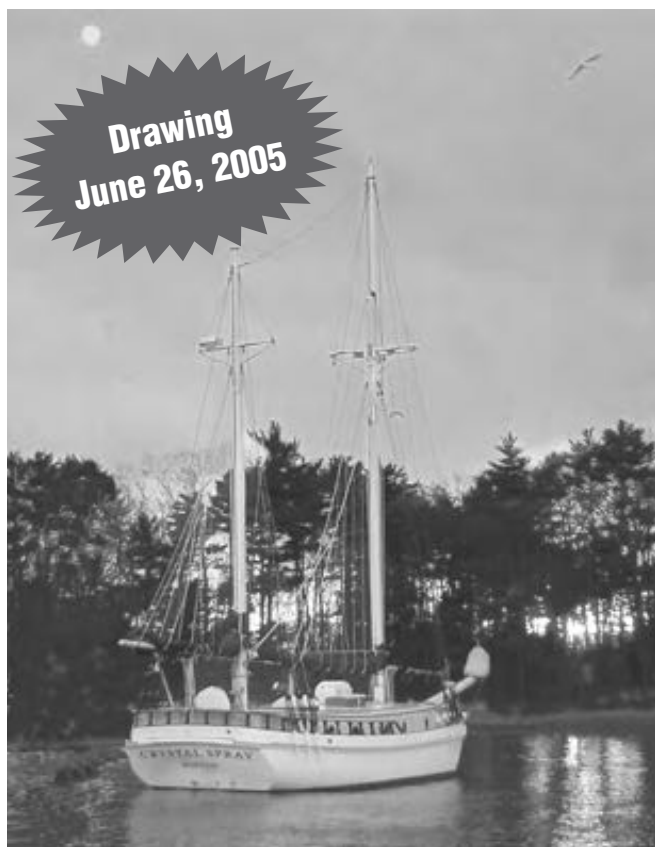


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## LETTERS

cruise.

By the way, I believe international maritime law requires that if a vessel is equipped with radar, it must be monitored at all times while underway in reduced visibility — such as at night. This is obviously unenforceable, but I would think it's a good idea, similar to monitoring VHF 16.

Doug Clark  
 Gypsy Soul  
 Oyster Cove

*Doug — We're not sure if there is a requirement for pleasure vessels with radar to keep them on in times of reduced visibility. What we do know is that we always have our radar on at night, and we often have it on at least 'standby' during the day. It's primarily a matter of safety, but it can also be entertaining.*

*As for ships, we don't care if they have radar on or not, as we think it's our responsibility to make sure we don't get run down by them.*

### ↑↓ MIXING UP THE MOUNTAINS

Please permit a resident of the Pacific Northwest the indulgence to correct a persistent error that appeared in an otherwise great article. In the March issue's *Escape — To The San Juans*, where the entire setting is in the north Puget Sound region, there is continued reference to seeing, wishing to see, and even a photo alleging to see — Mt. Rainier! Now as wishful as that may be, the predominant mountain visible on clear days throughout the north Sound — Bellingham, the San Juans, Victoria, B.C., etc — and the mountain actually depicted in the photograph, is Mt. Baker. Located about 35 miles due east of Bellingham, Mt. Baker rises to an elevation of 10,775 feet.

Mt. Rainier, elevation 14,411 feet, is arguably the landmark mountain in the entire northwest, and is situated about 150 miles SSE of Bellingham in the south-central part of the state. It is highly visible — again, on clear days — from the central and south Sound — Seattle, Tacoma, and Olympia — but rarely can be seen from as far away as Bellingham or the San Juan Islands.

For those who have not had the pleasure of seeing either of these magnificent mountains, the experience can be breathtaking. Perpetually white with its snow-cap and large glaciers, both peaks are dormant — but not extinct — volcanoes, and a column of steam can often be seen rising from Mt. Baker during winter months. Because each towers far above the surrounding foothills, each is a wonder to behold whether ashore or afloat.

Bruce Elliot  
 Equinox  
 La Conner, Washington

*Bruce — We regret the error and appreciate your correction. Apparently you didn't catch our tongue-in-cheek correction last month in Sightings.*

### ↑↓ ANOTHER MESS-UP WITH THE MOUNTAINS

You'll run a fabulous publication! I stop by West Marine religiously every month to pick up my copy. However, I have to point out that Mt. Rainier is not only 200 miles south of Bellingham, but also that it is spelled Mt. 'Rainier' — not 'Ranier' the way you've been doing it.

I'm sure you're not looking for article suggestions, but how about one on making the trip from the Pacific Northwest down to the Bay Area? I've seen various comments on this passage in



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## LETTERS

the *Letters* section over the years, but a more full-blown article would be great for those of us contemplating the trip.

Tim Whelan  
Patience  
Seattle

Tim — We make mistakes about mountains because we're sea-level people. Sorry about that.

It would be hard to justify a Pacific Northwest to San Francisco article, as it's just like going north — same ports to stop in, same need to avoid crab pots, same need to monitor the weather carefully — except you'll almost certainly be sailing downwind most of the time. Needless to say, even though you'll probably be sailing downwind, it can be a very, very rough trip.

Over the years, we've written about a lot of boats that had serious trouble — meaning they pitchpoled, had to be abandoned, or their crews got so seasick they had to be rescued. Thanks to constantly improving weather forecasting, there don't seem to be as many incidents as in the past, but this passage must be taken seriously. Probably the worst time to attempt it would be April through August. From September on the chances of having a really nasty passage drop considerably.

### ↑↓THAT BIRD HAS FLOWN

Here's some disappointment news: Bird Boat #10, *Grey Goose*, has been put on a trailer and trucked to Bainbridge Island, Washington. She was bought by J.C. (Kimo) and Sheri Mackey from James Nichols. Back in the '80s, the couple lived in the Bay Area and owned Bird Boat #4, *Mavis*. Then they moved up to Seattle for a new job and a new fleet. They bought and restored a 6-Meter for one-design racing, then served as the catalyst to bring that fleet to its highest level of participation. But, they missed the Bird's character and ease



COURTESY STEPHEN GORT

**The 'Grey Goose' has migrated north... on a truck.**

of sailing, so they always had an eye on bringing one up to the Sound.

They intend to restore *Grey Goose* to the very high quality of wooden boats in the Port Townsend area. I told them I was disappointed that they were taking *Grey Goose* away from where she was designed to sail, but they promised that if they ever think of selling her, they would bring her back to the Bay Area. In fact, there might be a chance *they* will return

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## LETTERS

to the Bay Area someday, too.

Not all is lost by losing one of the most winning Birds. The fleet still has an outstanding turnout for the YRA schedule, Woodies Invitational, and the Master Mariners Regatta. The San Francisco Bird Boat fleet has been racing continuously on The Bay since 1922. The class is easily the oldest one-design class on the West Coast, and is among the top five oldest classes in the United States. The spark of West Coast wooden boat enthusiasm has feed the fleet a new chapter of restored Birds to race the next 80 years. The Bird Boat Association's Preservation of the Fleet has two vessels currently in the process of restoration, thanks to funding through donations.

If anyone is interested in crewing on one of these boats, or has an interest in restoration or helping with donations, or just wooden boat folklore on the Bay in general, please feel free to contact me at (707)-265-9624 or SGort@att.net or

[www.birdboat.com](http://www.birdboat.com).

Stephen Gort, President  
San Francisco Bird Boat Association

### ↑↓ A TECHNIQUE I LEARNED IN THE AIR FORCE

While reading Nicholas Sciarro's I Heard A Faint Cry For Help letter in the March issue, I was reminded of training that I had received many years ago when I still enjoyed a full head of hair.

While in the Air Force back in the late '60s, I completed a WSI — Water Safety Instructor — course offered through the Red Cross. Part of the instruction was on a technique for removing a person in a similar situation to that described by Mr. Sciarro. The procedure was as follows:

1) While standing or kneeling on the dock above the person in the water, rotate them so they are facing you.

2) Lift both their arms as far onto the dock as you can, and cross one arm over the other.

3) Firmly grasp both wrists, raise their arms, let them bob back down into the water a bit (for buoyancy), and give a strong lift with your legs. While lifting, the motion will turn the person 180 degrees (because their arms were crossed), and if done correctly, they will end up with their rear-end sitting on the dock.

I have seen petite women lift much heavier men out of the water using this method. It has something to do with the twisting motion. Of course, if there are two people on the dock, each person can grab a wrist and lift together.

Because I now depend on the good graces of a competent, intelligent, extraordinarily-gifted, master of everything, non-egocentric friend with a boat to get my sailing fix, I don't get out on the Bay as often as I did years ago. I do, however, enjoy sailing vicariously through each new issue of your fine magazine, and for that, I thank you.

Steve Bahoh  
Formerly of the sloop *Vixen*  
Nevada City

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

### Waking up in the Promised Land.

I arrived at the Oakland Airport from Indianapolis on March 4 to begin three weeks of training at Rolls-Royce Engine Services in Oakland. By evening, I was exhausted and fell asleep early. I awoke at 3 a.m. — still on Central Daylight Time — ready to look at boats. It's been a long winter back



COURTESY MICHAEL LLOYD

**Michael Lloyd heads out to sail the Promised Land.**

home and finding myself in the Bay Area was like waking up in the Promised Land.

I had no idea exactly where I was or where the nearest marinas were, not to mention it was still dark. I finally decided that the best strategy was to look between the trees and buildings for masts sticking up. This actually worked pretty well. In fact, the tactic led directly to the good fortune of meeting one of your local sailors by the name of Alan Laflin. Alan was about to join some of his friends who were going out to watch the giant cranes enter the Bay, and was kind enough to invite me to tag along. What a great day!

Alan and Tito Rivano were as much fun to be with as sailing itself. Most of my sailing friends back home have never seen this much water in one place. Inland lakes and wide rivers will just never be the same. Work requirements prevented me from additional time on the Bay or meeting up with Alan again. I do hope he found the gift I left for him on his boat.



**Tito and Alan**

While in the area, I was given a copy of *Latitude 38's* November, 2004, issue. I found three other back issues and am reading my way through each one. Good fodder for the future dreams of an inland sailor. I particularly like the *Letters* section, and many of the letters have sparked my interest in the west coast of Mexico. My work has made it possible for me to spend much time in Mexico City, and I now plan to visit Ixtapa and some of the other cruising areas to scout them out for maybe sailing there in my retirement years.

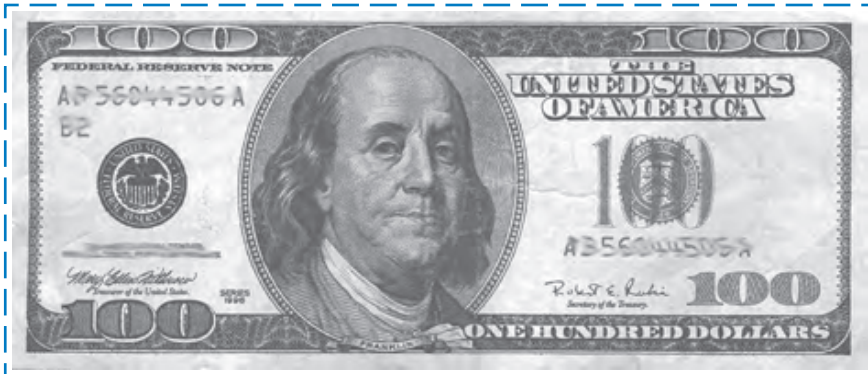
My 26-ft S-2 is on the trailer now, waiting for a complete re-fit in preparation for those years. I haven't decided on a name yet. I wanted to call it *Bon Ami* — 'good friend' in French — but everyone confuses it with the window cleaner. That's okay. I'll have plenty of time to work on a name as I dream of better sailing to come.

— michael lloyd



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– Herman Melville, 'Moby Dick', Chapter XXVI



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## LOOSE LIPS

### *Windward's* winches.

In the March and April issues, we ran a two-part feature article about Cyril Tobin's lovely M-class 83-footer *Windward*, a boat which played a significant role in West Coast yachting in the '40s and '50s. Both we and author Robert 'RC' Keefe have received lots of positive feedback about the piece. Which brings us to a mystery, and a quest, that RC has been trying to unravel for a long time.

"For years I have heard that the two big winches that Tim Moseley built for *Windward* had been salvaged from the wreck. If true, I wonder where they might be, or even if they are still in existence. As curator and historian of the St. Francis YC, I would love to have one of them right at the front door of the club, suitably mounted as a fitting tribute to Commodore Tobin, Lester Stone and the great American racing yacht *Windward*."

Anyone with any information on *Windward's* famous winches (forerunners to the Barient line) can contact RC at [rckeefe@sbcglobal.net](mailto:rckeefe@sbcglobal.net). And please 'cc' us with the information, as we would like to follow up, too.

### America's most stupid.

Remember the bizarre story of the guy who went out jet-skiing with his wife last October, only to break down and have to spend a chilly night in San Pablo Bay during which — he said — his wife succumbed to the elements and died? If so, you may also recall that an investigation revealed that Jennifer Easterling, 35, may have died from suffocation or drowning rather than hypothermia. Well, last month, a Sonoma County judge ruled that there is enough probable cause that Corbin Easterling, also 35, will stand trial for the suspected murder of his wife.

### Check this out.

Google recently added satellite pics to their maps which could be quite useful to sailors moving up and down the coast. While these pictures are obviously no substitute for charts, I find that it definitely helps to have an overhead view when entering an unknown anchorage or harbor. In the future I'll be printing out paper copies of interesting places and tucking them into my chart book.

They have high resolution pictures of the US coast and Canada, e.g. Point Conception and Coho at: <http://maps.google.com/maps?ll=34.446151,-120.461419&spn=0.018625,0.024247&t=k&hl=en>.

They seem to have decent images of Mexico, Central America and the Caribbean, e.g. San Blas at <http://maps.google.com/maps?ll=21.520586,-105.264902&spn=0.074501,0.096989&t=k&hl=en>.

The resolution of the rest of the world seems to be pretty lousy right now.

— david kramer

### Book 'em, Danno.

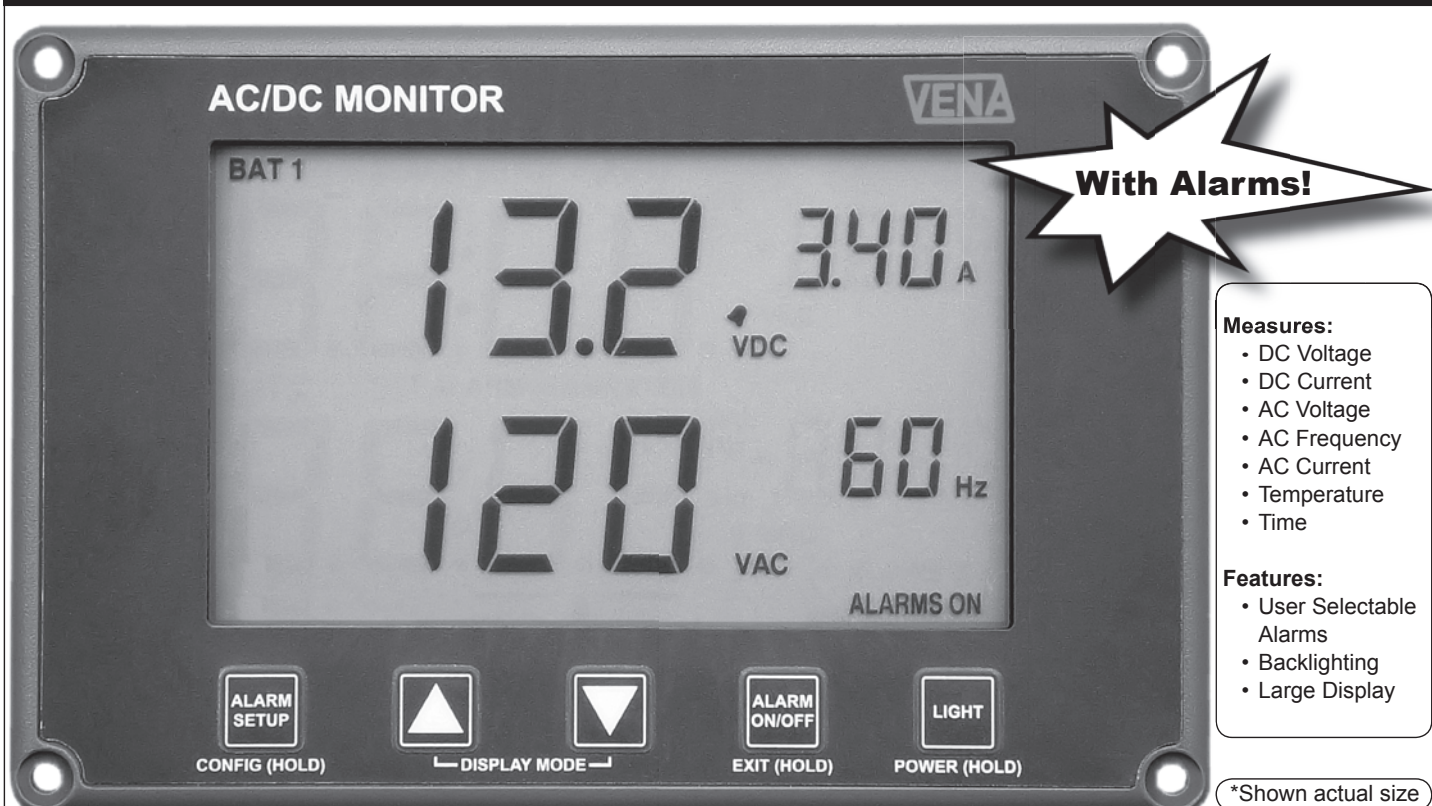
Anyone missing a book bought at the Waypoint Marine booth during the Strictly Sail boat show? If so, we found one when we dismantled our booth. If you call (415) 383-8200 and can identify the book, we'll let you have it back.

### Clean engines.

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## LOOSE LIPS

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### Your woodpile is insured.

A friend of ours has been shopping around for wooden boat insurance — and averaging a revelation a day. These range from 'too-good-to-be-true' to 'you-gotta-be-kidding'. In the latter category, one broker found a company in Connecticut that would be happy to insure the boat — after every fastener had been removed and inspected. Not just one or two, but *all* of them. She was laughing too hard to ask how many owners had actually agreed to this provision.

### Keep kids safe.

They got weeks for everything, don't they? We recently learned that April 30-May 7 is National Safe Kids Week. Have any of you ever heard of that before?

Anyway, kidding aside, we mention this because it's a great time for the U.S. Coast Guard (and us) to remind parents that their children should *always* wear lifejackets while boating.

According to the National Safe Kids Campaign, drowning remains second only to motor vehicle accidents as the leading cause of unintentional injury-related death among children ages 1 to 14. Lifejackets could prevent approximately two-thirds of all boating-related drownings of children ages 14 and under. In case you didn't know, by law children under 13 are required to wear lifejackets in most states.

Many adults believe themselves capable of diving into the water to rescue a child who falls overboard. This is a dangerous misconception. Adults may not notice a child falling overboard right away, children who fall in may not surface immediately, and it can be difficult to locate a child in the water — especially when the vessel is in motion.

Oh, and you know how kids are more likely to do stuff that their parents do? Research bears it out here, too. "Children whose parents wear lifejackets around water are more likely to wear one themselves," says Jen Medearis Costello, program manager at the National Safe Kids Campaign. "Therefore we recommend that parents not only actively supervise their children around water, but also demonstrate safe behavior — including wearing lifejackets."

For more information on boating responsibly, go to [www.USCGboating.org](http://www.USCGboating.org) or the U.S. Coast Guard Infoline at (800) 368-5647.

### The next big thing?

Commodore Rich Du Moulin of the Storm Trysail Club in Larchmont, New York, announced last month that the STC has set in motion a set of rules to launch a 'Storm Trysail 65' box class rule. "The boat will be along the lines of the very popular TransPac 52 in style, yet will have a bit more offshore friendliness," said Du Moulin. There is apparently strong interest from big boat owners on the right coast for such a boat. Bill Tripp has been appointed chairman of the Storm Trysail 65 board, and will oversee a committee of fellow high-profile yacht designers, including Bruce Nelson, Mark Mills, Jim Pugh and Jim Schmicker. The goal is to have the new rule written by this summer so any prospective owners have a chance to start building boats by the spring of 2006.

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Catalina 30 135% Furling Genoa	\$1,185
Catalina 30 Cruising Spinnaker	\$1,045

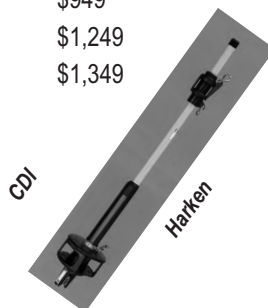
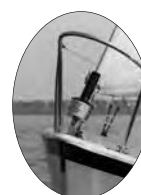


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# SIGHTINGS

## mexico clearing-in breakthrough!

You think electing a new Pope is historic? Hah! The really big news of April, 2005, is that Mexico is *finally* doing away with the cumbersome 'domestic clearing' requirements that boaters have come to know and hate so well over the years. Now, rather than having to jump through multiple hoops at every stop for immigration, customs, etc., standing in long lines, and having different officials interpret the requirements and pricing differently — there now appears to be a very good chance that the procedures will be vastly simplified. As we understand it now, cruisers will only have to inform a port captain or marina when they arrive, and of any changes in crew.

Read more about the new Mexico check-in procedures, and the early reactions of cruisers and marina owners, in the article immediately following *Sightings*.

## new dates for this fall's baja ha-ha

"This year's Baja Ha-Ha XII will be held October 30 to November 12, a week later than the tentative date proposed at the end of last year's event," announced Lauren Spindler, President of Baja Ha-Ha, Inc. "The later date eliminates a minor problem some boatowners might have had with their insurance companies, and also means that the Wanderer will be able to return as the volunteer Grand Poobah for the 10th year in a row. I know that some folks have already arranged vacation schedules for the earlier date, but we hope this will give them enough time to make the necessary changes. I apologize for any inconvenience."

As *Latitude* readers know, the Baja Ha-Ha is the 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops at funky-but-fun Turtle Bay and spectacular Bahia Santa Maria. The event is open to monohulls, multihulls, and motor vessels 27 feet or longer that were designed, built, and have been maintained for offshore passages. Smaller vessels may apply for special dispensation.

The Ha-Ha is absolutely not an offshore hand-holding service, and is only open to skippers and crews who are in good health and who would otherwise have sailed their boats to Cabo on their own. Ms. Spindler has requested that we repeat that sentence, so here goes: The Ha-Ha is absolutely not an offshore hand-holding service, and is only open to skippers and crews who are in good health and who would otherwise have sailed their boats to Cabo on their own. While weather conditions on the Ha-Ha course have generally been benign, everyone must be prepared for whatever the Pacific Ocean might dish out. Yes, it's possible that you could get hurt or killed on the Ha-Ha. Entries must have a minimum of two crew, and at least two crew on each boat must have overnight offshore experience.

The concept behind a rally — as opposed to a race — is for folks to have fun sailing *with* friends rather than *against* them. As such, every boat that finishes the Ha-Ha is a winner, no matter if her engine has been used for safety and/or convenience, and no matter if she is a day or two behind the others. Nonetheless, folks are encouraged to sail as much as possible, and those who sail the entire course are singled out as 'soul sailors'. There will be a roll call each morning which includes checks for medical and mechanical emergencies, a professional weather report from Commander's Weather, a request for positions from all boats, and a brief chat-up about fish that were caught and other fleet news.

Last year, participation in the Ha-Ha inexplicably exploded from the norm of slightly more than 100 boats to 145 boats and 550 sailors. Ms. Spindler doesn't expect the fleet to be as big this year, but she thinks she knows why the Ha-Ha is so popular.

"Past participants have told me they like three things about the Ha-Ha: First, the generally warm and favorable weather conditions that have meant it's usually been a pleasure sail as opposed to a white-knuckle enduro. Of the 33 Ha-Ha legs sailed so far, 31 of them have

continued on outside column of next sightings page

## end of the road for

We are sad and still a bit shell-shocked to report that Dan Benjamin lost his beautiful red Aerodyne 38 *Fast Forward* on the homeward leg of the Singlehanded Farallones race on April 16. Benjamin — a good guy who is also one of the most accomplished shorthanded sailors in the Bay Area — was probably running second overall behind the J/90 *Sweet Jane* when things went sideways, literally. With winds in the high teens, Benjamin got a fatal kite wrap during a jibe — the kind with a big air bubble at the top of the rig that pinned the boat over. Unable to get the kite down, he lowered the already-reefed main and started the motor — but the boat was so far on its ear, the propel-

**The start of Baja Ha-Ha XI last October. Winds for almost all past rallies have been light to moderate.**





**fast forward?**

ler wouldn't bite.

The boat drifted toward Point Bonita, the site of many wrecks over the years including that of *Second Offense* during the ill-fated '83 Doublehanded Farallones Race. A Coast Guard cutter arrived on the scene shortly before the boat hit the rocks. Benjamin jumped in the water and was promptly retrieved without injury.

Not *Fast Forward* (a former *Latitude 38* cover girl, which appeared on the May, 2003 issue) The boat subsequently came ashore in a small cove almost directly under the lighthouse. Though it appeared relatively intact the day after the mishap (other than a missing rudder and hole in


continued middle of next sightings page

**ha-ha — cont'd**

been downwind, usually in less than 18 knots of wind. Nonetheless, when participants arrive in Cabo, they generally feel a genuine sense of accomplishment, as it's a heck of a lot more of a trip than going up to the Delta if you're a Bay sailor, or out to Catalina if you're from Southern California. Second, participants love that after every couple of days of sailing, they get to stop, rest, explore, and socialize. There's no opportunity to do that in races to Hawaii, or on the Caribbean 1500 and ARC rallies. By the time Ha-Ha participants get to Cabo, they've bonded with scores of new sailing friends, many of whom they'll be having fun with weeks, months, and years later. Finally, Ha-Ha participants like the fact that, unlike other long distance sailing events, they're almost always in sight of 5 to 15 other Ha-Ha boats. It's fun and apparently gives them a greater sense of security."

It doesn't hurt the Ha-Ha's popularity that the \$299 entry fee is a fraction of what's charged for similar lengthy events. And Ha-Ha participants get all kinds of benefits, such as discounts from North Sails,

continued on outside column of next sightings page



**FLASH** — On April 20, Marina San Carlos announced that boaters can clear in and out of San Carlos for another Mexican port over the radio at no charge. Keep an eye on *'Lectronic Latitude* for more details.



# SIGHTINGS

## new dates for ha-ha — cont'd

the official sailmaker of the event, and other sponsors. In addition, there's plenty of swag — a tote bag, Ha-Ha T-shirt and hat, 'Some Like it Hot' T-shirt, Pusser's Rum hat, burgee, frisbees, beach balls, and more. West Marine sponsors a free lunch at the Kick-Off Party in San Diego. There are beach parties with low-cost food and beer at Turtle Bay and Bahia Santa Maria, the folks at Baja Cantina will be offering free drinks and finger foods to all arrivals in Cabo, and Marina Cabo San Lucas usually passes out a couple of beers to everyone at the awards party. In addition, Marina Cabo San Lucas sets aside all vacant slips for Ha-Ha boats, and often offers discounts. But the biggest bargain of all is the chance to meet and sail with hundreds of really great folks.

The Ha-Ha will be managed by the same core of volunteers as the last 10 years or so: Richard Spindler, the Grand Poobah; 'Banjo Andy' Turpin, the Assistant Poobah; Doña de Mallorca, Chief of Security; and the crew of the mothership *Prof-ligate*. The Grand Poobah sees his role as trying to facilitate everyone's pleasure rather than issuing a bunch of rules and trying to tell people what to do. As such, he's had no problem with boats that have wanted to start early, start late, start from Ensenada, make side trips to Guadalupe Island, stay an extra day in Turtle Bay or Bahia Santa Maria, and so forth. The Poobah just needs to be told about these variations in advance so that all boats can be accounted for.

The Ha-Ha is all about responsible fun and safety. As such, participants are forbidden from polluting the ocean, and encouraged to pitch in to make sure the beaches are left cleaner than they were found. The Poobah doesn't mind sensible drinking at the beach parties, but overindulgence won't be tolerated. Fortunately, it hasn't been a problem. There's a time and place to get wild and crazy, of course — like at Squid Roe in Cabo after everyone has finished, and where there are plenty of bouncers and police to supervise.

To get a Ha-Ha entry packet, send a 9x12, self-addressed envelope — no return postage necessary — with a check for \$18 to Baja Ha-Ha, Inc., 21 Apollo Road, Tiburon, CA 94920. One reason to send for a packet early, and get your entry turned in early, is that berths in Cabo will be assigned in order the that paid entries are received. So if you are one of the first 25 or so boats to sign up, chances are excellent that there will be a berth waiting for you. If your boat is the 125th boat to sign up, you may have to wait a couple of days — or a month — to get a berth. The packets will be sent out shortly after June 1. The deadline to receive paid entries is September 10.

Ms. Spindler also announced that the Ha-Ha has reserved the grandstand at Two Harbors, Catalina, for the afternoon and evening of August 13 for a Ha-Ha preview and potluck. There will be discussions about the Ha-Ha, preparing yourself and your boat, cruising in Mexico, and onboard communications. The Rally Committee will provide some of our favorite dishes and beverages. Participants will be expected to potluck the rest. More details in upcoming issues, but mark your calendars.

## fast forward

the port side), any salvage attempt was going to be tricky and expensive.

"You hear about things like this, but you never think it could happen to you," said Benjamin, who was understandably reluctant to say much more on the record until after he deals with his insurance company.

UPDATE — A week after the incident,





## — cont'd

*Fast Forward* was still in the little cove. However, the salvage company working her case had chartered a helicopter, which was on its way up from Los Angeles.

With any luck, the boat should have been hoisted to safety on Sunday, April 24. Keep an eye on *'Lectonic Latitude'* ([www.latitude38.com](http://www.latitude38.com)) to see how it went.

## tom and jackie hawks — murder most foul

Murder is horrendous no matter what the circumstances, but the alleged killing of boaters Tom and Jackie Hawks is so perverse — and nonsensical — that our heads are still reeling.

The Hawks were nice people. Tom was raised in Cardiff-by-the-Sea (near San Diego), but moved to Arizona in the mid-'80s where he pursued a career as a Probation Officer. While there, he met Jackie. The couple were married in 1988, and raised Tom's two sons from a previous marriage. At the time of their disappearance, Tom, 57, and Jackie,

continued on outside column of next sightings page





# SIGHTINGS

## hawks murders — cont'd

47, had recently become grandparents.

The Hawks enjoyed their retirement. They spent a lot of it aboard their 55-ft trawler *Well Deserved*, cruising from their new homeport of Newport Beach to Mexico and Southern California's Channel Islands. Tom, a weight lifter and fitness buff, even wrote an article for a cruising magazine about how to stay physically fit afloat.

In November of last year, the Hawks put *Well Deserved* up for sale, asking price \$435,000. The plan was to move down to a smaller, easier-to-manage boat, plus purchase a home "overlooking the curve of the Earth" in San Carlos. One of the people who came to look at the boat — and take several subsequent 'sea trials' — was 25-year-old Skylar DeLeon. DeLeon, who lived in Long Beach, later claimed that — despite being an unemployed electrician — he purchased the boat from the Hawks on November 15 for \$400,000, and that's the last he saw of them. A timeline constructed by the Newport Beach Police Department

continued on outside column of next sightings page

## spanish boat claims

Showing a promise of the excitement to come in the next Volvo Ocean Race, last month the Spanish VO-70 *Telefonica Movistar* set a new 24-hour monohull speed record. Between April 5 and 6, the new Farr design — second of the new 70-ft class to be launched — covered 530 miles, an average of 22.08 knots.

Pending ratification, this beats the 525-mile mark set by Bob Miller's 140-ft super maxi *Mari Cha IV* in October, 2003. The outright 24-hour record, set by Bruno Peyron's 120-ft maxi catamaran *Orange 2* last August, is 703 miles.

*Movistar's* monohull mark was set four days out of Wellington. The boat was



**The VO-70 'Telefonica Movistar' set a new 24-hour monohull record of 530 miles last month, an average of 22.08 knots.**

## new 24-hour record

screaming across the Southern Ocean en route to Cape Horn. The reason they're down there is that they are 'shaking the boat down' by sailing legs three and four of the Volvo — a little 8,100-mile jaunt from Australia (where *Movistar* was built) to Brazil, with that aforementioned short pitstop in Wellington, New Zealand.

Seven teams have signed up for the next Volvo Ocean Race, which starts in Vigo, Spain, on November 12. Other new features besides the bigger boats include nine legs (the two U.S. stops are New York and Baltimore/Annapolis), and "in port" racing. For more information, check out [www.volvooceanrace.org](http://www.volvooceanrace.org).



## hawks murders — cont'd

tells another story:

**Nov. 14, 2004** — Last day anyone sees Tom and Jackie Hawks alive.

**Nov. 15** — An outgoing call on Jackie's cellphone (recorded on a friend's answering machine) states, "We're out at sea." Tom Hawks' cellphone gets turned off.

**Nov. 16** — Jackie Hawks' cellphone gets turned off.

**Nov. 24** — DeLeon attempts to access the Hawks Arizona bank account.

**Nov. 26** — DeLeon shows up in Mexico driving the Hawks' silver Honda CRV, and again attempts to access the Hawks' bank account. After learning about the Arizona bank access attempt, Hawks' extended family becomes concerned and files a Missing Persons Report with the Carlsbad Police Department.

**Nov. 29** — Skylar DeLeon is interviewed by Newport Beach Police. This is when he claims he bought the boat on the 15th. He also says that Alonso Machain was present during the purchase. During the interview, DeLeon also says that he purchased the boat in order to launder money related to an armed robbery in Anaheim in 2002, for which he was convicted.

**Dec. 1** — Newport Beach detectives interview Alonso Machain, who also claims he saw the Hawks drive off in their Honda with the cash given to them by DeLeon.

**Dec. 8** — Ryan Hawks, Tom and Jackie's oldest son, makes a public plea for assistance in locating his parents and their vehicle.

**Dec. 16** — The Hawks' Honda CRV is located in Ensenada. Police learn that Skylar DeLeon drove it there. DeLeon is arrested for money laundering by the Newport Beach Police. That charge is later dropped, but he is kept in prison for another unrelated grand theft charge, which also involves boats. While in jail, he is charged with murder in the Hawks case.

**Jan. 6, 2005** — In a subsequent interview, Alonso Machain admits that the story he told earlier regarding the boat transaction was false. Newport Beach detectives also develop evidence that the documents used in the purchase of *Well Deserved* were false.

**March 2** — Alonso Machain, 21, is arrested by Newport Beach detectives and booked on a 'no bail' warrant for two counts of accessory to commit murder.

**March 3** — Myron Gardner, 41, is arrested by Newport Beach Police and booked for two counts of conspiracy to commit murder. The next day, the charges are upgraded to murder.

**March 10** — The ironically-named John Fitzgerald Kennedy, 39, is arrested and charged with murder.

**April 8** — Jennifer DeLeon, 23, is arrested and charged with murder when she arrives at the Orange County Jail to visit her husband, Skylar.

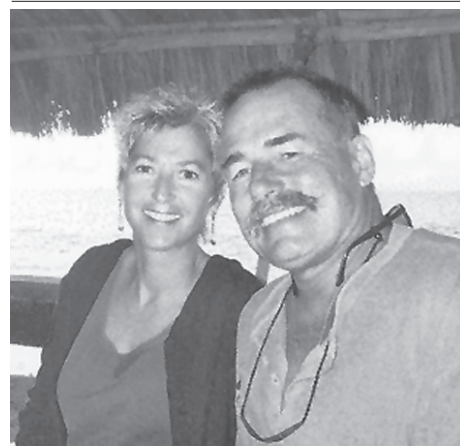
All five suspects remain in custody in the Orange County Jail. Details of their connections to each other and the plot to murder the Hawks have not been released.

So what happened to Tom and Jackie Hawks?

Police now believe that, while the boat was at sea, the couple were overpowered, bound, weighted down and thrown overboard — while they were still alive. Their bodies have not been found.

On April 15, lawyers for Skylar and Jennifer DeLeon asserted the couples' right to a speedy trial. In California, felony criminal defendants have the right to a preliminary hearing within 10 days of arraignment, and a trial within 60 days. Most defendants waive this right

continued on outside column of next sightings page



Jackie and Tom Hawks.



# SIGHTINGS

## murder — cont'd

in order to prepare their defense, which can take a year or more. Defense attorneys sometimes use the tactic to force a trial before the prosecution is fully prepared. In this case, however, the DeLeons' attorney says the couple are eager to begin so they can return to their small children, a 15-month-old daughter and 7-week-old son.

The judge scheduled a preliminary hearing for April 27.

We will continue to follow this case. You can also get more details and updates — as well as express your condolences to the family — at [www.tomandjackiehawks.com](http://www.tomandjackiehawks.com).

## windward's mast memorial

Following my race in to Mazatlan in 1963 aboard my M-class yacht *Pursuit*, my wife and I were joined by Herb Madden, Sr., and his second wife (not the mother of Herb, Jr.) for part of the return trip to Puerto Vallarta via the Tres Marias — the prison islands. By special permit, we were allowed to land there and deliver mail and some much-needed Jeep parts.

After Herb and his wife left to return to Sausalito, my late wife and I doublehanded the boat over to Yelapa and anchored off the hotel where I knew the M-Class yacht *Windward* had gone ashore and been lost four years before.

I had heard that the crew who tried to salvage her had 'stepped' the upper part of the mast in the sand as sort of a memorial before they left. Sure enough, it was still there, but it had rotted around the base and fallen. I determined to remedy that situation and set to work.

First, I cut the mast off above the rotted part. Then we sailed back to Mazatlan for creosote and linseed oil, then back to Yelapa (still just the two of us under full sail). I put several coats of creosote on the outside of the mast, then poured it inside and rolled the mast until it was thoroughly coated inside, as well. We then stripped the mast to bare wood, and applied several coats of linseed oil.

To re-step the mast, we set up rigging on a hill above (I'm a retired logger and general engineering contractor) and resteped what remained of the mast. I then climbed to the top to release the main line. Finally, I carved "Windward, Resteped by Pursuit, 1963" into a piece of mast tang hardware. After forming the flat piece to conform to the mast, we attached it with large bronze wood screws, then filed the slots off so no one could steal it.

Someone — it might have been Merle Peterson on *Viveka* — told me that in 1980 or 1981, it was still there.

— ron macannan

*Readers — Word has it that a hurricane destroyed the hotel (which was not much more than a series of thatch huts) about 25 years ago. Does anyone know if anything remains of Windward's mast today?*

## white boats can't surf

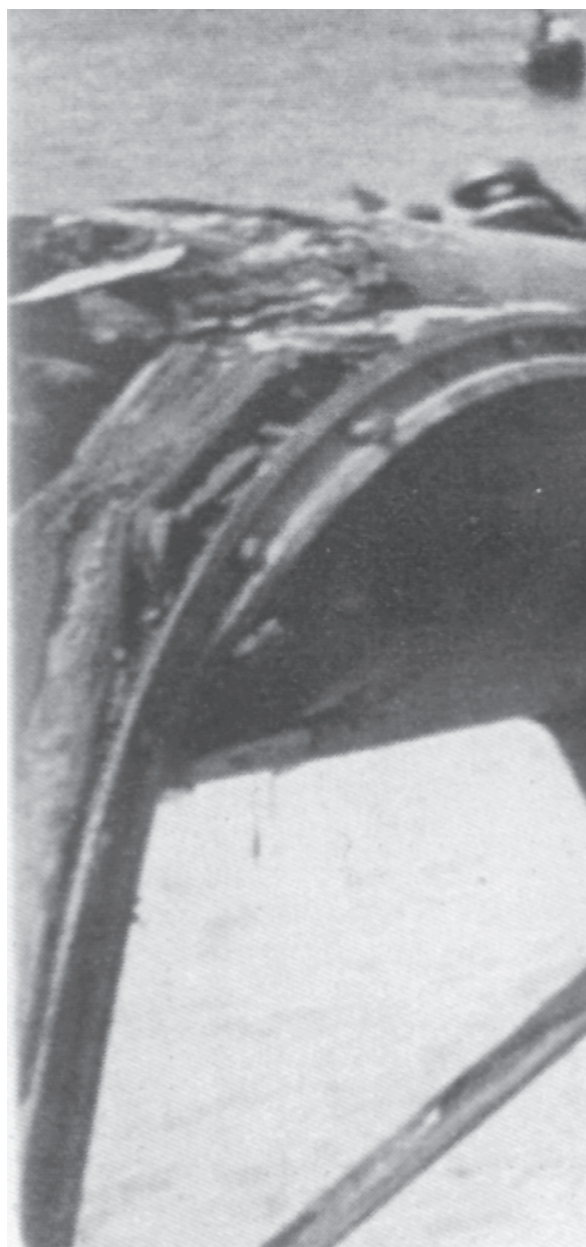
You've all heard the pilot's mantra, "A good landing is any one you can walk away from." It's not too often you can literally walk after a wave rolls your boat, but that's exactly what happened on Saturday, April 2 when two local sailors walked ashore (with some help) after waves capsized their Santana 22 under the Golden Gate Bridge.

The day began typically enough for Joe Schmidt and Dan Brazelton aboard *Yachtsea*, the Tuna 22 Schmidt has owned and sailed often over the last 10 years. They headed out from the boat's Gashouse Cove berth that morning to enjoy the lovely spring day. With winds hitting 20 knots or better, the two friends enjoyed a spirited day on the little Gary Mull design, much of it outside the Golden Gate. In the early

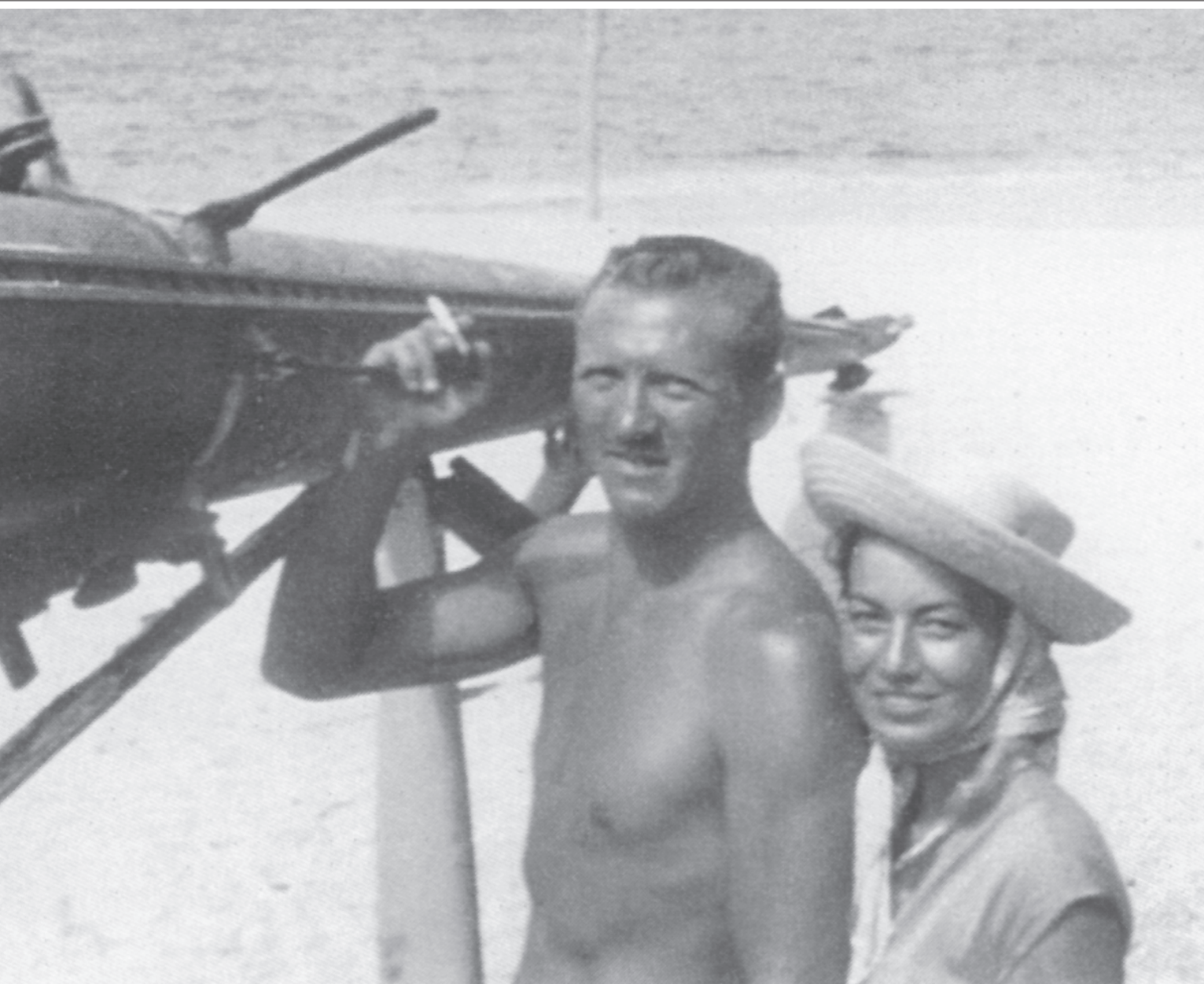
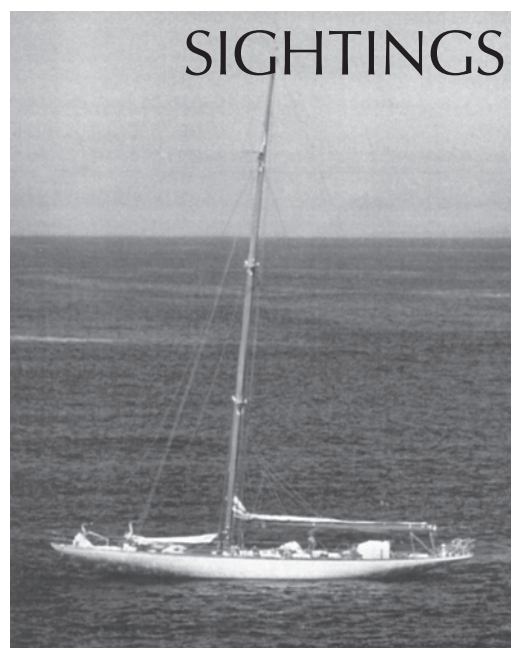
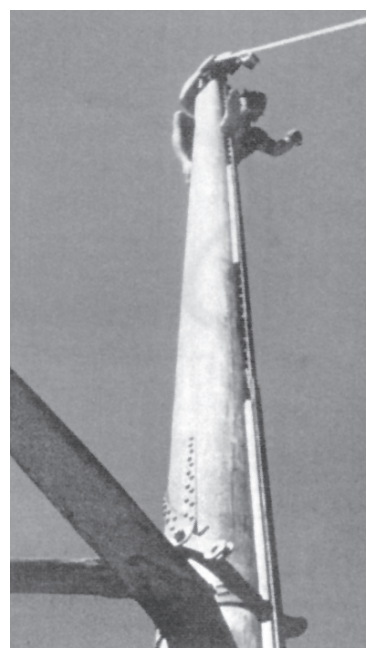
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Ron MacAnnan and his wife (below) with 'Windward's fallen mast at Yelapa in 1963. Above (l to r), aided by locals and other yachties, they preserved and re-stepped the big spar. At the time, they were doublehanded Ron's big sloop 'Pursuit' (far right), an M-Class sistership to 'Windward.' 'Pursuit' is still afloat in Sausalito.









# SIGHTINGS

## surf — cont'd

afternoon, they turned for home.

On the way in, they decided to pass between the South Tower and Fort Point. It wasn't the first time Schmidt had gone this way and — let's face it — it's not an uncommon route for anyone out for a daysail. We've gone this way ourselves countless times on small boats. Even when big sets are wrapping around the point and the surfers are out in force — as was happening this day — we've seen boats traverse this area with no problem.

The first indication that all was not right was when Schmidt noticed several surfers pretty far out from the point, and directly in his path. As he adjusted to steer between them, it hit him why they were there: the waves were breaking farther out than normal.

continued on outside column of next sightings page

## *kialoa III* donated

It's official: *Kialoa III*, the legendary maxi yacht which dominated offshore racing in the 1970s, will be donated to the Orange Coast College School of Sailing and Seamanship in Newport Beach by longtime owner John B. (Jim) Kilroy of Marina del Rey.

"After a wonderful three decades of racing and world cruising, it was important to me that *Kialoa III* continue with her tradition of great friendships and voyages," said the 82-year-old Kilroy, who has owned the 80-ft aluminum S&S

*The shots seen 'round the world — These images were taken by Wayne Lambright, one of several photographers (and cinematographers) taking pictures of surfers at Fort Point that day. At presstime, Wayne's website, [www.sfSurvey.com](http://www.sfSurvey.com), had received 14.5 million hits since April 2, which ranks this sequence somewhere between the Rodney King video and Hindenberg disaster film.*





## to orange coast

beauty since she slid into the water at Palmer Johnson's Wisconsin yard in 1974. In her day, *K-III* dominated maxi racing all over the world, with wins in the Pacific, Atlantic, China Sea, World Ocean Racing Championships, Maxi Worlds and SORC, to name a few. One highlight of her many accomplishments was a record in the 1975 Sydney-Hobart Race that stood for 21 years. (Hasso Plattner's R/P 80 *Morning Glory* finally beat it in 1996.)

*K-III* was the middle one of five big rac-

continued middle of next sightings page

## surf — cont'd

Then it hit him literally.

"It was like we got run down by a freight train," he says. The first breaking wave picked *Yachtsea* up, tossed her on her side and rolled her over. When the boat popped back up, minus her mast, Dan was on one side and Joe was on the other. Except for something that whacked Joe on the leg and a bit of a bruising Dan took to his back and one arm, neither man received any serious injuries. Not even a cut. Dan says his lifejacket did get hung up on something which caused him to 'ride out' the roll, but as soon as the boat popped back up, so did he. Joe, meanwhile, was dismayed to pull the ripcord on his SOSpenders only to realize why you need to check them periodically: nothing happened. (After he got home,

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column of next sightings page



ALL PHOTOS WAYNE LAMBRIGHT/WWW.SFSURVEY.COM



# SIGHTINGS

## surf — cont'd

he determined that the inflating canister had simply come loose and the 'firing pin' couldn't reach it. He tightened the little canister, pulled the ripcord and the vest inflated immediately. In the excitement of the moment, Joe says he also forgot that he could have inflated the vest himself by blowing into a special mouthpiece provided for the purpose.)

The boat, dismasted and half full of water, righted herself and stuck her nose seaward, only to get pounded and flipped again by the next big wave. "I used to tell people they didn't need to worry about keelboats — they never turn over," says Schmidt. "I'll never forget seeing the keel and the bottom as the wave flipped the boat over."

Despite the 'wardrobe malfunction' of the PFD, Schmidt says he was surprised that he had no problems staying afloat in his foulies, even with his seaboots on. Swimming was another thing, however, and he called to nearby surfers Haruwn Wesley and Matt Millward, who immediately came to his and Dan's aid.

"They were just great. The guy who came over to me (Wesley) said, 'Jump on my back, we're going to surf in.' I asked about Dan, because I couldn't see him at the time and the surfer told me he was okay, that someone else (Millward) was getting him. He told me to stop breathing so hard and relax, and that he'd warn me when the next wave came over us, which he did."

Before heading for shore, Dan briefly boarded the swamped *Yachtsea* to see if he could somehow bail her. All he managed to do was grab his duffel of personal items as it floated by before the companionway went under.

As they were paddling in, other surfers came out and Joe and Dan were transferred to boards of their own. It took about 20 minutes for them to get in to the breakwater. With the help of the surfers and others, Joe and Dan walked ashore under their own power and up to the ambulance. After a quick checkup at St. Francis Hospital — about their worst of their problems was mild hypothermia — both were released.

In the meantime, the Coast Guard arrived on the scene with a boat and helicopter. *Yachtsea*, which continued to drift toward the City, never sank. Her bow remained out of the water long enough for salvors to take her in tow and pump her out. By that evening, she was tied up in Aquatic Park.

Joe needed a few days of space to come to terms with the incident. A sailor for 30 years and Santana 22 racer for more than 20 years, he analyzed and re-analyzed what had happened that day over and over. "I knew about the South Tower Demon," he says. "But that's a wind thing. I never thought of the Demon in terms of waves. And I've certainly seen waves at the Point before — much bigger than the ones that capsized us."

"The one thing I'd never seen before was the waves breaking that far out. I should have known when I saw the surfers in front of us, that was the reason. At the time, I was totally focused on avoiding them, so when the first wave hit us, it was a complete surprise."

Schmidt could not bring himself to look at his boat for two weeks after the incident. When he did, he was completely surprised again — in a good way. "Everything in the cabin was still there!" he laughed. "Even the things that weren't tied down — even the hatchboards were still there. I was really amazed." The only items lost — besides the mast — were some some lines and things out of the lazarette.

*Yachtsea* was insured. At presstime, Joe was waiting for a rigging estimate before he decided whether to fix her up again or not. In the meantime, he was thanking his lucky stars and pondering his and Dan's improbable 15 minutes of fame — several surf photographers at Fort Point caught the incident on digital cameras, and, at presstime, Wayne Lambright's [www.sfsurvey.com](http://www.sfsurvey.com) website had recorded more than 14 million hits since April 2. Film of the incident also made the rounds of TV news programs around the country.

"We'll be back out soon," says Joe, "although I think I'm going to avoid going anywhere near the South Tower from now on."

## kialoa

ing yachts owned and raced by Kilroy over a 50-year period. She remained his favorite long after her racing days came to an end in the 1980s. Kilroy (who is still Chairman of the Board of Kilroy Realty, one of the nation's largest industrial and commercial real estate development firms) had her converted to a comfortable cruiser and explored the world. In the last decade, *Kialoa III* has cruised the Mediter-



## — cont'd

anean, Caribbean, South Pacific, New Zealand, Southeast Asia, the Indian Ocean, Red Sea, and South America.

She is presently in Uruguay, where Kilroy has a home. She'll be delivered to Panama soon, where a crew from OCC's School of Sailing and Seamanship will take over and sail her to Newport. She's due to arrive about mid-June.

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## bruce schwab returns to bay area

Round-the-world sailor Bruce Schwab returned home to the Bay Area last month, to check in with old friends and give a couple of multimedia seminars about his latest accomplishment — becoming the first American to complete a Vendee Globe, the singlehanded, nonstop round-the-world race. The latest Vendee started from Les Sables d'Olonne, France, last November. Bruce sailed his Tom Wylie-designed Open 60 *Ocean Planet* across the finish line on February 25, 2005 to take a respectable ninth place out of 20 starters. His official time for the 28,000-mile course was 109 days, 20 hours. Interestingly, this

continued on outside column of next sightings page

*"Kialoa III" at the '79 SORC. The stern view is pretty much how most people who were on other boats remember her.*





# SIGHTINGS

## schwab — cont'd

was within half a day of the time for winner Titouan Lamazou in the first edition (1989-90) of this once-every-four-years event. But to give you some idea how far the top boats have come since then, 2005 winner Vincent Riou covered the same course in 87 days, 10 hours, 47 minutes.

This is the second round-the-world event for Schwab, 45. He also sailed *Ocean Planet* in the 2002-2003 Around Alone — which was also singlehanded but featured five stops along the way.

Both high-visibility campaigns were plagued by a lack of sponsorship, and Bruce has elevated 'grass roots support' to an art form. Although he secured enough support through individual contributions and gear donations to complete both Around Alone and the Vendée (and remains fiercely loyal to all his supporters), the lack of a major sponsorship package meant he had to sail *Ocean Planet* more conservatively than his competitive nature would have liked. It also meant he returned to an estimated \$400,000 in debt.

Schwab would like to see his *Made In America* syndicate continue, with him in more of a managerial role. "I'm not going to sail around the world again, at least not alone," he told us. Instead, he's hoping *Made In America* can eventually support another round-the-world sailor. And he hopes he can hold onto *Ocean Planet*.

He also hopes to expand the educational aspect of the syndicate — the tie-in with schools. During the Vendée, he was in email contact with a number of schools both in the U.S. and Europe through a program sponsored by the Bigelow Laboratory of Ocean Sciences in Maine (he spent the year before the race prepping *Ocean Planet* in Portland). As part of the 'curriculum', he'd answer kids' emails and compose a weekly 'lesson' on ocean weather, iceberg formation, or some other aspect of what he was experiencing. The feedback and enthusiasm from students, he says, has been as satisfying as completing the Vendée — well, almost.

Bruce's visit to the Bay Area was brief. He was heading back to Les Sables for the Vendée Awards ceremony on May 7, and sailing *Planet* back to the eastern seaboard sometime after that. He's due to come back out here sometime in June, and again in September. Keep an eye on our *Calendar* for future seminars.

Of course, anyone who knows Bruce knows he is not a rest-on-your-laurels type guy. The competitive fires still glow brightly. And if it's in the cards, he says he'd love to take *Ocean Planet* out for a gallop across the Atlantic in the TransAt Jacques Vabre (from La Havre to Salvador de Bahia, Brazil), which starts November 5.

In the meantime, for more on Bruce, *Ocean Planet* and/or the *Made in America* Foundation, log onto [www.madeinamerica.com](http://www.madeinamerica.com).

## max ebb's favorite boat show gadgets

**First Place** — "Max Power Marine Fuel Cell." Unfortunately, it was sort of a secret — you had to stop and take a close look at the Scandvik booth, which seemed very unassuming from a distance, to see what they had. This would be a major breakthrough in marine power — except it costs 5,000 Euros. Buy two! (<http://www.max-power.com/fuelcell/>)



The FenderSNAP.

**Second Place** — The "HotBlade-X," a portable hotknife powered by a modified cigarette lighter. (<http://www.zarcor.com/s2k/hotblade.htm>)

**Third Place** — The "Dryroll" from Ocenair, at the Spinlock booth. This is a toilet paper container that automatically rolls the paper out when you open the cover and rolls it back in when you close it. (<http://uk.oceanair.co.uk/da/10507>)

**Fourth Place** — FenderSNAP. This is another gadget for people who don't know how to tie knots. But this one is actually simple enough to be practical, and makes you hook the fenders to the stanchions, where they belong, instead of to the lifeline wires, where they don't belong.

## kialoa

According to OCC sailing program director Brad Avery, *Kialoa* will be a welcome addition to the School's fleet of three dozen boats. "*Kialoa III* is an extraordinary gift for our program," Avery said. "She's beautiful, strong, fast, and has an incredible history. It's an honor to receive such a legendary boat."

Plans are for *Kialoa III* to continue her globe-girdling ways with a schedule similar to OCC's present flagship, the 65-ft *Alaska Eagle* (ex-Flyer, winner of the '77



Bruce Schwab, above, and *Ocean Planet* — 60,000 solo miles and still going strong.





## — cont'd

Whitbread Round-the-World Race). *Eagle*, also an aluminum S&S design launched in the mid-70s, has racked up more than 300,000 miles on student training voyages in the 23 years she's been with OCC.

Now 50 years old, the Orange County College School of Sailing and Seamanship provides nautical education for more than 4,000 student and adult sailors annually. Find more about them at [www.occsailing.com](http://www.occsailing.com).

## the cannons do thunder

"The cannons don't thunder. . . " sings Jimmy Buffett in his ballad *A Pirate Looks at Forty*. But if Buffett had been aboard the tallship *Lady Washington* recently, he might have sung a different tune. The *Lady's* cannons not only thunder, they roar, boom and bellow as she engages in mock battle with other tallships.

We were able to join our friend, Stacey Larry, as well as Captain Ryan Meyer and the crew of the 87-ft LOA Brig *Lady Washington* during their recent visit to the Bay Area. We witnessed the action as *Lady* 'fought' against the schooners *Lynx* and *Bill of Rights* off the Sausalito waterfront .

*Lady*, *Bill* and *Lynx* are no strangers to anyone who has spent time

continued on outside column of next sightings page



JACQUES VAPILLON/VENDEE GLOBE

# SIGHTINGS

## cannons — cont'd

on the Bay. *Lady Washington* is a replica of an actual 1750's-era Brigantine of the same name, and is Washington State's official tall ship. *Bill of Rights* is a 129-ft LOA topsail schooner which sailed East Coast waters most of her life, but came west to join the Los Angeles Maritime Institute's Topsail Youth Program in 1998. She's currently under lease to *Lady Washington*'s parent organization, the Grays Harbor Historical Seaport in Aberdeen. The 78-ft LOA square topsail schooner *Lynx*, currently based in Newport Beach, is a replica of an 1812 Baltimore Clipper. All three ships operate as sail training vessels, generally cruising up and down the West Coast every season. Unless Hollywood beck-

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## seeing the light

Few sentinels have witnessed as much drama as the Point Bonita Lighthouse — or for that matter, generated as much drama. Showing that politicians weren't any smarter way back then, the original lighthouse was built about 150 feet farther up the hill than the present one. It only took a few years for the powers that be to realize that fog obscured it much of the time, but another 20 years to take the

continued middle of next sightings page





## cannons — cont'd

ons — a couple of years ago, *Lady* voyaged to the Caribbean for a part in Disney's first *Pirates of the Caribbean* movie.

To maintain the spirit of the period in which the vessels were built, the ships' crews dress in authentic costumes and often speak in old-time sailing jargon. Fortunately, there's no need for the captain or mate to flog the crew, as they are mostly young and energetic, though each ship also has several older volunteers that work just as hard to steer, reef, pull, and hoist.

This year, the three ships stopped in the Bay on their way to Tallships 2005, a tallship get-together in Vancouver on June 23-26. During their visit, the ships moor at several locations around the Bay and conduct educational programs for kids during the week. But the weekends. . . well, they're reserved for war.

Several dozen paying guests, both adults and children, can join the fun and even assist as 'crew for the day' as the ships jockey for position in these contests. Thanks to Captain Meyer's experience (and the unusually windy conditions, which favor the heavy, square-rigged *Lady*), we

quickly got the 'weather gauge' (windward advantage) on *Lynx* and *Bill*.

"We want to position ourselves for the most effective shot" explained Meyer, adding that a raking cannon shot down the length of the enemy vessel was far more effective than a broadside. "We want to hit them either down the bow, or even better, directly through the stern," he said, then grinned — "especially if we can disable their rudder."

While Captain Meyer and the crew kept *Lady* positioned at all times, our secret weapon, gunner James "Shiny" McCluig kept our cannons blazing. Watching Shiny prime and fire the *Lady's* four guns while running from one end of the ship to the other made me glad I was not aboard the enemy ships. And glad nothing more lethal than smoke and fire was belching from the gunbarrels.

A rain squall soon brought an end to the firefight, but not before we'd "inflicted some likely mortal wounds." The crew scrambled aloft, reefed the square sails and soon we were headed back to the Corps of Engineers dock where all three combatants tied up side by side.

It was a fun, adventurous and thoroughly educational three-hour sail with *Lady* and her enthusiastic crew, and we enjoyed every moment. Even after arrival at the dock, we noticed our ears were still ringing. There was no doubt that at least on San Francisco Bay that day, the cannons certainly did thunder.

— john d. skoriak

For more information on these ships, their schedules or daycharters, contact: [www.ladywashington.org](http://www.ladywashington.org), [www.privateerlynx.org](http://www.privateerlynx.org) or — for the Bill of Rights — [www.lamitopsail.org](http://www.lamitopsail.org).



JOHN D. SKORIAK

**Days of thunder** — Below, 'Lynx' and 'Lady Washington' duke it out. Above, Captain Meyer of 'Lady' gets the weather gauge on 'Bill of Rights.' Right, 'Lynx' lets fly a broadside. Below right, when modern day jack tars get done fighting, they get together for a potluck. This is Anne Meyer, 'Lady Washington's Purser — and the Captain's wife.



COURTESY PRIVATEER LYNX



COURTESY PRIVATEER LYNX



JOHN D. SKORIAK



# SIGHTINGS

## short sightings

**FRENCH TRENCH** — Sailboards rule the speedsailing scene once again. On April 9, Finian Maynard was clocked down the purpose-built canal at St. Maries de la Mer, France — otherwise known as the



DAVID WHITE

*Speed freaks (l to r) — Karin Yaggi, board shaper Patrick Diethelm and Finian Maynard at the Trench. Note how small Karin's board is.*

French Trench — at 48.7 knots. This beats both the old boardsailing record (set last November by Maynard, who is from the British Virgin Islands) of 46.82 knots, and the outright speed sailing record of 46.52 knots, set in 1993 by the radical Australian tri-foiler *Yellow Pages Endeavour*. The outright women's record was also set the same day, by Karin Yaggi of Switzerland, who blazed down the Trench at 41.25 knots. Both records were set with highly refined boards and custom gear. The wind for Karin's record was a constant 35 knots down the entire run, and Finian's time was set in 40 knots with the occasional 45-knot gust. The angle on the Canal was exactly 126 degrees for both records and the wind was uncharacteristically even down the entire run. Want to see what 48.7 knots looks like? For a short video, go to <http://www.mastersofspeed.com/full.php?what=media&lang=en> and click on "Yellow Pages Falls."

**CHARLESTON** — The cruise ship *Norwegian Dawn* was diverted to this antibellum port in mid-April, after a huge wave smashed windows, flooded cabins and injured four passengers. The 965-ft ship, with 2,500 passengers aboard, was on its way home to New York from the Bahamas when, on April 17, it plowed into a wave estimated to be nearly 50 feet high. The freak wave blew out the windows in two cabins and flooded 62 others. One passenger noted that it "knocked jacuzzis overboard that were on the 12th floor." The most serious injuries consisted of cuts and bruises. The ship's hull was damaged by the encounter, but it did not take on any water. After everything calmed down, drinks were on the house at the ship's bar. After docking in Charleston, about 300 passengers disembarked to find other transportation home, and all those whose cabins flooded were given half-refunds and vouchers for future cruises. After a Coast Guard inspection, the *Norwegian Dawn* was allowed to return to New York, where she will undergo repairs.

**QATAR** — Brian Thompson, who used to kick around Sausalito when crewing on Steve Fossett's trimaran *Lakota*, guided the 110-ft maxi-cat *Doha* (ex-*Club Med*) across the finish line off Doha, Qatar, on April 9 to take honors in the first-ever Oryx Quest around-the-world race. He and his crew finished in just under 63 days, more than 10 days off the around-the-world record recently set by Bruno Peyron on the 120-ft *Orange II*.

Finishing second 12 days later was the only other boat left in the race, Brit Tony Bullimore's *Daedalus*, the much-dated mini-maxi cat

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## seeing the light

thing apart and reassemble it on its present rocky crag. The keeper of that light first lit its wicks on February 7, 1877.

Point Bonita was the site of many firsts. One was the coast's first fog signal — an army surplus cannon manned by a retired Army sergeant by the name of Maloney. The idea was, when fog rolled in, the cannon should be fired every half hour. Maloney figured this was pretty 'cush' duty until the first time the fog rolled in — for three days. After firing the cannon every 30 minutes for 72 straight hours, Maloney was never seen again.

Point Bonita was also the last manned lighthouse on the California coast. The last 'wickie' moved out in 1981. Like all of them now, the light comes from an automated flashing bulb. But the beautiful,

*Hey sailor, want a good time? Want to put some real memories in Memorial Day? Why not check out the Master Mariners Regatta on Saturday, May 28. You'll never see a group of classic yachts anywhere that look lovelier or are sailed harder. Spectate from Pier 39 or your own boat. — just stay well clear as this is the one day of the year these guys race and they take it seriously. Below are some of the usual suspects, captured at the 2001 Regatta (l to r): 'Barbara', 'Santana' and (partially obscured, sail #1C 10) 'Bolero'.*



## — cont'd

original Fresnel lens — which was built in France and arrived here by sailing ship via Cape Horn — is still there, just in case.

Over the years, the lighthouse witnessed its share of shipwrecks, from the liner *City of Rio de Janeiro* in 1901 to the grounding of the 38-ft sloop *Fast Forward* just last month.

Want to know more? Why not visit? The lighthouse is open for guided tours Saturday-Monday from 12:30-3:30 p.m. Better yet, show up May 14 or 15 when the lighthouse (well, its second, lower location) will celebrate its 150th anniversary. From 12-4 each day, you can enjoy programs on lighthouse history, meet former and current 'keepers' and generally have a great time in a beautiful setting. Call (415) 331-1540 for more information.

## shorts — cont'd

which has been nipped and tucked more times than Joan Rivers.

The *Oryx Quest*, which is the brainchild of Brit Tracy Edwards (arch-enemy of Bruno Peyron if you're keeping track of maxi-cat politics), was something of a flop. The only really promising drama — a matchup after all these years between the 'Indian' boats: Olivier de Kersauson's 120-ft maxi-tri *Geronimo* and Steve Fossett's 125-ft maxi-cat *Cheyenne* — evaporated when both boats dropped out in the early going. Oddly enough, for all it lacked in public appeal, the event is regarded by many as a model of what the future holds for professional sailboat racing. All four competitors were paid handsomely just to show up, and Thompson's *Doha* team got a cool \$1 million for the win.

**OAKLAND ESTUARY** — One man remains missing after the tug he was skippering capsized in the Oakland Estuary last month. Kevin Campbell, 51, was at the wheel of the 45-ft tug *Sunshine State* on April 6 when it capsized during a maneuver to pull up the anchors of a 436-ft dredging barge. The tug's crewman was rescued, but Campbell appeared to have gone down with the boat. Salvors recovered the tug in the next few days, but were unable to find the skipper.





# DOMESTIC CLEARING IN MEXICO

The historic news out of Mexico is that the much-hated 'domestic clearing' requirements seem to have been almost entirely eliminated. Break out the really good tequila to mix with champagne, as this is fabulous news for both cruisers

the bank to pay port fees directly into the government account because the *capitania* wasn't permitted to collect

*Effective as of April 19 — Foreign-flagged pleasure vessels visiting Mexico must only clear in at the first port of entry. . .*

and Mexico.

Rather than having to clear in and out of each new port within Mexico — and often having to wait endlessly to jump through useless and expensive hoops for the port captain, immigration, customs, and visiting a bank — from now on mariners will just have to "inform" the port captain or a marina when they arrive or depart, and of any changes in crew. Whether mariners will be able to do this by radio/phone or have to show up in person is not yet clear. Without having had time to reflect on it, Marina San Carlos said they would do the logging service for free, while Marina de La Paz said they might charge some minimal fee.

The details of the change will be clearer after the April 25-26 meeting in Mexico City between the Department of Transportation, Department of Tourism, and the Mexican Marina Owners Association. Be sure to read *Lectronic Latitude* right after the 26th for the latest news. But after many false starts, this looks like the real deal in the elimination of domestic clearing — or at least 90% of it.

Although the news was tempered by some previous false starts, the immediate reaction among cruisers was jubilation. George Backhus of Sausalito, who is cruising the other side of the world aboard his Deerfoot 62 *Moonshadow*, had a typical reaction:

"While I immensely enjoyed cruising Mexico, I absolutely hated, abhorred and detested the check-ins/check-outs. I will never forget spending entire days running all over town to offices with short hours, many times unattended, or getting some sort of runaround and waiting hours to get through all the paperwork. I won't forget all the "big problema senior"s that were clever ways of extracting *morrida* for simple cases of an 'i' not being dotted or a 't' not being crossed, or one more copy of something being needed. I won't forget standing in long lines at

money. I won't forget the many hundreds of dollars paid to 'ship's agents' to avoid all this needless bureaucracy. I couldn't help but think how much nicer it would have been if we'd been able to spend that time and money on a nice lunch and a few *cervezas* at a lovely *palapa* restaurant, or shopping for some of the lovely handicrafts. When I left Mexico in '98, I'd had a bellyful of the clearing baloney, and decided that I wasn't coming back to Mexico again. With this new system, I definitely may cruise Mexico again after completing my circumnavigation."

Bruce and Bobbie McPherson of the Sausalito-based Island Packet 40 *Music*, currently in Paradise Marina, also had strong feelings. They reported that they specifically avoided Barra de Navidad, Mazatlan, San Blas, and Manzanillo because they didn't want to have to spend the time and money to clear in and out. In ports they did visit, they were spreading around about \$2,000 a month. "We'll return to our boat in Nuevo Vallarta in November, and the status of the clearing procedures will influence our decision on whether to stay in Mexico or head directly to Central America."

Marina owners were happy about the news for their customers.

"It's great news for everyone," said Antonio Cevallos, Harbormaster at Mazatlan Marina. He said this despite having just spent \$1,000 of his own money to become a 'delegate' — a sort of deputy port captain — and be able to clear boats in and out.

"I think it's terrific," said Mary Shroyer of Marina de La Paz — although she recommended patience until all the details are known.

"I've been working on getting this change for 30 years," enthused Tere Grossman of Marina San Carlos. The President of the Mexican Marina Owners Association, Grossman had once told President Fox that the clearing procedures were akin to making mariners repeatedly go through the 'stations of the cross'.



We at *Latitude* are ecstatic. Along with primarily Grossman, but also Enrique Fernandez of Marina Cabo San Lucas and others, we've battled long and hard against the abusive clearing requirements. For years, we've bent the ears of Mexican officials, journalists at the big papers in Mexico City, and written angry editorials railing against the antiquated system.

We think that all cruisers understand the legitimate need for checking into Mexico when first arriving, and checking out when leaving. Similarly, we don't think anybody has a problem with having to get a tourist card (visa), and — at the first port only — having to check in with immigration and customs. And these reasonable requirements remain in place. What really pissed everyone off was having to check in and out with the port captain, immigration, and aduana over and over and over again, and often being forced to pay ship's agents exorbitant fees to do it. In the case of Banderas Bay, for example, there are three port captain districts in less than 10 miles, so it was clearly ridiculous.

It also made cruisers very angry that the clearing regulations were interpreted differently by virtually every port captain, and from year to year. One result was that a number of cruisers simply stopped checking in and out of ports. We don't think anyone was ever caught, because there was little if any enforcement. Nonetheless, having such ridiculous laws that



## — ALL BUT ELIMINATED



LATITUDE 38 ARCHIVES

*If Mexico's new clearing-in and clearing-out procedures are adopted, 'domestic clearing' in every port would be a thing of the past.*

they are ignored, and ignoring laws when you're the guest of a country, are both very bad things.

The move to get 'domestic clearing' eliminated has been going on for decades. The necessary legislation almost passed through Congress a couple of times in the last few years, but reportedly was always thwarted by the "mafia-like" pilot boat association. Apparently, some part of the legislation would have trimmed the profits of that very lucrative trade.

Then last fall President Fox convened a meeting with the heads of various segments of the tourist industry, and asked for suggestions on how to improve their sectors. Once again, Tere Grossman strongly urged that he eliminate domestic clearing. Fox later released a statement saying that he would do so by the end of '05. But it didn't happen.

However, on April 19, Fox circumvented the stalemate in Congress by issuing a *Reglamento*, which is a Presidential directive that doesn't require the approval of Congress. Mary Shroyer of Marina de La Paz translated it as follows:

"Foreign flagged pleasure vessels must only clear in at the first port of entry. While navigating between Mexican ports, they must inform the port captain or an authorized marina in each port of

their arrival and departure, as well as of any change in crew. All vessels must obtain formal clearance papers from the port captain in their last port before leaving Mexico. Authorized marinas must maintain a log of the arrivals and departures of the vessels that inform them of their arrival and departure from other ports in Mexico."

Marina Mazatlan Harbormaster Antonio Cevallos interpreted it slightly differently in his "unofficial" translation:

"Private boats of foreign flag, recreational or sports, will obtain arrival authorization exclusively from the port captain of the first port they touch. When doing *cabotage* — navigation between Mexican ports — they will inform each entry and exit to the port captain or the honorary delegate (certain harbormaster) of the corresponding authorized marina, and inform them of changes to the crew list. Nevertheless, boats will have to obtain their *despacho* or final clearance when departing Mexico for an interna-

The *Reglamento* went into effect on April 19, the day it was issued. Tere Grossman wasted no time in setting up a log book at Marina San Carlos, and said that boats would no longer have to check in with the port captain, immigration, or customs there. Antonio Cevallos said the port captain in Mazatlan was still working out the details. Mariners might be allowed to "inform" the port captain of their arrival or departure by radio, but in any event, they certainly wouldn't have to go to immigration or customs. And get this: there would no longer be any charges by the port captain. In La Paz, the Shroyers reported the port captain said people would no longer have to go to immigration or customs. But it was unclear who was going to have to be "informed," just the marinas, or perhaps the port captain, too? And it was unclear exactly how this needed to be done. The port captain's initial reaction in Nuevo Vallarta was that nothing had really changed — except that they would no longer charge \$20 to check in and \$20 to check out. Of course, there is no immigration or customs in Nuevo Vallarta.

It seems clear that the only thing preventing the complete elimination of domestic clearing are having to "inform" either the port captain or marina of a boat's arrival or departure, and of any change in crew. We suppose they could make this very complicated, but based on the fact that two of the port captains have announced they will no longer charge any fees, we doubt that will be the case.

In fact, we wouldn't be surprised if, in the not too distant future, clearing in Mexico would be like in the United States — meaning that clearing in and out of the country *are* big deals. Domestic clearing, on the other hand, would be a non-revenue-generating nuisance for officials, so they wouldn't want to be bothered by it at all. At the very least, the *Reglamento* is very, very good news.

In another indication that Mexico is loosening up and slashing red tape,

*"When I left Mexico in 1998, I'd had a bellyful of the clearing baloney and decided I wasn't coming back. With this new system, I may."*

tional port. The honorary delegates of tourism, sport, and recreational marinas must keep a log book of arrivals and departures of boats that are regular guests and of those who visit occasionally."

American flagged vessels can now legally charter in Mexico. We know about four boats that have done it already. It generally takes a few months and costs between \$500 and \$2,000, but it's definitely legal and being done.

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## THE LATITUDE 38 INTERVIEW

# BLAIR & JOAN GRINOLS

*When is a person too old to learn to sail and start cruising? In the case of Blair Grinols, it certainly wasn't 63, which is how old he was when he completed the 45-ft catamaran he never wanted to build. Blair and his wife Joan — who are formerly of the North Bay, but are currently building a home in Eagle Point, Oregon — have cruised every winter for the last nine years, and in the process covered 64,000 ocean miles. Actually, they've done most of them together, as Blair did one season in the Marshalls and the South Pacific singlehanded.*

*Blair — who is thin despite a diet consisting largely of sticky-buns, pancakes, and ice cream — and Joan quickly become well known wherever they cruise. Part of it is because they are so friendly, but it's also because they host countless cruiser raft-ups, and 'everybody welcome' afternoon sailing and diving jaunts. Since the couple are so self-sufficient and prefer anchorages to marinas, they are able to cruise for \$1,000 a month without denying themselves anything.*

**38:** Exactly how much sailing experience did you have before you started cruising aboard *Capricorn Cat*?

**Blair:** Practically none. We'd made one fast trip to Hawaii and back on our Piver 40-ft trimaran *Oriental Lady* in 1989, but at the time we didn't even know how to trim the sails. Fortunately, Joan and I were accompanied by Norm Owens, a lifelong sailor who I had worked with at Mare Island Naval Shipyard.

**Joan:** I almost didn't go. I'm so dumb, I didn't know if we were in trouble or not.

**Blair:** And we were in trouble! (Laughter.) Joan got sick almost right away, and the first three days were the shits. But once we got 400 miles southwest of San Francisco, the conditions became very decent.

**38:** How was the Piver trimaran different from your current 45-ft catamaran?

**Blair:** The ride and motion are about the same, but the cat is faster. The problem with the Piver tri was that there was lots of storage space but very little living space. We hadn't gotten halfway to Hawaii when we started dreaming about cruising on a catamaran.

**Joan:** It's pretty bad when you have to bend over to get into the head, like we had to do with the trimaran.

**38:** Why did you decide to do a custom boat?

**Blair:** Primarily because all the production cats were too expensive for us. We spent all of '92 and '93 looking at new — mostly French — catamarans at the big boat shows on both

*"The year we built the boat was the hardest year of my life. I thought I was going to die."*

coasts, but they were all way beyond our budget. So we started actively seeking a cat that we could build. We started at the 40-foot length, but it grew to 45 feet. Our plan was that we'd have somebody build the hulls and other big parts, then I'd install all the mechanical stuff when I retired in '94 to save money.

I talked to five multihull builders from Seattle to South Carolina trying to find one that would build our boat for a price we could afford. I ended up going with a bid from a company in Chico that had been building F-31 Corsair trimarans for years. Their bid seemed too good to be true — and it was. After 18 months, all that had been completed were the hulls. Chico isn't a very good place to have a boat built, because it's too cold for the resin in the winter and too hot for the resin in the summer. Sometimes the guys would have to wait until after midnight for it to be cool enough to use the materials in the summer. Anyway, after 18 months we were informed that the guy had become allergic to the resins and couldn't complete the project. All of a sudden we had two hulls and nowhere to go. I had no choice but to finish the boat myself.

So in the summer of '94, I modified the trailer for a pontoon boat so we could tow the hulls up to Shaw Boatworks in Aberdeen, Washington. Then we moved our RV into the boatyard, where Joan and I would live for a year. I had worked out a favorable deal with John Shaw. He'd let us plug in our RV and live in his boatyard, plus have the run of his shop, if we'd just hire labor from him at the normal rates. In the end, I hired what I thought was his best boatworker for a year, paying the shop wages. It took one year to build the cabin, bridgedeck, put it all together, and do all the mechanical work.

**38:** Is this something that you'd recommend to others?

**Blair:** No! It was the hardest year of my entire life. I thought I was going to die.

**Joan:** Building the boat really did take its toll.

**Blair:** It got so bad that toward the end of summer we thought of selling her as she was. We had been working Monday through Saturday, including nights. Plus, I dropped a big beam on my toe, got bursitis in my elbow, and came down with such a bad case of bronchitis that I had to return home for a week.

**Joan:** And while working in Washington our home was robbed.

**38:** Did Joan help with the construction?

**Blair:** She sure did. She mixed resin, wetted out cloth, and cleaned the boat at least twice a day. But it was awful. For one





thing, the building wasn't insulated, so it was as cold inside as it was outside. In the cold months at the beginning and end of the project, we couldn't even mix resin! And I had to wear insulated clothes underneath my coveralls. As for my coveralls, they ended up so splattered with resin that they stood straight up without me in them. I've kept them as a souvenir.

The only thing that got us through was developing the mindset that if we just kept checking jobs off our list, that someday there wouldn't be any more jobs and the boat would be done. But it was very hard, because for the first nine months or so the list kept getting longer rather than shorter.

**38:** So you wouldn't recommend it to anyone else?

**Blair:** No. Maybe if I'd been 30 or 40, but not 61.

**Joan:** But not with this wife!

**Blair:** It was so hard physically. Every night I'd collapse into bed exhausted. Then I'd wake up a couple of hours later thinking of all the stuff I had to get done the next day. I remember

waking up so many times in the middle of the night in the motorhome, turning on the computer, and adding to the list of things that needed to be done.

**Joan:** He also got hellacious cramps in his legs at night.

**38:** At least you know everything there is to know about your boat.

**Blair:** I know every inch of her and everything in her.

We finally launched her on January 6, 1996, the day after my birthday. We were originally going to christen her with the Hawaiian word for Joanie, but then she realized that both our birthdays and the boat's launching would be under the sign of Capricorn — so she had to be *Capricorn Cat*. I'm sure glad Joanie thought of that, because I've been net control many times, and those Hawaiian and Polynesian boat names are a problem for everyone.

**38:** You've subsequently sailed all over the Pacific, some of it singlehanded, and are obviously very capable. How long did

## the latitude interview:

it take you to come up to speed with your sailing and cruising skills?

**Blair:** We brought the boat from Washington down to the Bay Area in February which, of course, is one of the worst

*"Last year I singlehanded  
for 4,000 miles without any  
problem."*

months of the year. It was the trip from hell, too, as there was a low pressure system that meant we were hard on the wind from the Oregon border on down. Fortunately, I had Rich Richmond — who has won the Ensenada Race twice with his Corsair trimaran — come along as crew. But once we got the boat to Vallejo, Joanie and I would just bring her down to the main part of the Bay and practice tacking, gybing, trimming the sails, and all that. It actually didn't take us very long to feel quite confident. So when we headed south to do the Ha-Ha that October, we felt good about things. After doing the Ha-Ha and a couple of more overnights, we were confident.

**Joan:** Do you mean we took off without your feeling confident?

**Blair:** (Laughter.) Well, I was an engineer and a mechanic, and had raced powerboats, so I had some skills and wasn't completely new to water. When I bought the tri in San Diego, I'd never been on a sailboat before. But we powered up to San Francisco, and I felt comfortable doing that.

**38:** How many people do you need to safely sail your boat?

**Blair:** Although *Capricorn Cat* was not set up for singlehanded — the halyards aren't lead back to the cockpit, and I have to get on top of the cabin house to reef — she's very easy to singlehand. Last year I singlehanded 4,000 miles without any problem. I didn't get exhausted either, because I made a habit of cat-napping. If you snooze for half an hour every hour or two, you get plenty of sleep. I'd just set the radar alarm on six



*'Capricorn Cat' in the Pirates for Pupils Fundraiser on Banderas Bay.*

miles, lay down on the trampoline, and get some rest.

**38:** Did the radar alarm ever go off?

**Blair:** I don't know, (laughter) I would have been too far away to hear. But out in the Pacific there are so few boats that

it wasn't a worry. From the Marshall Islands to Fiji, I saw just one boat. And I saw just one more from Fiji to Hawaii. From Hawaii to California, we saw about 10 boats, but most of them were just fishing boats. It just wasn't a problem.

When it comes to the size, displacement, and sail area, *Capricorn Cat* is perfectly manageable. And I'm still agile enough to jump onto the cabin house if I need to reef. I tell you what, if it was just up to me, I'd load the sucker up with groceries tomorrow and set sail for the Marshall Islands once again. But Joanie wants me to stay closer to home.

**38:** Let's talk specifically about cats for awhile. Does your cat have daggerboards and do you like them?

**Blair:** *Capricorn Cat* has them, and I think they are very important for long-range cruising. When we came home from Tonga, making just two stops last year, we were on the wind for 5,000 miles. Having those daggerboards was critical for being able to maintain our desired course. If we hadn't been able to point that high, we would have had to tack, which would have made the trip much longer. You don't need daggerboards when you're off the wind and carrying a chute, but they sure help if you're trying to point.

**38:** Speaking of sailing to weather, there's been a lot of controversy about how high cruising cats can point. What does *Capricorn Cat* tack in?

**Blair:** In ideal conditions, she can tack in about 100 degrees — but not at full speed. If I'm racing, I have to tack in 110 degrees for the best VMG — just like *Profligate*, *Little Wing*, and all the other cats with daggerboards that I've sailed against. Some multihull designers claim their cats can point higher. I've challenged them to prove it, but none of them have taken me up on it. Cats with keels, of course, don't point as high as those with daggerboards.

**38:** After 8+ years and over 64,000 ocean miles, is there anything you wish you'd done differently with the design of your boat?

**Blair:** Just one thing — I wish I'd made the cockpit slightly larger for entertaining. We went from 40 to 45 feet in our design, and thought that was enough. But we easily could have added a couple of feet to the cockpit, and that would have really helped when we have other people aboard. Everything else about her is great.

**38:** Bridgedeck clearance is really important for catamarans on the ocean. Does *Capricorn Cat* have enough?

**Blair:** It would be nice if she had another three or four inches so she wouldn't slam quite so much in certain sea conditions. She started with 34 inches — which is much higher than most production cats — but after adding a lot of gear, she's down to about 32 inches. As such, when we're going to weather in certain sea conditions, sometimes we get a hell of a slap. But when designing the boat, I was paranoid about creating something that looked boxy. I wanted a cat that was low, long, and looked slinky — which back then was considered the best. As such, I also went for a cabin that had minimum headroom clearance. The trend now is toward cats with higher freeboard in order to get greater bridgedeck clearance.

**Joan:** As for me, I wouldn't go cruising in a cat of less than 45 feet of length. I think 45 feet is the perfect size for the two of us.

**38:** How much does the boat displace?

**Blair:** Just the boat itself weighed about 9,600 pounds before we put in the interior, mast, rigging, and all that stuff. All ready to go, she originally probably displaced about 17,000 pounds, but now she's probably up to at least 18,000.

With cats the big design compromise is always between how fast you want to go and how much weight you want to be able



## blair & joan grinols

to carry. If you go with very narrow hulls, the cat will be fast — unless you carry too much weight, and then she'll really be slow. But our cat turned out to be a good compromise between speed and the ability to carry a lot of weight. For example, down in Zihuatanejo once, we took 25 people out sailing and were still sailing at 12 knots.

**38:** When it's just you and Joan aboard, do you still set the chute?

**Blair:** Yes. The only trouble we have had is when there is too little wind or when we have the main up, too. I don't know how you fly chutes with the main up on *Profligate*, because we've gotten terrible hourglasses when we've tried it. But we have a spinnaker sock and that really helps. When we want to drop the chute, Joan drives and I get on the foredeck to pull the sock down over the chute.

**38:** Is it true that while trying to sock the chute a couple of years ago, you were lifted up and around the headstay?

**Blair:** Stuff like that always happens at night, doesn't it? It was two Ha-Ha's ago, the conditions had been benign, and then at about 10 or 11 p.m. the wind came up. We knew we had to get the chute down. Joanie drove as usual, but steered a little high until the chute collapsed. I got it about halfway socked when the bottom half refilled. I was wearing sailing gloves, and had the downhaul line wrapped around my hand, so when the chute filled I was lifted up. At one point I was hanging from the chute about 10 feet out in front of the boat. Joanie was at the wheel yelling, "Hang on! Hang on!" Something allowed me to swing around the front of the headstay and snag the dolphin-striker with my toes, so I pulled myself back on the boat.

**38:** That must have scared the heck out of you.

**Blair:** Not really. I was wearing sailing gloves and stuff. Fortunately, the chute didn't collapse with me out there, or I would have been dropped into the water — which wouldn't have been good for a 70-year-old.

**Joan:** It scared me having Blair out there, because if he'd been lost, I would have been a goner, too.

**38:** You don't feel as though you could handle the boat?

**Joan:** No, I wouldn't have been able to retrieve him or even get the boat to a port.

**Blair:** She totally relies on me. If I died, she'd probably die, too. But I've never felt as though we've ever had a problem. Half of it is that we stay in the right places for the time of year. Places where you might expect 35 or even 45 knots of wind, but not more than that.

**38:** What's the worst weather you've been in?

**Blair:** We had 45 knots of apparent wind on the way from Tahiti to Hawaii once. It was a constant 33 to 35 knots true for almost two days, and there were 15-foot seas — although they weren't that steep. Even though we were going to weather with nothing but a triple-reefed main, we had to set the drogue to slow the cat down. Before we did that, we were doing eight and nine knots, and the cat was launching herself over the back of the waves. That's the hardest on the boat and crew, when the boat launches herself to weather over big waves. The drogue slowed us down enough to prevent most of that. We could have turned around and run with it, of course, but we didn't want to give up all the miles we'd made.

You know, some monohull cruisers say stuff like, "It must be great doing 15 knots all the time." Well, we rarely go that fast, and even if we could, we wouldn't want to because it's not comfortable. Eight to 10 knots is just fine, and we usually reef to stay within that speed range. If you go too fast, everything bangs around and it's more nerve-racking than fun. Sure, there are times when the conditions are just right and we'll go faster and it will be a lot of fun. For example, one year we

had a great trip to Hawaii, and I remember eating dinner with the rest of the crew in the salon watching the GPS click off a constant 14 to 17 knots. But that's not the norm.

**38:** When do you reef?



Can you guess why Blair always needs to carry loads of toilet paper?

**Blair:** *Capricorn Cat* has an extra tall rig, so on a reach in smooth water we'll pretty much sail at the speed of the wind to about eight knots. But at 17 or 18 knots of wind, I'll reef — although I'll wait until about 20 knots if it's smooth water. But in the Marshalls, for example, where it seems like it always blows 20 to 25 knots, we usually double or sometimes triple-reefed the main before going out to sail, and also rolled up the genoa most of the way. But even so, we'd still usually average 10 knots. We used to race the Wylie 65 *Roxanne* — a very fast boat — the 65 miles between two atolls, and we'd both do it in around 6.5 hours. They'd usually beat us by just a little bit.

**38:** Have you ever felt unsafe on your boat?

**Blair:** In the 64,000 miles I've sailed *Capricorn Cat*, I can't say that we ever felt like the boat was going to flip or that one of us was going to go overboard. And I've scrambled all over the boat and the top of the house at night. And I suppose I shouldn't say this, but I never wear my harness or a PFD. I just don't like wearing them. Actually, I did wear a harness once on the way from Tahiti to Hawaii. It was blowing 35 true at the time, which meant about 42 apparent, and I could barely hold myself up in that damn wind reefing the main. So I did wear it that one time.

**38:** After 8.5 years and all those ocean miles, how has your boat held up?

**Blair:** She doesn't have any cracks, structural problems, or anything like that. Sure, there are some little cosmetic cracks, but nothing to do with the integrity of the boat. Of course, I did

*"Even if we could go 15 knots all the time, we wouldn't want to."*

break the bottom off one of the rudders when we drifted back onto a reef in the Marshall Islands, and I broke a daggerboard hitting a coral head in French Polynesia. Actually, I've broken the daggerboards a couple of times.

## the latitude interview:

**38:** How big are your engines and what do you cruise at?

**Blair:** *Capricorn Cat* has two 44-hp Volvo diesels with sail-drives. We can go as fast as 11 knots, but we never do. We just use one motor, and at 2,200 rpm we get 6.5 knots without burning more than .75 gallons an hour. In flat water, we get

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'97-'98 — Cruised Mexico, French Polynesia, Hawaii, home.  
'98-'99 — Cruised Mexico.  
'99-'00 — Mexico to the Line Islands, Hawaii, and home.  
'00-'01 — Mexico to Hawaii and home.  
'01-'02 — Hawaii to Marshalls, to Fiji, Marshalls.  
'02-'04 — Marshalls, Tonga, Samoa, Tonga, Hawaii, home.  
'04-'05 — To Mexico and home.

almost 10 miles to the gallon. We have 75 gallons in integral fuel tanks and another 45 in Mexican jury jugs, so we have a range of over 1,000 miles. Range is more important to me than speed.

We've got 3,000 hours on the engines, and they've been fine. Well, one engine overheated once so we did a valve job. It looked as though we had another overheating problem when we came down the coast this year, but it turned out to be hundreds of dead bees in the cooling lines. (*Laughter.*) They'd made a home in the lines when the boat was hauled out for the summer, and when the boat was launched, they all got trapped inside and

plugged everything up.

We did have a seal go out on a saildrive while we were in the South Pacific. One problem with saildrives is that you can't change the seal while the boat is in the water, and one problem with cats in the South Pacific is that Dominic's in Raiatea is about the only place you can haul them. As a result, we couldn't use one engine for the whole season — except while backing in and out of slips for just a couple of minutes. For those who haven't tried it, it's impossible to maneuver a cat in a confined space with just one engine. You need a little bit of room for the steering to take effect.

I run big alternators on both engines so, as you'd expect, we've had to replace a lot of belts and had to rebuild the alternators a couple of times. I carry parts so I can rebuild them while underway.

**38:** After all these years and cruising miles, you probably have all the electronics and navigation gear you could possibly want. How about a rundown?

**Blair:** I always used paper charts with the GPS until I got to Fiji a couple of years ago, where the reefs are really tricky. So then I acquired a C-Map navigation system for my computer, which links up to my GPS. This means I can constantly see where the boat is on the chart — it's amazing and makes navigation so easy. But I still keep a paper chart out and log our position on it a couple of times a day. But yes, I love the navigation software combined with the GPS.



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## blair & joan grinols

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**38:** Those reefs in Fiji make navigation very dangerous, wouldn't you agree?

**Blair:** It was white-knuckle time all the time for me in Fiji. I dislike the place immensely.

**Joan:** But many other cruisers love it.

**Blair:** It's a big social scene for the Kiwis at places like the Musket Cove Resort. When I asked them what they were doing there, the Kiwis all said, "We're here because all our friends are here."

**Joan:** The other cruisers called Blair 'the weather whiner'.

**Blair:** *(Laughing.)* I guess they were right, but the weather did suck. Some people said it was a bad weather year, but then Tom and Bonnie of *Toujours* said it had been even worse the year before. Only one day in seven was good, plus the water temperature was only 78 degrees — and that's too cold for me.

**Joan:** Blair loves the ocean to be bathtub warm.

**Blair:** I do, and that's one of the reasons I love the Marshalls. It was so rainy and windy in Fiji that I had to wear a sweatshirt! I don't want to have to wear a sweatshirt when I cruise.

*"I don't want to have to wear a sweatshirt when I cruise!"*

**38:** Let's get back to your electronics.

**Blair:** I'd be scared to death at night without radar, so you've got to have that. In addition, I've got a depthsounder on each hull, plus a speedo on each hull. With GPS, you really don't need the speedo, so I guess I just have them so guests can see how fast we're going when they walk through the cockpit. As for the wind instruments, I've got good ones, but I depend on the Windex more than anything.

**38:** What do you use for communication?

**Blair:** Ham radio and Winlink. The Winlink communication is something that wasn't available when we started cruising, and it's made cruising so much easier and more enjoyable. For one thing, every day we get to see who loves us by who sends us mail. *(Laughter.)* We check it twice a day. And every day or so, I try to send out a brief report on what we're doing.

**Joan:** E-mail at sea is very important because it allows you to stay in touch with family so easily.

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## the latitude interview:

**Blair:** In the days before e-mail on boats, we'd have to make very expensive and inconvenient phone calls or buy phone cards and stuff like that. Not any more. If we want to be in contact with family members, we don't have to leave the boat — and it's free! The same thing is true if we want to make a reservation at a marina or order boat parts. What a tremendous improvement Winlink and SailMail — the latter is e-mail for boats with SSB radios — have made to cruising.

Winlink is also critical because it's how I get my GRIB weather files. Before we had Winlink, we used to have to listen to High Seas Weather. I hated it, because the computer-generated voice was a monotone that was extremely hard for me to understand. Now you get weatherfax-like reports, customized for your area, for hours and days in advance. I rely on the GRIB files almost exclusively for my weather. It's all free from NOAA, and once you have the ham or SSB radio and the modem, you can download all the programs you need. It's a wonderful thing.

**38:** When you're down here in Mexico, do you check the weather before you head from, say, Puerto Vallarta to Manzanillo?

**Blair:** No, I wouldn't look at it.

**38:** Do you listen to Don on *Summer Passage*, who is the weather guru for so many cruisers in Mexico?

**Blair:** Once in a while. But Jeff on *Moon Me* listens to Don's report, copies it down, and then repeats it on the morning net in Vallarta. But for just local trips, we just see what the weather looks like before going sailing.

**38:** How many sails have you gone through in 64,000 miles?

**Blair:** I'm on my third main and third genoa. The first main was Dacron and barely lasted two years before stretching completely out of shape. The first Spectra main lasted five years before it started to delaminate. But Spectra is far superior to Dacron for cruising sails. We've switched to Spectra genoas now, too. As for chutes, I've blown about eight of them over the years.

**38:** You have a reputation for a diet that consists to a large extent of cookies, sticky buns, and ice cream. How do you keep the ice cream cold?

**Blair:** I do love ice cream, and like to have several flavors available at all times. So I built a very large freezer with lots of insulation. The freezer is so big that I was able to crawl inside to do the final work on it. To create the electricity necessary to run the freezer, we have a little Kabuta diesel we keep in an insulated part of the aft cabin that runs a 200-amp alternator — in addition to a 24/gal/hour watermaker. I also have 120-amp alternators that I run off the engines. Finally, I have seven solar panels that put out 25 amps while at anchor. While underway, they only put out about 10 amps. My Danfloss air-cooled cooling system requires about 125 to 150 amps a day, so with lots of sun I can just about support it with the solar panels. Otherwise, I have to run the generator about an hour a day while underway.



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## blair & joan grinols

**38:** What other significant gear do you have?

**Blair:** It's not gear, but we carry 70 gallons of water in addition to the watermaker. We also have a washer/dryer — but it hasn't worked after I mistakenly plugged it into a 240-amp circuit and blew the timer. For two years we cruised with just a manual windlass, which was a lot of work. We've had an electric windlass ever since. It's so much better — plus, I use it to raise my mainsail.

**38:** We know that you like to travel around in your motorhome during the summer, so what is it about cruising on a boat that you like? The moving around, the new friends you make, the old friends you see again, the adventure?

**Blair:** The biggest attraction cruising has for me is that it gives me a way of staying in warm weather. The second is the interaction with cruisers and other people. But my main thing is staying in warm weather.

**38:** But you could do that by airplane.

**Joan:** That's right.

**Blair:** That's true. (*Laughter.*) Hell, I don't know why I like cruising. Maybe because it's something that I dreamed about when I was young. It's just so enjoyable. But I must say, I don't enjoy being in marinas that much — I much prefer being out on the hook. We're only here in Paradise Marina because we're getting a whole bunch of dental work done in PV at very low prices. In fact, the savings is paying for our whole winter of cruising.

**Joan:** I'll tell you why Blair likes cruising so much. For him, it's a case of 'changes in latitudes, changes in attitudes'. He's just happier when he's cruising.

**38:** It's a somewhat popular misconception that cruising is

*"Believe it or not, I use regular toilet paper to keep my engine oil clean."*

mainly cocktails at sunset on perfect sailing days. That's not true, is it?

**Blair:** It's not all fun, particularly if you don't enjoy at least some mechanical work. I've changed this pump and that pump, belts, alternators, water pumps — you need to be prepared to do those kinds of things when cruising. I've never had an engine go out, but I did have a saildrive go out, so for one season we could only use the second engine for very short periods of time. But it all worked out. It's nice to have a cat because you have two engines.

**38:** We've heard some strange rumors about how often you change the oil in your engine. Tell us about it.

**Blair:** Clean oil is critical to the life of a diesel, but if you just constantly clean your oil rather than change it, it will last just about forever. I learned that — and the fact that oil has better lubricity after a bit of use — at an oil seminar years ago. Anyway, I have an oil cleaning system that farmers commonly used 20



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## the latitude interview:

years ago in the dusty Central Valley — but to my knowledge is no longer available. I bought the last bunch of them. Believe it or not, the filter is a roll of common toilet paper — although some brands are better than others.

**38:** You filter your oil with toilet paper rather than change it. Get out of here!

**Joan:** (Laughter.) It's true!

**Blair:** I know that it does sound ridiculous, but it really is true. So I always carry plenty of rolls of toilet paper. The way the filter works, the oil shoots up the middle, and then filters down through the toilet paper, which is held so the tube is vertical. And it really cleans everything out. Ages ago my dad gave me an old Chevy El Camino that had the dirtiest oil you've ever seen. I put one of these oil filter systems on, and within 500 miles that oil was absolutely clean. It's true that you have to replace the toilet paper every 100 hours or so, but I only change the engine oil at the end of every season — and I probably don't even need to do it that often.

**38:** Where can people buy these toilet paper oil filters?

**Blair:** Like I said, they just don't make them anymore. I don't think it's in the best interests of the oil companies to have them around because people sure would save a lot of oil.

**38:** You've done Mexico many times, the South Pacific, the Marshalls and other places. Which has been your favorite?

**Blair:** The prettiest place in the world is probably Moorea. We'd go to Tahiti, grab some provisions, eat a meal at a 'roach coach', then blast over to beautiful Moorea. But I don't think the Marshalls can be beat. The Petty family from Pt. Richmond

have been there for 18 months now on their Wylie 65 *Roxanne*, and they just love it. The air and water are always warm, there is great sailing, great diving, wonderful people, and there are no tropical cyclones. I don't think the Marshalls can be beat.

**38:** How come more cruisers don't go there?

**Blair:** I don't have any idea. After spending a season in the Marshalls, I went to Fiji and talked the Marshalls up so much that about eight boats followed me up the next season. And most of them stayed there through the year. You can't believe it, the water is almost always perfectly clear. I wished I could have stayed there, too.

**38:** Tell us more about it.

**Blair:** Majuro is the capital, and the most boats I ever saw there was about 20. But I like it a little more secluded, so we'd go to villages on the outer islands — such as Aur — where there were maybe three or four other boats, and we'd all have a great time. You get addicted to a place like that. We planned on staying a few days at Aur, but stayed six weeks! We had so much fun that time flew by.

For example, I'd get on the radio in the morning and say, "What shall we all do today, boat projects or play?" Most days people on the other boats would want to play. So six to 12 of them would bring their dive gear over to *Capricorn Cat*, we'd go out the pass, set the chute, and look for a new place to dive. Usually we'd catch a fish going through the pass, and somebody would prepare it for lunch while we continued down the

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## blair & joan grinols

reef picking out a new place to anchor. Then somebody would dive in the water, I'd bring the bow to within about five feet of a coral wall, and the diver would carefully place the anchor so as not to damage anything. Then we'd dive and hang out all day before sailing back.

There were often a lot of sharks, but they didn't bother us. Those idiots in Tahiti feed the sharks, so when a shark sees a human in the water they come around expecting to be fed! The sharks didn't pay any attention to us in the Marshalls. Other times in the Marshalls we'd be invited to the village ashore for a feast, or all we cruisers would have a BBQ on the beach. It was just great!

**38:** So you do a lot of diving?

**Blair:** Oh yes, I love it. I have a hooka rig that sits in an inner tube and has a 50-ft long hose leading to a couple of mouthpieces. It's great because you don't have to refill air tanks, and besides, most of the interesting stuff you see when diving is in less than 50 feet of water. And the hooka is just great for cleaning the bottom of the boat, which I also do myself.

**38:** Do you have an idea of how much money you spend while cruising?

**Blair:** On a day-by-day basis, it's only about \$400 a month. But when you include the expenses of getting the boat ready and fixing things after a cruise, it's another \$600 a month. So it comes to about \$1,000 a month for everything. If you stay in a marina, it's a lot more expensive. Here at Paradise, we're

spending another \$30 a day. And because we're in a marina, we're enticed to dine out more often, which is a lot more expensive.

**38:** Where do you like to eat?

*"We go there for market day and get 30 pounds of fruit and veggies for \$10."*

**Blair:** Places like Ernesto's El Farol in Jarretadera. You take your dinghy across to Nuevo Vallarta Marina, walk a half mile up the road, cut through a field for half a mile, at which point you come to Jarretadera, which is a real sleepy Mexican village hidden away between the airport and resort hotels. We go every Tuesday and eat at El Farol, which is only open for breakfast and lunch. You can't believe the burritos or giant chile rellenos you get for about \$4. Plus, it's market day, and you get about 30 pounds of great fruit and vegetables for about \$10. And I really do mean 30 pounds!

**38:** That's a tad less than Whole Foods in the States.

After all these years of cruising the Pacific, you've no doubt seen some cruisers who aren't having as much fun as they hoped. What are they missing — experience, sailing skills, mechanical skills, being in good shape, a realization that cruising is more work than being on a cruise ship?

**Blair:** I would say the biggest problem is the lack of basic

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## the latitude interview:

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**Joan:** This year's Pacific Puddle Jump group has been having experts giving seminars on things like electrics, diesels, refrigeration, and so forth. Blair has spoken at several of them.

**38:** Is there a big group going across this year?

**Blair:** Not as big as previous years because so many boats are headed for Central America.

**38:** Maybe it's the cost. Central America is much less expensive than French Polynesia.

**Joan:** You can get sticker shock with the food prices in the South Pacific. We paid \$5.75 for a head of cabbage in the Marquesas!

**Blair:** French Polynesia is very expensive. On the other hand, Fiji was very cheap. Service people charged \$20 Fijian for labor, which is about \$10 hour/U.S. And they did good work and were very, very nice.

**38:** What's your favorite place in Mexico?

**Blair:** Zihuatanejo. I like that non-tourist atmosphere, the locals, and that it's clean.

**38:** Have you ever been a victim of a crime in all your time in Mexico?

**Blair:** The only incident was a few years ago at Bufadero on mainland Mexico. While sleeping in my bunk, I was awoken in the middle of the night by a young, clean-cut Mexican guy — who I'm sure was moonlighting from the police or military. He woke me up by demanding that I give him all my money. "What did you say?" I shouted, ripping the covers off of me. "Get the hell off my boat!" He whirled and put the gun to my forehead threatening, "I kill you, I kill you!" I told him not to get excited, as I didn't want to get shot. Then he did this theatrical move, where he dramatically cocked the gun. When a shell didn't come out and there wasn't the distinctive sound a shell makes going into the chamber of a .45, I knew the gun really

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## blair & joan grinols

wasn't loaded.

I faked him out by giving him a little money. He had another crewmember of mine and me sit on the edge of my bed while he counted the money, the .45 caliber pistol dangling from his little finger. I whispered to my crew to go for the gun — he could have gotten it easily — and I was going to beat the robber to death. But my crew was too scared and kept begging the robber not to kill us. I actually hoped he had a bullet in the gun, because I wanted to use it on him. My mind was racing. Even though the robber still had the gun, I was thinking about how I was going to clean all the blood off the decks. (*Laughter.*) Because I was going to take him out to sea and kill him!

The problem was that he had an accomplice in the salon with what looked like an AK-47 or some other automatic weapon. I was sure I could have shot him before he shot us, but you never know. But since I hadn't heard a boat bumping into *Capricorn Cat*, I assumed there was yet another accomplice in their boat.

**38:** But you faked him out so that he didn't get too much money?

**Blair:** He didn't get much, but it was still too much.

**38:** Any other incidents in Mexico or the South Pacific?

**Blair:** None. I've never felt unsafe or experienced any kind of animosity.

**Joan:** Well, we did have the dinghy outboard stolen from the beach in Papeete. We came in for dinner one night and tied

up the dinghy on land. When we came back, the outboard was gone. It was our fault because we didn't lock it.

**38:** So what are you up to next?

**Blair:** Joan and I will be sailing *Capricorn Cat* up to Newport

*"My mind raced — how would I get the blood off the deck after I killed him?"*

Beach, where she'll live on a mooring for the summer. We'll be taking the offshore or clipper route back up to California, which we always do rather than the Baja Bash.

**38:** Is it true that you've sold a half interest in your cat?

**Blair:** Joanie doesn't want me to sail as much, and there has been a short list of people who've told me they were ready to buy the boat when I was ready to sell. What will probably happen is that we'll sell half of it, so I'll be able to use it in Mexico in the winter. I'm pretty sure I'll be back for the Banderas Bay Regatta next March year.

**38:** We thank both of you for your time and insight.

**Postscript:** About 100 miles north of Cabo on the way north, Blair slipped in the cockpit, injuring his back and ribs. In considerable pain, he and Joan made their way back to Cabo, where x-rays showed that nothing was broken. He's since recovered, but their cat is currently in La Paz.



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# FEAR AND LOATHING

## The Beginning

One of the first orders of business was to get the boat upright. *Reinrag 2*, a J/125 sprit boat, is 10.5 feet wide, but by cocking her over to about 55 degrees on her purpose-built trailer, you can get the

## The Schedule

Get the boat towed down to L.A. and rigged to sail the LAYC Whitney Series



LAURA GARNIER

boat to a street legal 8'6" wide for towing without the need for 'wide load' permits. She's much easier to work on level, however, so I spent a day getting the boat upright and on her other cradle.

Then came Caleb Borchers, a Portland native, who helped us dial in the boat. Caleb is a multiple-campaign America's Cup bowman and TP-52 guru. He spent a couple of weeks making some repairs and tweaks to the boat and — most importantly — lightening the boat a ton (figuratively speaking). He's a weight fanatic, and we spent the whole time while sailing the Cabo Race asking "where's the hooty wacker (our word for everything and anything)?" By day three, the response, in unison, was, "Caleb said it was too heavy so he took it off!" We won by 7 minutes over an 800-mile course, so we are all happy he made us light. Except that the alarm on the B & G's kept going off indicating the autopilot wasn't working. Looking in the back of the boat it was obvious why: Caleb said it was too heavy — so he took it off.

## The Crew

*Reinrag 2* belongs to Tom Garnier, who is also the captain (*Reinrag* is 'Garnier' backwards). Joby Easton is a Cal 20 stud, damn good driver and my nomination for sailor *du jour*. Mark Schrader is a solo circumnavigator, BOC Race veteran and former director of Around Alone. Bill Huesby, our navigator, is a past Pacific Cup winner. Boat Captain Scott Lonsway is useful for maintenance and housekeeping.

**Garnier's Ragtime Band (l to r) — Tom, Mark, Bill, Scott and Joby.**

race around Catalina Island on March 5. Dial the boat in as much as possible, park it at Cabrillo Bay Marina, fly home to Portland, fly back with the Cabo crew, motor down to Newport Beach YC, start the race to Cabo March 19. After the race, have someone drive the truck and trailer from L.A. to Cabo, de-commission the boat, load it on the trailer, haul it back to L.A. and leave her there for the TransPac. Phew!

## Ignorance Is Bliss

After Caleb finished with his chores and was off on the Pineapple Cup, we loaded up the Ford F-350 diesel and the 5<sup>th</sup> wheel Triad Trailer and started off for L.A. My Dad made the trip with me. Just prior to leaving, he asked, "Isn't the weather really bad in L.A. right now?" I

responded, "How bad could it be? We're from the northwest where it rains all the time."

We decided to leave the boat upright on the trailer instead of putting

her back on an angle because Oregon and California don't have major restrictions for hauling an over-width load. At that point, we had not talked to anyone about the tow back from Cabo. I don't know why we thought the road from Cabo to Tijuana would be like a good 'ol U.S. highway. I now think we should get into the *Guinness Book of World Records* for the largest boat to travel from Cabo to California overland, and something close to a Darwin Award for trying it.

*We saw about 50 dead cows and 200 live ones within inches of the highway. . .*



## Fuelish Pleasure

The truck hauled the load very well. We picked a good time to do the trip since diesel is only \$2.69 a gallon and we average about 7.5 mpg! With a 29-gallon tank, we got to visit most of the truck stops in Oregon and California. (Note to self: pick up extra jerry cans for trip out of Mexico. Another note to self: find out why fuel is so expensive.)

We made it halfway to L.A. on Saturday, stopped for the night, and finished the trek down to Marina del Rey on Sunday, arriving around 6 p.m. Most of the latter part of the trip it was raining — not like Oregon rain, more like Alaska rain! It was fun practically hydroplaning with a 41-ft boat behind us through L.A. traffic. I heard it rained 5 inches in 24 hours in many Southern California areas. We decided to drop the boat over at Tom's brother's industrial yard, and come back a week later when the weather would be better for setting the keel.

We flew home to sunny Oregon and enjoyed summer-like conditions while Los Angeles continued to get pounded

# IN LOS CABOS



**Breaker, breaker — 'Reinrag2' hits Hellway 1. Right, the boat in non-suicidal towing mode.**

by bad weather the rest of the week. I flew back down the following week, and managed to set the keel and rig the boat between rainstorms. Caleb sent me an overnight package of million-mile-an-hour tape from Florida to use on the spreader tips — lightweight and awesomely strong stuff! Instead of heavy spreader boots, we used thin foam packing material and this tape. I don't know where he got it, but they must use this stuff to hold the space shuttle together. I think the tape runs about \$90 . . . for the *small* roll.

*Pyewacket*, which was supposed to do the Cabo Race, came into the yard with rig problems. They had to pull the mast and send it back east. Gregg Hedrick, *Pyewacket's* boat captain, introduced himself to me at Windward Yacht Center and said, "Let me know if you need anything." With five 40-ft shipping containers full of gear at his disposal I was surprised I couldn't think of anything. "Hey Gregg, how about a spinnaker and an autopilot?"

The rest of the crew flew in on March 3. We ferried the boat to Cabrillo Bay Marina and started the Catalina Race on Saturday. We DNF'ed after the wind died at the East End around midnight. We spent the remainder of the weekend prepping for the Cabo Race two weeks later and flew home Sunday evening. Tom and I were upgraded to first class and Joby almost didn't get on the flight. Kind of ironic since his ticket was booked before ours. He called me on his cell phone from the back of the plane and simply said, "You suck!" before hanging up. At the gate in Portland, he was singing a different tune — He sat between a couple of cheerleaders returning from a national competition.

**O**n March 18, we headed to Newport Harbor YC. It was a great send-off party at the club and we all felt splendid in our new crew shirts — Joby decided on bowling shirts just to be different and break from the flowery Hawaiian shirts. Hats off to Newport Harbor YC for good food, lots of margaritas and a Mariachi

band, to boot.

The next day, Joby and I took a taxi all over Newport Beach in search of an SSB adapter and the makings for a kelp stick. The driver made a smooth \$60 with stops at Radio Shack, Home Depot and a marine store. While waiting for Radio Shack to open, I darted across the street to a hair salon to try to get a buzz cut, as I didn't want to deal with hair during the race. The two hairdressers looked at me like *Queer Eye For The Straight Guy* so I was glad they weren't able to "do a walk in" — although one of them said he could work wonders on me with an appointment. Yikes!

We had fun at Home Depot. Joby says to the guy, "We need 10 feet of schedule 80 PVC, 3 inches of tubing and a bunch of rope." The guy asks, "What's your application?" I reply, "You don't want to know." He thinks we are making a drain snake or something — it's amazing how they try to figure out what you are trying to do even when you tell them, "You don't want to know."

## The Race

We started the Cabo Race by getting pinched out at the line and having to spin around — a bad start that put us 11<sup>th</sup> in fleet and 31<sup>st</sup> overall after the first roll call at 8:30 Sunday morning. *Genuine Risk* dropped out with canting keel problems and *Merlin* retired after dropping the



mast soon after the start. We also heard *Alchemy* was taking on water after being holed. Hearing the trials and tribulations of other boats, it sounded like it was going to be a rough ride.

The winds picked up and stayed at a consistent 20-25 knots for a full day. We were doing up to 20 knots, racing down the fronts of waves and burying the sprit pole in the backs of the waves ahead. Amazingly, water seldom made

SCOTT LONSWAY

SCOTT LONSWAY



# FEAR AND LOATHING

it back into the cockpit. We had a man stationed in a beanbag chair as far aft as we could manage — which actually turned out to be the best spot to sleep. The boat starts to get a harmonic keel hum at about 11 knots of boatspeed, so sleeping below was difficult.

On extended runs, Joby seemed to be the only one who could keep the boat in a groove without wiping out, so we put him on a life support system of caffeine and energy bars. Mark Schrader helped keep Joby awake with exciting tales of sailing around the world singlehanded, stopping in places like the Falklands the day after the war.

We weren't the only ones having occasional wipeouts. The worst one we heard about was *Medicine Man* plowing into a sunfish at 18 knots. The sunfish stuck to their rudder and laid them over for what seemed like 15 minutes according to the crewman we talked to. They had to scrape the sunfish off with a boathook. Many other boats had run-ins with sunfish, though none quite as bad. Thank God we didn't have such an encounter because, according to the calculator: 18 knots + J/125 + sunfish = no rudder! I did see a big turtle, but no one on the boat believed me.

By the second roll call on Monday morning, we were 7<sup>th</sup> in class and 16<sup>th</sup> overall. We had a 272-mile day and 11.3-knot average speed. We settled in for a nice run but went west of the rhumbline quite a ways because we thought the wind would be better farther out and would eventually clock. Lord knows we weren't afraid to jibe. . . or were we?

We had a handheld GPS map on deck that was very handy while discussing strategy. Too bad it didn't have a 'tactics by fear' page that said, "Jibe you chickens!" We blew out the 3A spinnaker during a sail change and felt bad since it was new. Joby, who was in charge of chuckles, said, "Hey Tom, what does your company SSI stand for?" Tom replied "Shredding Systems Inc." Joby said, "Not anymore. Now we're 'Shredding Spinnakers Instantly'."

The third roll call on Tuesday morning had us 3<sup>rd</sup> in class and 10<sup>th</sup> overall. It seemed that our tactic of pumping Joby full of Red Bull and Power Bars was paying off. *Magnitude 80*, *Peligroso* and *Scout Spirit* had all finished.

## The Homestretch

We jibed one last time to lay the line to the finish and, with winds around 15 to 17 knots, felt we would have a good strong run. On the horizon we could see



*Bolt*, a N/M 55, behind us and *Adrenalin*, a Santa Cruz 50, in front of us. To hold any kind of top-three finish, we knew we had to be on our toes the whole day.

We had reliable information that the winds shut off on the approach to Cabo when the sun sets. Sure enough, about an hour after sunset, the wind went from 17 knots to 5. Fortunately, we searched out zephyrs and were able to keep the boat moving. We crept in close to shore and were able to pick up some wind there, too. We thought that *Adrenalin* would finish hours ahead of us, but just as we were about to report our one-hour-out position, we heard *Adrenalin* report "One hour out."

We were barely keeping the spinnaker full making for the line — a mark 500 yards off the beach. *Adrenalin* was bearing in on the opposite jibe. We dropped

the chute and crossed under mainsail only, four minutes behind them, Tuesday night at 11:38 p.m.

## Miller Time

We hit the docks and were immediately greeted by the NYHC welcoming committee, which passed over a case of beer. It only took about one each to get us lubricated. We spent the next couple of hours sharing war stories with crew from *Adrenalin* and *Bolt*. The latter came in just seven minutes shy of pushing us out of first.

Tom's family was somewhere in Cabo and we spent an hour looking for them in the villas. I thought since I had seen the villa on the internet I would be able to pick it out at 3 a.m. after drinking beer on no sleep and little food. Luck held and we did find it — "Good night, Tom."



# IN LOS CABOS



**Joby on the case. Pass up a couple more Red Bulls and a Power Bar . . .**

The next day we washed up the boat and took Tom's sons, Ollie and Joji, and their friend, Ian, out for a sail. The winds were back to 20 knots and they all got turns at the helm searching for top speed. Bill gave the boys a crash course in sailing and they all seemed to enjoy getting totally drenched.

## De-Commissioning

Daniel was our delivery driver. He flew down from Portland to L.A., picked up the truck and trailer and headed down to Cabo to meet us. He made it in two days and arrived with a concerned look on his face. He said the trailer bounced the whole 1,000 miles.

The next day, Thursday, we had the

boat hauled and started the process of de-commissioning. It took all day to get the keel off, mast down and the boat packed onto the trailer. On Friday, we were ready to hit the road. *Peregrine* (the overall winner) and *Enzo*, both Hobie 33s, were also trailering back to California. People that saw the comparative size and width of our load to theirs assumed that we would drive to La Paz and then ferry over to Los Mochis.

When we told them that we were going to drive straight up the Peninsula, invariably there was a long pause, followed by some version of, "That's not a good idea." Some tried to reason with us that a 10'8"-wide load on an 8-foot-wide road with no shoulder, reckless trucks, 70-mph tour buses, cows and burrows and worst of all *toppes* (speed bumps) was a bad equation any way you looked

at it. Everyone tried their best to scare the crap out of us and give worldly advice — some good, some dead wrong. We went anyway.

## Hellway 1

We took off early Saturday morning, weaving our way through the Spring Break crowd and delivery skippers trying to fill their last few jerry jugs with fuel.

We weren't on the road an hour before we dubbed the route home 'Hellway 1'. And yeah, it's bumpy. We acquired some minor scratches on the hull right off the bat from tree branches in Todos Santos. We ran into the Hobie 33s again when we stopped for lunch in Ciudad Insurgentes, but lost track of them after Loreto as they seemed to be taking it all in and enjoying the sites. A good plan in retrospect.

Everything seemed to be going well enough the first day that we passed by the Hotel El Morrow, which had been recommended for our first night's stay. Oncoming trucks and buses — when they saw us — would move way over. I think it helped having the "oversize load" sign on the front of the truck. There was literally no traffic, and I don't think we saw more than 10 trucks and 7 buses the first day!

After sundown it was a different story. After a few near misses we realized that the trucks and buses couldn't see us as well. We made it to somewhere around Las Flores, between San Ignacio and Vizcaino, and pulled over for the night.

Another thing about night driving in Mexico is that oncoming drivers have a code for telling you when there are livestock near — or in — the road ahead. They flash their high beams once and then put on the emergency blinkers. We quickly learned that you paid attention to these signals. Over the course of the trip, we saw about 50 dead cows and 200 live ones within inches of the highway. We also counted about 30 cute little (live) burrows and 800 bazillion cactus. By the time we hit Tijuana, I'd also counted 20 near misses with trucks or buses and three full-on "change my shorts" misses. The math also worked out to one memorial cross every 20 miles along the side of the road, usually on sharp, blind corners.

We also passed lots of beautiful beaches and friendly people in all of the towns. We stopped at a couple of local taquerias for home cooking that was great until a week later when I started paying for it. I was worried about fuel stops but was quite impressed with the state-run

SCOTT LOINSWAY

---

# FEAR AND LOATHING

PEMEX gas stations. They were well marked, easy to access and relatively clean. All in all, Mexico is a beautiful country worth exploring. Hopefully next time we'll have time.

Daniel spoke such excellent Spanish that we were waved through five of the six military check points without being checked for anything. The one time we were searched was because of curiosity. I ended up giving the soldier some Power Bars and letting him look through the binoculars with the built-in compass, and we were soon on our way.

The Federales pulled us over outside of Ensenada and gave us some grief for not having a permit to haul the over-width load on a holiday. Daniel said they just wanted money and would quickly have let us go if we'd made a 'donation'. As it was, Daniel spent 20 minutes yelling back and forth with them. We played stupid and didn't give them any money. When Daniel offered to go back into Ensenada and get the permit (which we didn't think we needed), they finally let us proceed.

We made it to Tijuana on Sunday around 2 p.m. There were no problems getting through the toll booths on the express road from Ensenada to TJ — we had a whole 6 inches of clearance on each side. I did screw up going through the border in Tijuana, though. We had about 1 inch side-to-side clearance on that one. They were happy to wave us through without asking a single question, though, as we were holding up a lot of weekend traffic.

## Over the Hump


We hit L.A. around 8 p.m., picked up some more gear in San Pedro and planned to make it over the Grapevine before stopping for the night. (The plan to leave the boat in L.A. until TransPac had been scrapped; some modifications to the steering and rudder would be easier at home in Portland.) But by the time we got over the hump, Daniel had awoken from several hours of sleep, and we decided to keep driving on in four-hour shifts. We made it home to Portland around 2 p.m. Monday.

The closest we came to disaster was in the last few miles of the trip. It was snowing up around Mt. Shasta and a car spun out of control on the ice in front of us. We also briefly went into a slide trying to avoid them, but recovered. Go figure — we'd just made it through 2,000 miles of near-death experiences on the Mexican and Southern California highways, only to almost lose it at the end of the trip.

## Where Are They Now?

What are we doing for fun now? As a marketing ploy for SSI, Joby wants us to shred a 26-ft boat in one of our big shredders (we could). Tom is getting his all-Garnier crew ready for another run in TransPac. Mark is readying his Cal 40 *Dancing Bear*, also for the TransPac. Joby and Bill are on another hate mission, doing the Oregon Offshore Race in Bill's Soverel 33, *Sting*. Scott is laying low so his wife will grant him a future hall pass for another wacky sailing excursion.

— scott lonsway



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# DICK NEWICK

**"I**t's good to be back," began the letter that came out of the fax last month. It was from renowned multihull designer



**Dick Newick.**

Dick Newick, who took up residence in Sebastopol in January. After reading the short recap of what he's been up to for the last 50 years, we thought it was such a delightful portrait of an 'old school' yacht designer that we called to fill in a few blanks and hereby share the result with you.

Richard Newick grew up in New Jersey. When he was 16, his parents bought an auto court in Grant's Pass, Oregon, and the family moved west. During the war, Dick spent three years in the Navy. He was sent to college as part of the V-12 program, "but I flunked calculus," he admits. He ended up drawing charts in a hydrographic office in Honolulu, which, he allows, was not bad duty.

After the war, his mother encouraged Dick to go back to school and get a degree. So he came down to UC Berkeley and got a diploma in business administration. "It was the easiest thing I could do," he says. "Plus it gave me plenty of time to hang out at local yacht clubs and boatyards." Newick was active in the UCB Yacht Club ("I couldn't get them to change it to 'sailing club'"). While he was there, the club acquired six International 14s and two 110s for its fleet.

Another sport of interest was rowing. Or, perhaps more accurately, not rowing very much. "I was a skinny kid in the 8th boat," he recalls, "so I wasn't missed when I occasionally took the opportunity to go down to the Stone Boat Yard to see what was going on. In those days, if you stayed out of the way, they had no problem with you hanging around."

After school, Newick put an ad in *Rud-*



***Newick's 'Val III' design could prove the boat to beat in next year's Jester Challenge Trans-Atlantic Race for boats under 30 feet.***

*der* and *Yachting* magazines: "Looking for a job in the boating industry." He got one reply, from a boatbuilder in Eureka who was just about to go under due to poor business management. Dick signed on as a boatbuilder (they built small fishing boats) and eventually leased the place and took over management of the business. When the Korean War came along, a scarcity of materials caused the shop to shut its doors.

After that, for a year in the early '50s, Newick served with the Quakers American Friends Service Committee — an

organization similar to the Peace Corps — in remote parts of Mexico. He spent six months living with the Seri Indians near Tiburon Island, on the Sonora Coast of the Gulf of California. At the time, they were among the most isolated people in North America. The AFSC was there to help build a school but, Dick admits, "I learned a lot more than the Seris did."

**B**ack in Northern California, Newick worked only long enough to build a 17-ft kayak with a sailing rig. "Fifty years ago," he writes, "I put the kayak on top of my pickup and left San Francisco." Upon reaching New York, he loaded the kayak

## — BACK TO THE FUTURE

on a freighter and headed for Antwerp, Belgium. He spent two months traversing the European waterways to Denmark, noting, "Every time I heard an American accent I went the other way." He slept under bridges, in hay lofts or in the occasional *pension* or youth hostel — and visited every boatyard along the way. His two years of high school French and the stint in Mexico helped him communicate, and, with Germany still occupied, "They didn't much like to hear English, so I learned some German real quick, too."

In Denmark, he bought an 18-ft Utzon-designed lapstrake double-ender and sailed around the country until the last day of October "when I came ashore at 57 degrees north latitude." He spent a cold winter living with a reclusive Danish sailor who had taken up residence in the bridge of a Canadian minesweeper.

The minesweeper was being converted to a fishing boat and was getting a completely new bridge, so this fellow bought the old bridge, plopped it down on a plot of land on the waterfront and lived in it. "We had no electricity, and the only heat we got was from breaking up a series of derelict boats for firewood. You can learn a lot about boat construction with a sledgehammer and an axe," he says. "It was easy to see what worked and what didn't."

When Dick wasn't chopping or freezing, he hitchhiked around Denmark buying Folkboats to ship back to Jack McNickles in the Bay Area, who sold them to local sailors interested in the burgeoning fleet. Yes, hard to imagine, but six or eight of the first Folkboats to sail the Bay — and at least part of the class's enduring popularity — can be traced to a budding, young, yet-to-be-multihull designer.

When spring came, Newick signed on with a salty Dane to sail down the coast aboard his 60-ft ketch. Along with the last Folkboat, he sent Jack McNickles his beloved 18-footer *Amiga*. "She was last seen in Richmond many years ago," he notes. "I would appreciate any news of her."

Turns out the 'salty Dane' had a bad heart, so Dick did all the work. In Palma, Mallorca, they applied for the job of de-



BRUCE ALDERSON

From the designer's scrapbook — above, artwork for 'The Cheers Project', a 1969 Adlard Coles book about the creation of the radical proa. Below left, 'Moxie' at the start of the '80 OSTAR that would cement her fame. Below right, 'Ocean Surfer' punches through a wave.



PHOTOS COURTESY/DICK NEWICK



livering *Ticonderoga* back to the States, but were turned down when the owners discovered they were intending to do it doublehanded. ("It would have been an easier trip than the one we had just made," notes Dick.) Eventually, Newick took off across the Atlantic on a 40-ft sloop "with a delivery skipper whose only competence was celestial navigation." He was glad to get off in Barbados and sail up to St. Croix with a tough Austrian.

"While helping the Austrian day-charter his 34-ft ketch in St. Croix, I decided to stay for awhile. I designed and build a 40-ft catamaran for day charter. She lasted 42 years in that service and got me started in the multihull business," he recalls. He also met a pretty Minnesotan named Pat, who eventually became Mrs. Newick. They built the daycharter business to five vessels before selling it in 1972 and moving to Martha's Vineyard, where Dick spent the next 16 years designing and building multihulls and raising two daughters.

By this time, Newick was an established multihull designer. Long fascinated with the OSTAR, the 3,000-mile upwind, singlehanded race from England to New York, he had broken into the

limelight by designing one of the most unique craft ever to do any ocean race, the 40-ft, schooner-rigged proa *Cheers*. Uncommon except in the South Pacific (proas are essentially outriggers which keep the ama on the same side; they 'tack' by reversing direction), *Cheers* was doubly unique in that she was designed to carry her ama to leeward. "The original Polynesian proas carry their amas to windward," says Newick. "And when the wind gets up, guys can just pile on out there. With a singlehanded boat, you couldn't do that, so *Cheers* leaned on that hull instead of flew it."

*Cheers* was sailed by Tom Follett in the 1968 OSTAR. One of 34 starters, she was the first proa ever entered in

the race, the first American boat to complete the race, and she took third overall against many much bigger boats.

Newick's fascination with the OSTAR and other early trans-Atlantic races continued with a series of innovative trimarans. Among them were two of his most famous boats, Phil Weld's 60-ft *Rogue Wave* and 50-ft *Moxie* (in which the 65-year-old Weld annihilated the OSTAR fleet in 1980). Then there was Canadian Mike Birch, who took third in 1976 aboard the 31-ft Val class *Third Turtle* (finishing 11 hours behind Alain Colas' gigantic 276-ft four-masted schooner *Club Mediteranee*), and Sausalito's Mark Rudiger, who sailed the 40-ft *Ocean Surfer* to a second in class in the 1988 race, by then known as the Carlsberg Single-handed Trans-Atlantic Race. (Its current iteration is called, simply, The TransAt.) Over the years, these and other Newick designs have placed 1, 2, 3, 4, 5, 7, and 10 in this tough race.

Although convinced early on that trimarans were better sea boats, Newick still drew the occasional catamaran, including the 40-ft *Tainui*, aboard which Mill Valley's Peter Hogg won and/or set new records in a number of shorthanded Pacific events in the '80s.

(Where are they now? *Cheers* lan-

# DICK NEWICK

guished as a British and French museum curiosity for decades. She is currently nearing the end of a three-year restoration — underwritten by the French government, no less. Current owners Vincent and Nolie Besin somehow even managed to get her declared a *monument historique* — the first multihull ever to wear the distinction.

*Ocean Surfer* was last heard from in Grenada. *Rogue Wave* is derelict in Dubai. *Moxie* is for sale in the Med. *Third Turtle* was lost en route from the U.S. to Plymouth for her fourth OSTAR. *Tainui* was lost after colliding with a whale in the 1988 Windjammers Race.)

Newick's fascination with the Atlantic races waned when the boats, budgets and sponsorships started getting too big. "It was more fun when less money was involved," he notes.

Now the 78-year-old's eyes are sparkling again. A new race planned for 2006 is going back to OSTAR-like roots. And

Newick has just the boat to win it.

"I heard about this race just recently," he says of the Jester Challenge (named for Blondie Hasler's famous junk-rigged Folkboat). "There are almost no rules except that the boats have to be under 30 feet and you have to have liability insurance."

That gleam in the eye comes from his *Val III* design, a 30-footer he drew a few years ago that fits this event perfectly. Four of them are now being built — two in Canada and one each in New Zealand and France. "There's time for more," he notes, "but you have to be a type-A doer to be ready by the May, 2006 start."

As always, the tireless Newick is also available for other design work, both cruising and racing. His portfolio currently contains about 140 designs.

What brought him back to Northern California? Well, his daughter and grandchildren, who live nearby, had something to do with it. But according to Newick, "I got tired of shoveling snow; so now I'm back shoveling BS."

Among his road trips to rediscover the area was one to Eureka, where he found that his old boat shop had become the Blue Ox Millworks. Not only do owners Viviana and Eric Hollenbeck turn out works of art using the world's finest collection of operating Victorian woodworking, metalworking, textile and printing machinery, they had also become a huge part of the local community. It started when Eric volunteered to take a troubled kid under his wing. It's since morphed into "the best thing that ever happened to the school board," in Newick's opinion. Now almost all the workers in the shop are charter high school students, learning skills while getting high school credit.

That seemed to complete a circle of sorts for a certain 78-year-old 'senior delinquent' who had thumbed his own nose at authority half a century ago and headed east to see the world.

— **latitude 38/jr**

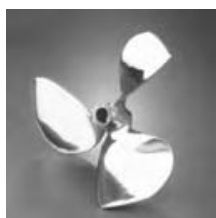
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# PACIFIC PUDDLE JUMP, PT. II

**S**o what did you do last month? Whatever it was, we'd bet it wasn't nearly as challenging or memorable as the activities of the folks you'll meet in these pages. As you read this, they are either partway through the 3,000-mile passage from Mexico to French Polynesia, or have recently made landfall there. We like to call that trip the Pacific Puddle Jump.

As we mentioned in our first installment of Puddle Jumper profiles last month, this is the biggest patch of open water that these cruisers will face, even if they were to travel all the way around the world via the tropics. So accepting the challenge is a biggie! We salute them, one and all, and admire their courage.

We met many members of the Pacific Puddle Jump class of 2005 in late February down in the sunny latitudes of Banderas Bay, when we threw a farewell fiesta in their honor at the Vallarta YC at the Paradise Village Resort (generously co-hosted by both organizations). Having profiled that group last month, we'll introduce you now to those who disembarked from Zihuatanejo, Mazatlan and elsewhere.

As in years past, this year's fleet is made up of a wide variety of boat types sailed by mariners from many different walks of life. The common denominator is a lust for adventure and an ability to hear the faint call of the trade winds luring them to the fabled South Sea islands.

## **Costa Vida — Brent Swain 36 Mark Schlichting & Jean Wood Bella Bella, B.C.**

Mark and Jean are not your typical cruisers. They got into the cruising scene the old fashioned way — by building their

*Jean and Mark undoubtedly know every inch of 'Costa Vida' — having built her themselves.*



own boat from scratch.

That's not something most cruisers would even dream of doing, and, of course, many backyard builders give up long before their boats are ever completed. Mark and Jean, however, knew exactly what they were getting into. Previously, she'd been a partner in a yacht restoration business and, although Mark had been a white collar worker, he took quickly to the wood and metalworking tasks.

"We had built Costa Vida primarily to live aboard and cruise the coast," says Jean, "but we knew she was a good strong boat capable of going anywhere in the world." In September of last year they decided to test her offshore abilities with a nonstop trip from Canada to Ensenada. After six months of exploring Mexico, apparently they've caught a bad case of the cruising bug. They're now en route to the Gambier Island group (of French Polynesia) and may visit remote Pitcairn before heading to the more well-traveled parts of the region.

The pair expects to continue west to Samoa, then north through the Marshall Islands and home by the summer of 2006.



*After riding out three hurricanes in 2003, Debra and Doug of 'Suka' are ready for anything.*

## **Suka — CT41 Doug & Debra Barnsworth Long Beach, CA**

"As with all cruisers, our plans are set in Jell-O," say Doug and Debra. Tentatively, though, they expect to spend



ALL PHOTOS SAM PETERSON EXCEPT AS NOTED

a couple of years cruising the South Pacific, and eventually continue on around the planet.

We assume that both Doug and Debra are 'handy types', both having bailed out of the construction industry. He was a construction superintendent and she was a public works inspector. "We figure if we ever find that little island to settle on, we can make our own little town, with Doug building all the houses and me building all the roads!" jokes Debra.

Their cruising life began in the spring of 2003, and it was a raucous introduction. That summer they weathered Hurricanes Ignacio, Marty and Javier in the northern Sea of Cortez, yet also found plenty of time for their passion, scuba diving — they're both NAUI instructors.

## **Grasal — Ontario 32 Gregg & Jean Tranter, Victoria, BC**

"Grasal is one of three 32-footers going across," say Gregg and Jean, "so we'll have company at the rear of the fleet." Like so many other small-boat sailors from the Pacific Northwest, they can take comfort in the notion that they probably won't see any conditions during the Puddle Jump worse than what they experienced on the trip from the Strait of Juan de Fuca to San Francisco.

They've owned Grasal for 18 years,



## — WESTWARD MIGRATION



*Drawn to Zihuatanejo by January's Z-fest, the Puddle Jump fleet split in two this year, with half leaving from P.V. and half from Zihua.*

keeping her at Sidney, B.C., on the east coast of Vancouver Island, although they lived far inland at Calgary, Alberta. Over the years they've sailed extensively through British Columbia and Southeast Alaska. Then in 2002 they sailed to Mexico, leaving *Grasal* in San Carlos while Gregg wrapped up his career as an accountant.

Today their primary plan is to cross to

*After owning 'Grasal' for 18 years, Gregg and Jean finally left Alberta and set sail in 2003.*



New Zealand, where they expect to linger for a year. As they headed west into the setting sun, they left us with this quotable quote: "God hates a coward!"

### **Sidetrack — Passport 42** **Frank Keavy & Brenda Howard** **Portland, OR**

A retired merchant mariner, Frank has "sailed most of the world on anything from tugs to tankers." He and Brenda, a CPA, officially transitioned to the cruiser lifestyle in the spring of 2003, harbor-hopping down to San Diego, and eventually on to Mazatlan, which they adopted as their base. While *Sidetrack* idled in the marina, Frank and Brenda took side trips to Mexico City, Rio and Buenos Aires, as well as several trips back home so Brenda could do stints of work and fatten the cruising kitty.

Apparently they've adapted well to their new lifestyle, but Frank has had to make some major adjustments: "Traveling on a sailboat is quite different from merchant ships," he notes. "You find yourself without the watchkeepers, engineers and comforts that large ships offer!"

Sailing in company with *Interlude* and *Novia* out of Mazatlan, *Sidetrack* will work her way west, hopefully arriving in New Zealand by November.

### **Interlude — Cheoy Lee 32** **Frank & Linda Szerdahelyi** **San Francisco, CA**

A longtime ocean sailor, Frank believes in self-reliance. "Be prepared to take care of yourself, and don't become someone else's problem," advises Frank, referencing *Interlude's* aborted Puddle Jump attempt last year. When an upper shroud chainplate failed 650 miles offshore, they simply jury-rigged a solution and sailed back to the mainland.

In the late '70s "midlife wanderlust" inspired Frank to set sail on a six-year cruise of the Caribbean, Atlantic and Med with his former wife and two young kids. The same boat is now taking Frank and Linda — his wife of 14 years — across the Pacific to new adventures.

Having spent three years cruising mañanaland, Linda says, "Living in Mexico has taught us that the United States — although a wonderful place to live — does not have all the answers."



INTERLUDE

*Linda and Frank of 'Interlude' are trying again, after having to abort their attempt last year.*

Now, as they work their way west, they are in no particular hurry. They expect to spend several seasons crossing to New Zealand or Australia, then eventually transit the Red Sea and enter the Med if the political climate allows.

### **Pegasus — Cheoy Lee Offshore 40** **The Stephens Family** **Bainbridge Is., WA**

Sue and Gary have spent nearly 20 years living aboard, much of that time on a Philip Rhodes-designed Traveler 32. In the beginning they barely even knew how to sail, but after six years of practice and preparation they set sail from Seattle on a two-year, 14,000-mile circuit of Mexico and the South Pacific.

After eight years ashore, they upgraded to *Pegasus*, another Rhodes-design woodie — which, like their first boat, was a real fixer-upper. In 2003 they joined the Baja Ha-Ha and headed south again,



## PACIFIC PUDDLE JUMP, PT. II



*Having fixed up their fixer-upper, 'Pegasus', Sue, Gary and little Amy are ready for adventure.*

this time with their daughter Amy along. (She's now 9.) "We're looking forward to getting farther west in the South Pacific this time," they explain. "We'll spend two years there before deciding which direction to go to replenish the cruising kitty."

### **Redwood Coast II — Marples 44 tri Don & Anne Taber, Santa Cruz, CA**

Both Don and Anne have crossed the big blue before — and so has their boat. Don started building this big tri back in the mid-'80s, and sailed her to Hawaii after completion. Anne, too, has crossed to Hawaii, and has done a previous South Pacific circuit. She left a 10-year stint at West Marine to make this dream cruise, while Don used to make his living as an electrical contractor. No doubt he'll be a popular guy out in the remote cruiser anchorages.

Don and Anne wasted no time dawdling in Mexico. They left San Diego in January, apparently having promised not to get hung up in pursuit of their South Pacific fantasies. When they reach the Cook Islands, they plan to reassess their game plan, deciding whether to head for New Zealand or the Marshalls to wait out typhoon season.

### **Moana — Downeast 32 Sam & Sally Peterson, San Diego**

You've got to envy Sam and Sally. Not

only are they headed for the South Pacific on an open-ended cruise, but they're young (both 30ish) and good looking. When they participated in last year's Ha-Ha, Sam was the youngest skipper.

As we noted in their Ha-Ha bio, *Moana* was "cosmetically challenged" when they

***Anne, Don and 'Redwood Coast II' have all done previous Pacific passages.***



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## — WESTWARD MIGRATION



*'Youngsters' Sam and Sally are taking 'Moana' back to her former homeport, Bora Bora.*

bought her, but after more than 1,000 hours of TLC she's been restored to her former glory. While working in the boatyard, Sally and Sam discovered a piece of *Moana's* history. These San Diego sailors were intent on removing "Los Angeles" from her transom. In doing so, they uncovered the name of her former homeport: Bora Bora. So this trip holds special significance. Perhaps they'll run into some old-timers who remember *Moana* from years past. If so, we'd love to hear the stories.

### **New Focus — Catana 431 cat Paul Biery San Francisco, CA**

Stepping back from his career in manufacturing, Paul bought *New Focus* in the summer of 2001. "Eight weeks later," he recalls, "I left on the Baja Ha-Ha." Apparently he quickly took to the cruising lifestyle — and the camaraderie of cruiser rallies — as he came back and did the Ha-Ha again in '02 and '04. Earlier in 2004 he added to his pool of experience by crewing aboard *Latitude's* cat *Profligate* on the 1,200-mile beat across the Caribbean from Panama to Antigua.

Joining Paul on the crossing will be Alan and Susan

Berg, as well as Adam Thorson. Paul met the Bergs at a *Latitude* Crew List Party two years ago and they crewed for him on the Ha-Ha. Both are very experienced sailors who cruised the Caribbean with their kids in the late '70s. Adam is a "21-year-old hitchhiking wanderer" who is reportedly "overwhelmingly excited" to be

*Paul Biery and his crew should have a relatively comfortable ride aboard 'New Focus'.*



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## PACIFIC PUDDLE JUMP, PT. II



**Scott and Pam of 'Tournesol' are both legally blind, but that hasn't slowed them down.**

part of the *New Focus* crew on their "sail to paradise." Paul plans to do a Pacific loop before heading back home.

**Tournesol — Valiant 32  
Scott Duncan & Pam Habek  
San Francisco, CA**

This boat's Puddle Jump attempt is undoubtedly unique in the annals of

Pacific maritime history. Not because of the boat — we're pretty sure that other Valiant 32s have done it successfully. But because both Scott and Pam are legally blind.

When we first heard about their intention to doublehand to Mexico, then on around the world, we thought they were nuts. But after spending some time with them, we were very impressed with their thorough planning and preparation, and their sober approach to this ambitious voyage. They both have fascinating backgrounds and are living testaments to the idea that almost any handicap can be overcome. As you will learn on their highly-informative website, [www.blindsailing.com](http://www.blindsailing.com), part of their motivation for making this trip is to inspire others with disabilities to strive for goals beyond the norm.

Among other admirable attributes, Scott and Pam also have a refreshing sense of humor: "We're not totally, Stevie Wonder blind," notes Scott. "So don't worry about us crashing into anyone."

**Jamboree — Island Packet 485  
Bruce & Nora Slayden, Sisters, OR**

We weren't able to get in touch with Bruce and Nora before they headed west, but we remember them from last fall's Ha-Ha.

Bruce grew up surfing and sailing dinghies in San Diego, but eventually moved to Oregon, where he met Nora in high school. They've been together ever since. After 28 years of running a construction company, they hung up

*"Hmmm. . . Let's see. Why not sail 'Jamboree' to Australia?" say Nora and Bruce.*



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**When Erika agreed to go cruising aboard 'Anduril', Don rushed her to the altar.**

their tool belts last fall and headed south with the Ha-Ha fleet. Now, they're off on greater adventures — and we assume that their timetable is open-ended.

**Anduril — Cross 40 tri  
Don & Erika Sandstrom  
Richmond, CA**

To those who like to 'dis' '70s-era trimarans, take note: this one has been around the world twice already — and she's headed out again. After Don's father finished building *Anduril* in 1975, the family set off on their first circumnavigation, completing it while Don was still a teenager. He may be the only 2005 Puddle Jumper to have already done a

full lap around the globe.

This trip may *only* be a South Pacific loop, however, as Don is initiating his newlywed bride Erika to the world of off-shore voyaging. "When you find a woman who's willing to go with you," explains Don, "you marry her quickly and cast off the dock lines before she figures things out!" Plan A is to spend about a year on a loop out to French Polynesia, up to Hawaii and then back home. But you never know, Erika may find that she likes the cruising life too much to quit.

**Carmelita — Kelly Peterson 44  
The Reid Family, Santa Cruz, CA**

Leaving careers in the tech industry and nursing, respectively, Paul and Carol decided to take the path less traveled in terms of raising their 14-year-old daughter, Kate. They're undertaking this foray into the South Pacific with the idea of exposing Kate to "a different lifestyle from



**Carol and Paul want to give Kate an education in the school of life.**

the mass commercialism of our urban environment, and to see another slice of life from what we have here in the good old USA."

Paul and Carol have enjoyed sailing since before Kate was born, gradually working their way up to this sweet KP 44. Their plan is to spend a couple of years ambling across the South Pacific, then planting their anchor in either New

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# PACIFIC PUDDLE JUMP, PT. II

Zealand or Australia while Kate finishes high school.

## **Med Viking — Beneteau 411** **Bernard Debbasch, Wilmington, CA**

*Med Viking's* story is a bit different from others in the fleet. She is owned by Bernard, a Frenchman, who will be joined in the Marquesas by his fiancée Christina, who is Swedish. Hence the name: "I am the 'Med'," explains Bernard, "and she is the 'Viking'."

Although this is Bernard's first boat, he has sailed extensively in his native France and in the Atlantic, as well as here on the West Coast during his residency in California. He bought this five-year-old 41-footer a year and a half ago and has been upgrading her inside and out ever since.

Unfortunately this cruise will be limited to one year, as Bernard and the rest of his crew are taking leaves of absence from their careers to do it. Having just gotten a new job, Christina can only get away for three weeks, but that should be long enough to experience the classic downwind sail from the Marquesas to Tahiti. Two other Frenchmen, Guillaume



LATITUDE / RICHARD

***Mikey and Quinn of 'Tequila' aren't the most experienced, but they're fun-loving and lucky.***

and Denis, will help Bernard jump the puddle, staying on at least until the crossing, later in the season, to Hawaii.

## **Tequila — Roberts 53** **Quinn Closson, San Diego, CA**

Last, but not least, we'll introduce you to two of the most fun-loving guys we met on last fall's Ha-Ha, Quinn Closson and Mikey Zeck. Both are studly ex-football players who look like they could take your head off, but are actually as 'warm and fuzzy' as teddy bears. Being

fairly new to the sport of offshore sailing, they flushed out their Ha-Ha crew with several more experienced family members. When the weather got rough, however, their supposedly salty relatives got sick and demanded that Quinn turn around and sail them 150 miles back to Ensenada. He and Mikey finally caught up with the fleet on Leg Three, where their adventures — and misadventures — continued.

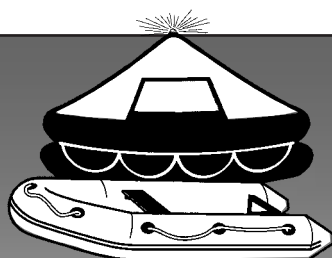
Despite their limited experience, we have a feeling that their youthful exuberance and upbeat attitudes will see them through to the Marquesas and beyond.

So there you have it, the Pacific Puddle Jump class of 2005 — at least those we know about. If reading these profiles makes you yearn to get 'out there' yourself, we urge you to quit procrastinating and do it. As most of these folks will tell you, casting off the docklines and leaving the rat race behind is more about having the will to do so than having a million-dollar yacht and a bottomless cruising kitty.

— **latitude/aet**

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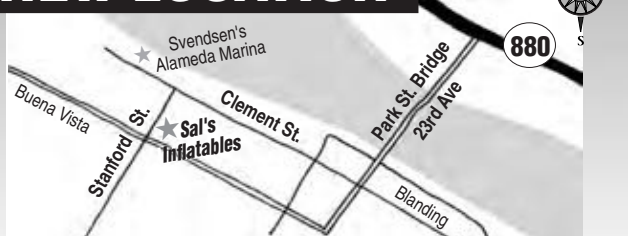
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# EYE ON

**T**he annual Strictly Sail Pacific exhibition is many things to many people. Some see it as a chance to thoroughly scrutinize the boat of their dreams. Others come to tap the expertise of sailing celebs and industry experts. Still others come looking for boat show bargains on a vast assortment of gear.

To us, though, the highlight is usually bumping into old friends while shuffling through the aisles and walking the docks. You never know who'll turn up. Along the way we're always wowed by several finely-crafted boats, innovative gadgets and worthwhile programs. In these pages, we'll give you a visual sampling of some of the show's elements that caught our attention, and inspired us to click the shutter.

Held April 13-17 at Oakland's Jack London Square, this year's show was blessed by beautiful weather. Sunny skies and the promise of scores of exhibitors and lecturers brought over 12,000 sailors — and would-be sailors — through the gates during the show's five-day run. Brokers reported that dozens of boats were sold, totaling untold millions in revenue. Meanwhile, hundreds of sailors walked away smiling, often having scored coveted gear at well-below-retail prices.

Apart from all the wheeling and dealing, there was also plenty of live music and merrymaking, especially at the after-show parties. At the *Latitude* booth, the annual Baja Ha-Ha Reunion party drew more Mexico cruising vets than we could count. Among them were cruisers who'd returned from years of exploring the far reaches of the planet under sail.

To say we had a good time would be an understatement.

**latitude / aet**



*For potential boat buyers, there was a wide variety of production cruisers and cruiser/racers to examine. One dealer went home with nearly two dozen signed orders.*



*The nautical version of the Pillsbury Doughboy was there to greet all.*



*Hans Bernwall of Scanmar demonstrates how his popular emergency rudders can be quickly assembled and hinged into place from the cockpit.*



*The slick little Rocket 22 is a new incarnation of a Gary Mull design, which now features a retractable bulb keel for easy trailering.*

# STRICTLY SAIL PACIFIC

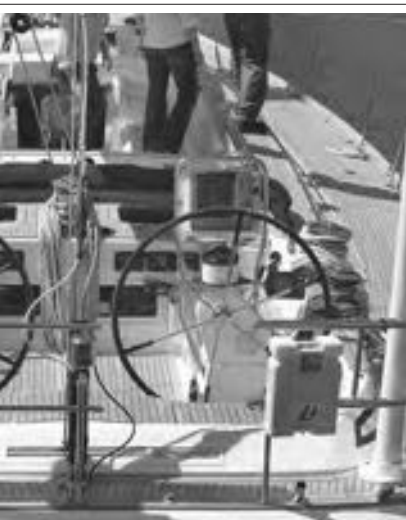
ALL PHOTOS LATITUDE 38



*It was great to peruse all the new boats, but our vote for 'queen of show' was the spectacular woodie 'Elizabeth Muir', built locally and launched in 1991. She's currently for sale through KKMI.*



*At the Ronstan party, the more Red Bull and vodka you drank, the better these guys sounded.*



*The Swan 60 was the biggest boat at the show.*



*Eugenie Russell of J/World will be opening up their new base in Puerto Vallarta this fall.*



*Artist extraordinaire Jim Dewitt was on hand to showcase his talents and catch up with friends.*



*Bulgarian dinghy champion Mario Yovkov and a tableful of GPSA's ID 35 trophies.*



*Every commode came with hours of leisure reading.*



*Mexico cruising gurus Ann and Gerry Cunningham show off the latest editions of their guidebooks.*



# EYE ON



Shipwrights from Sausalito's Arques School of Traditional Boatbuilding displayed their immaculate craftsmanship, and discussed the school's year-long apprenticeship program.



Going aloft is easy with these innovative devices from ATN (above) and Swiss Tech (right).



Sean Svendsen of Svendsen's Boat Works takes his adorable twins for a simulated ride aboard a Sunfish.



The new SC 53C ocean cruiser features the strong, yet . . .



At the end of a long day, pro sailor Dee Smith shares a glass of wine with Quantum Pacific reps Jocelyn Nash and Jeff Thorpe.



For neophytes, a highlight of the show was the opportunity to sail on the Estuary. Here, a family is about to set sail aboard a J/80.

# STRICTLY SAIL PACIFIC



Combining classic styling with a modern underbody, the Morris 36 from Maine's Morris Yachts is a truly sweet daysailer.



Sylvia Seaberg (left) and Synthia Petroka were up to mischief in the Spinnaker Shop's booth.



... ultralight construction which Santa Cruz yachts are known for.



'Scuttlebutt' founder Tom Leweck, aka 'The Curmudgeon', marvels over this folding wheel.



Sven Rand, Pete McCormick and Seadon Wijzen of North Sails were giving out logo'd bottle openers. ("We're here to help!")



Sunny weather and moderate breezes kept the docks busy and the banners flying.



Lina and Bruce Nesbit of the Olson 34 'Razzberries' extolled the benefits of joining the Seven Seas Cruising Association.



# BVI SPRING REGATTA & SAILING FESTIVAL

Our borrowed J/80 *Carronade* was planing wildly at 12-13 knots through the warm water of the Sir Francis Drake Channel. The front four or five feet of the hull were completely out of the water, the keel was humming nonstop, and our crew, perched on the back of the boat, was getting firehosed by spray. Helmsman Bob Burgess, soaked and white-knuckled, was a picture of concentration, peering forward intently through water-streaked sunglasses.

"Still got it, Bob?" asked our skipper, John Glynn, somewhat nervously, as the bow dug in and the boat veered briefly off-track. All aboard knew that we were exceeding the speed limit for a J/80, and any wrong twitch of the tiller would have resulted in a yard sale, maybe even breaking the mast of the little 26-footer. "You're doing great, Bob! Stay with it!" we encouraged, handing him another cold beer.

An hour later, the *Corinthian*, our tow vessel, throttled back as we entered Virgin Gorda Sound, returning — happily in one piece — to our home base at the Bitter End YC.

No one, except maybe Tom and Dottie Hill's bright red R/P 75 *Titan XII*, went nearly that fast during the 34th BVI Spring Regatta, presented by Nanny Cay Marina on April 1-3, or the third annual Sailing Festival, hosted by the Bitter End YC on March 29-31. But the mellow 8-14-knot conditions were just fine with the 134 boats in attendance for the expanded seven-day event, the third largest regatta on the Caribbean circuit (after Antigua Sailing Week, which was just held on April 24-29, and March's Heineken Regatta on St. Maarten).

Many of the competitors warmed up

**Cosmic experience** — Mick Schlens and his 'Cosmic Warlords' represented the Golden State well. Right, chilling, Caribbean-style.



for the Spring Regatta/Sailing Festival by competing in the previous weekend's International Rolex Regatta at St. Thomas, USVI. The all-conquering *Titan* (pronounced 'tee-ton') was the star of that 79-boat gathering, continuing her

winning ways with straight bullets in the six-race series (see *Box Scores*). Local heroes Robbie and Michael Hirst topped the biggest class, the 16-boat IC-24s (remodeled J/24s), a harbinger of things to come.



## — REMEMBER THE TITANS



**Simply red — 'Titan XII' is currently the toast of the Caribbean Circuit. Inset, owners Tom and Dottie Hill. Right, 'Titan' navigator Peter Isler.**

On Monday, about half the St. Thomas fleet cleared customs into the British Virgin Islands and headed to Nanny Cay Marina for the Spring Regatta/Festival, where "Please remove your Rolex bow stickers" was the first item of business on the announcement board. The following morning, at 10 a.m., the low-key Sailing Festival got underway, with 37 boats sailing the 15-mile, entirely upwind course to the remote and charming Bitter End YC.

The ensuing evening and all of Wednesday were devoted to having fun, and the BEYC emptied out its toy locker for the Festival participants, offering them Lasers, Hobie Waves, and Hunter 216s to race during the mellow layday.

Team Ireland won the main event, the 8-race Nations' Challenge Cup, in the 216s. Nineteen-year-old Jeremy Wilmott, son of Jamie Wilmott (and helmsman of the Swan 44 *Crescendo*) was the winning skipper. Vivacious Martha Parker, co-founder of Team One Newport and *Crescendo's* bow woman, helped call the shots.

On Thursday, the Festival fleet reluctantly left the BEYC for the scenic return race, weaving its way downwind through the outlying islands back to Nanny Cay. Mick and Marlene Schlens, who chartered the BEYC's green Express 37 *Cosmic Warlord* for the third year in a row, won the Sailing Festival overall based on a consistent 1,3 showing. It didn't hurt that the Schlens brought the sails, running rigging and regular crew off their own very successful Express 37,

the L.A.-based *Blade Runner*.

As someone pointed out, "Having the Festival first is like eating dessert before dinner." The actual BVI Spring Regatta, the 'main course', began on Friday, appropriately coinciding with April Fool's Day. Racing for the 14 classes was spread out over three venues — the Cooper Island 'varsity' course for spinaker boats, the Norman Island course for cruisers and bareboats, and a course right off Nanny Cay for IC-24s, beach cats, and, for the first time, Lasers and Formula windsurfers. A commendable total of 128 races was held during the three-day regatta, with winds only briefly above 10 knots. Thankfully, the breeze held for Sunday's racing — bucking a two-year trend to the contrary.





Stealing the show for the second year in a row — and continuing a two-year Caribbean winning streak — was the impeccably-sailed *Titan*, which is undefeated on the '05 Caribbean circuit under new sailmaker (Mike Toppa), new tactician (Peter Isler), and an upgraded crew. *Titan* took six firsts in the 9-race series, sailing quite aggressively on the short windward-leeward courses. "We didn't give anything away at the corners," claimed Isler. "The boys are taking it to the next level."

**BVI Spring Regatta, clockwise from top left — Robin Tattersall's 30-Square Meter 'Diva', which was called 'Rumbleseat' when Bruce Schwab owned it; excellent shipmates, from left: 'Carronade' skipper John Glynn, Bob Burgess, and Grant Rawding; the regatta village at Nanny Cay; regatta chairman Bob Phillips; Hunter 216s in the Nations Cup; 'Titan' bowman Ben Beer, from St. Thomas, and his girlfriend Tiffany; the crew of the Melges 24 'CrewClothing.co.uk.' looked sharp, as always.**

Owner/driver Tom Hill, a pleasant guy from Massachusetts who has made a fortune supplying concrete to his adopted home of Puerto Rico, also praised his crew. "The mood on the boat is really positive," claimed the veteran Caribbean campaigner. "The Pineapple Cup was the absolute highlight of our year (*Titan*

smashed *Zephyrus V*'s 2003 record by 13 hours), but we're enjoying all these buoy races, too!"

Other notable class winners included *Crescendo*, which topped *Cosmic Warlord* in 'C'; the J/27 *Magnificent 7* in 'D' (the so-called 'Caribbean class'); and the First brothers' *Sea Hawk* in the IC-24s.





**BVI scrapbook, cont'd** — Even the inimitable Foxy Callwood made an appearance; the power of 'Titan'; perennial Caribbean contender 'Equation' (ex-'Magnitude') rumbles downwind; the crew of 'Cosmic Warlord' enjoys a round of mudslides after the regatta; floppy hats were the fashion on the J/N 44 'Mermaid' and many other boats; IC-24s on the starting line; the borrowed J/80 'Carronade', our ride for the week. Sailing photos by Alastair Abrehart; land photos 'Latitude'/rob.

Our J/80 effort, which BEYC marketing head John Glynn spearheaded, proved to be feeble at best. The boat seemed heavy, underpowered, and rated poorly under the CSA rule — but at least we beat our sistership, which wasn't bad considering none of us had ever been on a J/80 until that week. "Who knew?" sighed Glynn,

happy the ordeal was over. "We brought a knife to a gun fight."

But win or lose, the BVI Spring Regatta and Sailing Festival is always fun — great weather, tons of racing crammed into a short time, and a lively shoreside scene. We'll be back next year, hopefully on a bigger boat! See [www.bvispringre-](http://www.bvispringre-gatta.org)

[gatta.org](http://www.bvispringre-gatta.org) for complete results, pictures, press releases, and more.

— **latitude** / rkm

#### **BVI SPRING REGATTA:**

**RACING B** — 1) **Titan 12**, R/P 75, Tom Hill, USA, 13 points; 2) **Temptress**, IMX 45, Richard Shulman, USA, 20; 3) **Hissar**, Swan 56, Edgar Cato, USA, 30. (8 boats)

**RACING C** — 1) **Crescendo**, Swan 44, Marty Jacobsen, USA, 17 points; 2) **Cosmic Warlord**, Express 37, Mick Schlens, USA, 22; 3) **Anticipation**, Beneteau 40.7, Peter Newlands, GBR, 27. (8 boats)



# BVI SPRING REGATTA & SAILING FESTIVAL

RACING D — 1) **Magnificent 7**, J/27, John Foster, USVI, 18 points; 2) **Lost Horizon**, Olson 30, Jamie Dobbs, ANT, 23; 3) **Mistress Quickly**, Melges 24, Guy Eldredge, BVI, 35. (11 boats)

RACER/CRUISER — 1) **Pipe Dream**, Sirena 38, Peter Haycraft, BVI, 10 points; 2) **Myett's Balaju II**, C&C 38, Jose Sanchez, PUR, 19; 3) **Boomerang**, J/33, Pat Nolan, BVI, 26. (7 boats)

PERFORMANCE CRUISING — 1) **Shamrock V**, J/120, Tom Mullens, USA, 6 points; 2) **Diva**, 30 Sq. Meter, Robin Tattersall, BVI, 14; 3) **Northern Child**, Swan 51, Julian Sincock, GBR, 15. (7 boats)

JIB & MAIN — 1) **Hotel California Too**, SC 70 mod., Steve Schmidt, USA, 7 points; 2) **Big Ben**, Ben. 50, Andy Kaiser, USA, 14; 3) **Aix d'or**, Grand Soleil 43, Erk van Ouwerkerk, NED, 15. (14 boats)

BAREBOAT A — 1) **Platinum Harken**, Moorings 463, Gerald Miller/Neil Harvey, USA, 11 points; 2) **Justice**, Beneteau 47.3, Justin Barton, USA, 9; 3) **Dot Com**, Moorings 463, Mr. Dunbar, BVI, 12. (20 boats)

BAREBOAT B — 1) **BVI Yacht Charters/HIHO**, Beneteau Oceanis 423, Phil Otis, BVI, 6 points; 2) **Team Germany**, Beneteau 423, Joerg Moessnang, GER, 11; 3) **Compass Rose**, Jeanneau Sun Odyssey 45.2, John Thompson, USA, 13. (11 boats)



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MULTIHULLS — 1) **Free Air Racing Team**, Mongoose 37, Llewellyn Westerman, USVI, 6 points; 2) **Triple Jack**, 'Kelsall', Steve Davis, BVI, 9. (4 boats)

IC-24 — 1) **Sea Hawk**, Robbie & Michael Hirst, BVI, 43 points; 2) **Stinger**, John Holmberg, USVI, 63; 3) **Conch-Querier**, Andrew Waters, BVI, 66. (13 boats)

BEACH CATS — 1) **Caribbean Auto Mart**, Thomas Ainger, USVI, 29 points; 2) **Wave Magnet**, Douglas Derer, USVI, 45. (5 boats)

LASER — 1) Thomas Barrows, USVI, 15 points; 2) Doug Stewart, USA, 31. (6 boats)

LASER RADIAL — 1) Emma Paull, BVI, 18 points; 2) Sydney Jones, USVI, 42. (4 boats)

FORMULA WINDSURFER — 1) Sean Anderson, BVI, 8 points; 2) Ewan Anderson, BVI, 13; 3)

Alec Anderson, BVI, 19. (8 boards)

## SAILING FESTIVAL:

RACER — 1) **Cosmic Warlord**, Express 37, Mick Schlens, USA, 4 points; 2) **Crescendo**, Swan 44, Marty Jacobsen, USA, 5; 3) **Equation**, Andrews 68, Bill Alcott, USA, 5. (7 boats)

CRUISER — 1) **Shamrock V**, J/120, Tom Mullens, USA, 3 points; 2) **Northern Child**, Swan 51, Julian Sincock, GBR, 6; 3) **Air d'or**, Grand Soleil 43, Erik van Ouwerkerk, NED, 7. (14 boats)

BAREBOAT A — 1) **Justice**, Beneteau 47.3, Justin Barton, USA, 2 points; 2) **Dot Com**, Moorings 463, Mr. Dunbar, BVI, 4. (12 boats)

BAREBOAT B — 1) **Team Germany**, Beneteau 423, Joerg Moessnang, GER, 3 points. (4 boats)

NATIONS CHALLENGE CUP — 1) **Team Ireland**, Jeremy Wilmott, 15 points; 2) **Team USA West Coast**, Mike George, 20; 3) **Team Great Britain**, Shirley Robertson, 20. (6 teams)

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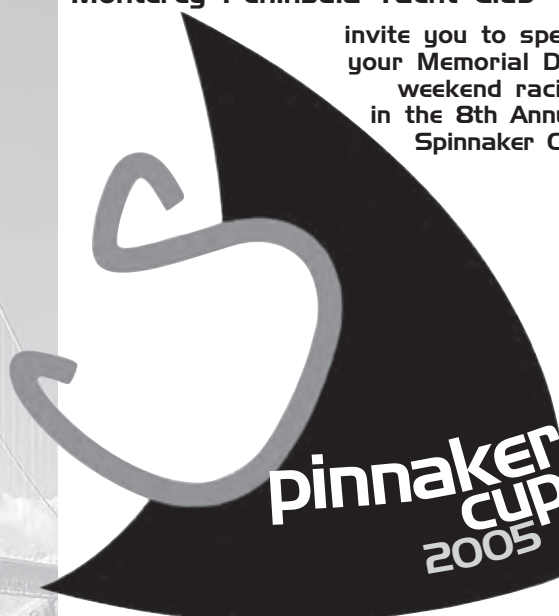
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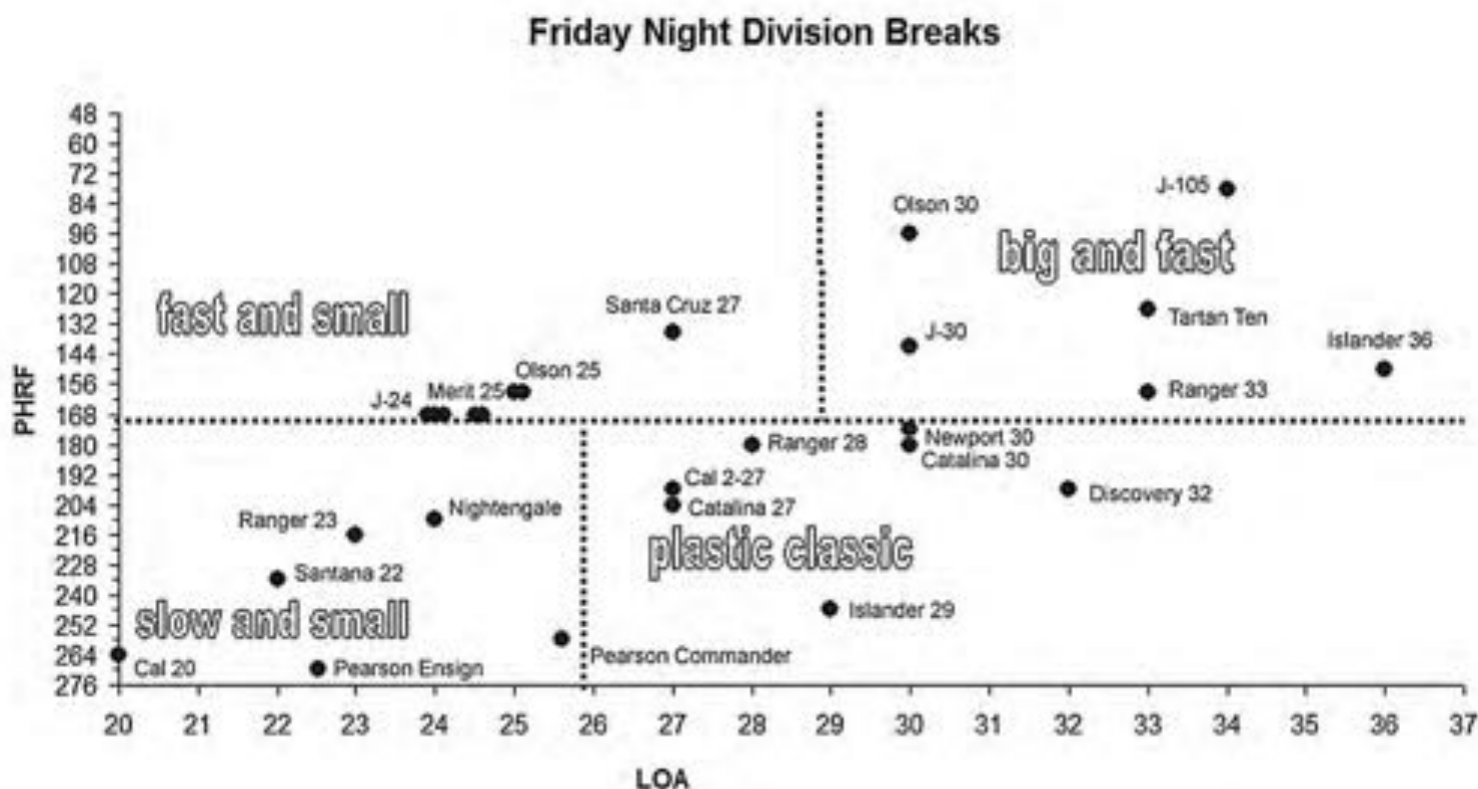
# MAX EBB

“What are we supposed to do about *them*?” I moaned as I watched one of our competitors, a small sportboat that rated a little slower but was moving a lot faster, come planing up on our windward beam. We were being overtaken by

and a perfect spinnaker set. But the wind was up, and that little sportboat was just planing right by. And we owed

practically out of sight at the leeward mark.

Unfortunately for us, the remaining



a boat that was barely more than half our size and less than one tenth our displacement.

“Luff ‘em to the moon!” shouted the foredeck crew.

“No way,” said Lee Helm, who was sailing as tactician on this big but aging racer-cruiser. “They can respond to a luff much faster, and like, probably point just as high.”

“Great photo op, though,” said one of our more novice crew as he pulled a surprisingly large and expensive-looking digital camera out of some secret compartment of his new foulies. “They can sure make that thing move.”

It was a great photo op, but not much of a racing op. We thought we had sailed as close to a perfect race as it was possible to sail: great start, hit all the shifts on the windward leg, good layline call,

them time.

“What could we have done better?” demanded the owner, who had assembled one of the strongest racing teams our yacht club had ever seen.

“Like, when they get their weather,” said Lee, “there’s no way we can beat them with trailing-edge technology.”

We watched the little boat pull ahead, then start to put open water in front of us. A puff hit and we rolled precariously to windward.

“Trim on!” the driver yelled at the winch grinder, causing the giant mast-head spinnaker to be sheeted in a little to bring the boat upright.

The same puff hit the little boat, and their bow rose and spray flew as they accelerated down the course. They were

upwind leg of the race was a short one, and we only gained back half the distance we needed.

“They really shouldn’t mix up big boats and little boats like this,” complained the owner after we had crossed the line in a decisive second place. “It’s like catamarans versus monohulls. The weather conditions determine the winner more than the skill of the sailors.”

“That’s PHRF for you,” shrugged the foredeck crew as he stripped an afterguy out of the deck blocks. “You know, the high-priced rules give you a matrix depending on the wind speed and points of sail, to keep things fair.”

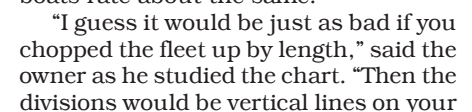
“They’ve been there and done that,” answered Lee, “and like, it just didn’t work. I mean, trying to adjust the time allowances after the race, depending on measured wind speed, with everybody trying to fudge in their favor? Hello? And

*“Fact is, you can't use just one parameter to do this right.”*

Then she found the page with the list of entries and their ratings, and plotted each one's position on the rating-length graph. It was a not-quite-random scatter plot, with a band of points spread across the page like the milky way.

"Never mind the theory," said the owner, "How do we get those sportboats

“Hard to get reliable numbers for displacement,” Lee asserted. “I mean, is it with crew or without? From the brochure or from a measurement certificate? Waterline length is hard. Stern overhang sensitive to trim, and like, do you want nominal or actual measured





graph, and we would still have the modern boats and the old boats together.”

“That’s why it takes two parameters,” explained Lee. “Don’t think lines, think areas. Tiles instead of strips. Define areas in the rating-length space that include clusters of similar boats, but avoid the big disparities.”

She drew a couple of rectangles, some with sloping sides.

“It’s like, hard to define these divisions in words in a way that will be comprehensible in the sailing instructions. But if you publish a little chart like this, and say ‘boats in box such-and-such are in division so-and-so,’ then it’s all perfectly clear.”

Whenever Lee calls something “perfectly clear” I know there’s going to be trouble, but this time I was almost getting her point.

“I’d have to see some examples to decide if I buy this as being any better,” said the owner.

“For sure,” acknowledged Lee, and she began to label the points with boat names. “We use this scheme for the beer can races that the university sailing club helps run on Friday night. And like, if there had been a two-parameter division system in place for this race today, you would be safely in a separate division from that little sportboat — and they’d have to go pick on someone their own size!”

“It would keep us separated from the boats that are the most different,” the owner agreed. “But there must be a trade-off.”

“The idea is tiles instead of slices,” said the foredeck crew, peering over Lee’s shoulder from the cabin top. “You would race against more similar types of boats, but they’d have to cover a wider range of ratings. Looks to me like it would only work well with a large number of boats, so you could get a decent number of similar boats in each tile.”

He tossed the second coil of afterguy down the hatch from above, without being able to see where it was going.

“Uh, mind the joinerwork,” said the owner, worried that the guy shackle would scratch something down below after such a careless toss.

“It’s okay, I buried the shackle inside

the coil,” he said.

Meanwhile the new crew was still making up a spinnaker sheet, but had

to undo it when we caught him coiling it in circles instead of figure-eights. He got a quick lesson in no-twist coiling and how to finish it off without any projecting hardware.

I’d already been through Lee’s rope coiling course, so I studied her graph of boat size versus rating some more.

“You know, this would almost make PHRF work,” I said. “Do they use time-on-distance or time-on-time?”

“We tried time-on-time when YRA was using it,” said Lee “but like, the PHRF Committee kept issuing ratings as seconds per mile instead of as Time Correction Factors, so the extra translation step made time-on-distance easier for the racers. When YRA went back to time-on-distance, we did too.”

“I still think time-on-time works better in the winter,” said the owner. “It’s too easy for me to win a light-air race against small boats using time-on-distance.”

“I was in a race back east,” added the foredeck crew, “that was distance-on-distance: Each boat had to sail around a different windward mark, to adjust the distance they sailed according to their rating. So everyone was on the water for the same period of time. At least in theory.”

“That solves the problem of the wind fading before the small boats finish, which happens a lot on evening races,” the owner grinned. “It’s one of the reasons I bought a big boat.”

“Or the problem of the wind coming up during the starting sequence of a pursuit race,” added Lee.

“Speaking of pursuit races,” I asked, “How come the big boats always win?”

“You mean, like, how come the big boats *usually* win?” Lee corrected.

“Sometimes it’s because the wind isn’t up yet when the small boats start, like she says,” explained the foredeck crew. “So they just sit there waiting for the big boats to start, then the wind comes up and the big boats are gone. Or sometimes it’s because the courses go around islands where there are strong tidal currents, so the big boats have an advantage because they can make progress over the

ground when small boats can’t. And then there are wind holes, where the big boats catch up.”

“For sure,” Lee agreed. “But like, there are two ways to make pursuit races much more fair. First, start them later in the day, when the wind is already up. You know, like 2 p.m. or later. Heck, if the regatta format is two normal races on Saturday and a pursuit race on Sunday, everyone wants to sleep late anyway.”

“How does that make the racing more fair?” I asked.

“The start would be in much more steady conditions,” she explained. “No more making the small boats start in calm. And like, the second thing to mess with is the course distance. Especially when the course goes through places that get a lot of current. Adding like 20% to the actual distance, to give the small boats more of head start, would probably be about right for some of the Central Bay courses.”

“The wind could still die toward the end of the race,” the owner pointed out.

“But it would affect everyone equally,” said Lee, “because like, they’re all supposed to finish at the same time.”

“In theory,” said the foredeck crew.

“So as a general rule,” I said, “if all the boats start at about the same time but finish at different times, you want the finish to be when the conditions are steady. Which is the case with most day races that start in the morning and finish in the afternoon. And when everyone starts at different times, but finishes close together, like in a pursuit race, then it’s more important for conditions to be steady at the start.”

“Right,” said Lee. “That’s why normal big-boats-first races should start in the morning, but for evening beer cans, the small boats should start first so everyone gets back at about the same time, and is equally affected if the wind drops. Pursuit races should always have afternoon starts.”

The owner had gone below, and popped his head back up through the hatch with a box of fancy designer cookies and a bottle of very good wine. Our novice crew was just finishing coiling the second spinnaker sheet, but when he tried to pass it down, the owner sent it back up.

“It’s a run all the way home,” he observed. “And the wind is down a little. Let’s get the chute up again!”

— max ebb

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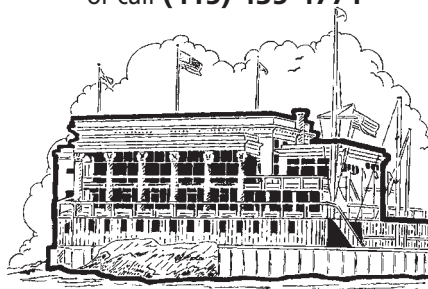
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# THE RACING

**With reports this month on the 52nd Bullship Race; a Kiwi sweep at the Congressional Cup; a fun J/Fest Regatta; the 2005 U.S. Sailing Team; the Pacific Life YC Challenge down in Newport Beach; a trio of short-handed ocean races; a 'pre-season refresher course'; the Camellia Cup on Lake Folsom, and, last but not least, the usual heaps of box scores and race notes.**

## Bullship Race

The 52nd annual Bullship Race got underway in light to nonexistent wind at 9 a.m. on April 2 off Ondine Restaurant in Sausalito. The smaller-than-usual fleet — just 33 El Toros, a far cry from their 100-boat limit — drifted on a 4-knot ebb for about 40 minutes before a 15-knot westerly filled in, hurtling the fleet to the finish off the breakwater by the Golden Gate YC. Seven boats either swamped or capsized in the choppy going near the end, but all were promptly rescued by attending Cowships.

Richmond YC sailorette Kit Stycket won the race by a few minutes over runner-up Chris Nash, finishing in about an hour and 15 minutes — well off the 48-minute record set last year by John Amen. "After consulting with Commodore Tompkins, who brought *Flashgirl* as my Cowship, I aimed for Alcatraz right off the

Toros since 1991. The top third of the fleet, 11 skippers, received the coveted BS sweatshirts. Other trophies were awarded to Stycket (top woman), Dennis Silva (top LMSC skipper), Paul Flowerman (top maiden voyager), Shirley Foote (farthest away — Placerville), Malcolm Wilson (El Viejo trophy — 81 years old), and Duncan Carter (41 consecutive starts).

1) Kit Stycket; 2) Chris Nash; 3) Art Lange; 4) Skip Shapiro; 5) Dennis Silva; 6) Paul Flowerman; 7) John Amen; 8) Buzz Blackett; 9) Paul Zander; 10) Bruce Bradfute; 11) Mike Holden; 12) Rufus Sjoberg; 13) Fred Paxton; 14) Vickie Gilmour; 15) Gordy Nash. (33 boats)

## Kiwis Dominate Congressional Cup

Emirates TNZ skipper Dean Barker earned his second Crimson Blazer and a \$10,000 paycheck on April 12-16, winning the 41st Congressional Cup in a nail-biter over former mentor and friend Russell Coutts. Third place went to Chris Dickson, skipper of *BMW Oracle Racing* — making it a 1-2-3 sweep for the Ki-



NANCY POTTER-TOMPKINS

**Above, Kit Stycket, only the fourth woman winner in 52 years of BS'ing. Right, Congo Cup winners Dean Barker (left) and Terry Hutchinson.**

starting line," said Kit, an environmental planner for the government. "I was in the right place when the wind filled in, and was able to plane a bit on the way to the finish. Being 80 pounds lighter than Chris certainly helped!"

This was the first Bullship victory in seven attempts for Stycket, who has sailed



RICH ROBERTS/UNDERTHESUN.COM

wis. France's Mathieu Richard ended up fourth.

The Grade One match racing regatta, which is no longer part of the Swedish Match Racing Tour, was presented by Acura for the first time, which ponied up a \$40,000 purse (up from \$25,000 last year). Long Beach YC hosted the event,



which, to the delight of hundreds of spectators, was sailed in Catalina 37s right in front of the Belmont Pier.

Two-time Congo Cup winner Chris Dickson, sailing with tactician John Kostecky, established his presence early, going 5-0 on the first day. Barker, with input from tactician Terry Hutchinson, came on strong on the third day, posting his own 5-0 day. Dickson and Barker ended up tied with 14-4 records at the end of the round robin, with Barker getting first choice of victims due to beating Dickson in their last match. He chose and subsequently eliminated Richard, 2-1, while Dickson lost to Coutts by a similar score.

The finals thus came down to a battle between Barker and Coutts — a dream rematch of the 2003 America's Cup in Auckland, when Coutts (*Alinghi*) schooled Barker (TNZ), his former protege, 5-0. This time, Barker won the first race by 33 seconds, while Coutts got the nod in the second by 17 seconds. That set the stage for a winner-take-all finale, which



RICH ROBERTS/UNDERTHESUN.COM

**Turning the tables — Dean Barker leads his former mentor Russell Coutts in the all-Kiwi Congressional Cup finals.**

unfortunately for the crowd was moved a half mile offshore for better wind. Barker led Coutts at every mark, and survived a sudden 120-degree windshift on the final run to lead Coutts across the line by 19 seconds. The winning team consisted of Barker, Hutchinson, Moose McClintock (pit), Skip Baxter (main), James Dagg (headsails), and Jeremy Lomas (bow).

Coutts, who sailed with Jes Gram-Hansen and a boatload of Danes, was gracious in defeat, stating, "We had a chance to win, but we never really deserved to win. It's not a bad situation. They sailed great all week. They were a little sharper than us."

**ROUND ROBIN** — 1) (tie) Dean Barker (NZL) and Chris Dickson (NZL), 14-4; 3) Russell Coutts (NZL), 12-6; 4) Mathieu Richard (FRA), 11-7; 5) (tie) Staffan Lindberg (FIN) and Chris Law (GBR), 9-9; 7) Lars Nordberg (DEN), 7-11; 8) Philippe Presti (FRA), 6-12; 9) Scott Dickson (LBYC), 5-13; 10) Chris Larson,

USA, 3-15.

**SEMI-FINALS** — Coutts over Dickson, 2-1 and Barker over Richard, 2-1.

**THIRD PLACE** — Dickson over Richard, 2-1.

**CHAMPIONSHIP** — Barker over Coutts, 2-1.

**FINAL STANDINGS** — 1) Barker (\$10,000); 2) Coutts (\$5,700); 3) C. Dickson (\$4,800); 4) Richard (\$4,400); 5) Lindberg (\$3,800); 6) Law (\$3,000); 7) Presti (\$2,700); 8) Nordberg (\$2,300); 9) Larson (\$1,900); 10) S. Dickson (\$1,500).

Full results — [www.lbyc.org](http://www.lbyc.org)

### J/Fest Regatta

Fifty-six racers and a handful of J/100 and J/109 "ralliers" showed up for the 26th annual J/Fest Regatta on the windy weekend of April 2-3. Hosted by Sail California, J/Boats, and Encinal YC, the popular event was once more sponsored by J/Wine (which offered complimentary wine tasting on Friday, Saturday, and Sunday) and West Marine, which donated thousands of dollars worth of product for Saturday night's raffle/swagfest.

The tried-and-true J/Fest format again consisted of three races Saturday and two Sunday. The third race on Saturday

ended with a spinnaker parade up the Estuary to the finish at EYC, followed by a roast beef/chicken cordon bleu dinner and dancing to live music. The crew of John Wimer's J/120 *Desdemona* swept unofficial party honors, unwinding with numerous adult beverages after DNFing the third race of the day due to hitting the underwater concrete at Marina Village's abandoned shipway on their final approach to the finish. Despite their heroic partying, the *Desdemona* gang managed a 2,1 showing on Sunday — good enough for fourth overall in the 120s.

At the head of the J/120 class, Barry Lewis' *Chance* and Rick Wesslund's *El Ocaso* see-sawed back and forth all weekend, each ending up with 17 points. Lewis and crew (tactician Doug Nugent, Scott Kozinchik, Zack Gursky, Matt Gingo, Michael Redmond, Mark Ruppert, Christian DiCarlo, David Krausz, and Aaron Elder) won on the tiebreaker. "It was really close racing, with lots of lead changes and congestion at every mark," said Lewis. "This is the most competitive the fleet has ever been, yet everyone is still good friends ashore." The J/120 fleet is gearing up for its NAs on the Bay in early September, and an eleventh boat — Joel Truher's *Hot Tamale* — has just joined the fleet.

The 29-boat J/105 class was also decided on a tiebreaker, with Tim Russell's *Aquavit* topping *Good Timin'*, steered by Jon Perkins while brothers Chris and Phil were competing in the Pacific Life YC Challenge in Newport Beach. Defending J/Fest champ Russell, who recently bought out boat partner Roy Steiner, retained his title sailing with Andy Goodman, Scott Parker, Brent Draney, John Claud, John Gutenkunst (Saturday), and Ted Wilson (Sunday). The J/105s only got in four of the scheduled five races, as Sunday's first race was abandoned in mid-course due to race committee confusion about who was over early and who wasn't.

Michael Whitfield's *TMC Racing* — named for Whitfield's company, Touchstone Management Consultants — ran away with the J/24 class and is now leading their season standings. Whitfield sails with a rotating team of nine sailors: Lulu Yang, Eamon O'Byrne, Scott Ryer-son, Chris Schaeffer, Lester Igo, Lou Anna Koehler, John Mathias, and Phil Finn.

Doyle Sailmaker Dominic Marchal and a crew of J/World students topped the three-boat J/80 class with a borrowed boat. "Our only real competition was a group of people who named their chartered boat *Escaped Aussies*," said Marchal. "We promptly named our boat





*Howling Dingo*, in honor of Peter Cameron." Kiri, Bob George's J/35, took the 3-boat PHRF gathering.

J/120 — 1) **Chance**, Barry Lewis, 17 points; 2) **El Ocaso**, Rick Wesslund, 17; 3) **Mr. Magoo**, Steve Madeira, 18.5; 4) **Desdemona**, John Wimer, 21. (9 boats)

J/105 — 1) **Aquavit**, Tim Russell, 12 points; 2) **Good Timin'**, Perkins/Wilson, 12; 3) **Donkey Jack**, Scott Sellers, 15; 4) **Windance**, Littfin/Pugh, 23; 5) **Natural Blonde**, Cooper/Deisinger/Thom, 24; 6)

*J/Festivities, clockwise from upper left — The Hpnnotiq Girls were back by popular demand; the rooftop view from Marina Village; overlapped J/120s approach the finish line; the chain gang on 'Chance' stand by to jibe; 'Jupiter' (#468) spins out of the J/105 orbit. All photos by Sharlene Stephens.*

**Akula**, Doug Bailey, 28; 7) **Wonder**, Kennelly/Dines, 46; 8) **Advantage 3**, Pat Benedict, 47; 9) **Orion**, Gary Kneeland, 48; 10) **Irrational Again**, Jaren Leet, 48; 11) **Alchemy**, Struttman/Sanford, 50; 12) **Larrikin**, Stuart Taylor, 54. (29 boats)

J/80 — 1) **Howling Dingo**, Dominic Marchal, 7 points. (3 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield, 10 points; 2) **Running With Scissors**, Yares/Press, 15;

3) **Blue J**, Brian Mullen, 17; 4) **Casual Contact**, Ned Walker, 22; 5) **SouLatitude**, Jonathan Hagerman, 24. (12 boats)

PHRF — 1) **Kiri**, J/35, Bob George, 8 points. (3 boats)

Full results — [www.encinal.org](http://www.encinal.org)

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U.S. Sailing announced the 2005 U.S.





JOHN ARNDT



**J/Fest, cont'd — 'Desdemona' shudders to a stop after hitting the abandoned shipway; Sail California hosts Pat Nolan, Teri Moore, and Norman Davant; close racing on the ditch; the three hottest J/105s on the Bay — 'Aquavit' (#103), 'Donkey Jack' (#26), and 'Good Timin' (#35); stained glass artwork.**

Sailing Team last month, recognizing the top five American sailors in 9 of the 11 Olympic classes (the newly-selected Neil Pryde RS:X is still unavailable, hence no boardsailing team members of either gender yet). Rankings are based on attendance and results at various qualifying events, and making the Team is an

important, though not mandatory, step on the road to the 2008 Olympic Games in Beijing.

Perks of the prestigious Team include excellent coaching (Gary Bodie, Luther Carpenter, and Skip Whyte) and lots of sponsorship (ExtraSport, Gill, Harken, Nautica, New England Ropes, Rolex, Sper-

ry Top-Sider, Team McLube, Vanguard Sailboats, Vineyard Vines, and Zodiac).

Six of the 77 Team members hail from the Bay Area — 49er front-runner Morgan Larson, the young 49er team of Shark Kahn and Paul Allen, 470 sailor Molly Carapiet, Laser campaigner Andrew Casey, and recent Yngling convert Liz Baylis. The 2005 Team, minus the RS:X members, follows:



# THE RACING

**49er** — 1) Morgan Larson (Capitola, CA) /Pete Spaulding (Miami Beach); 2) Dalton Bergan (Seattle)/ Zack Maxam (Coronado, CA); 3) Ty Reed (Santa Barbara)/Bora Gulari (Detroit); 4) David Fagen (St. Petersburg, FL)/Ned Goss (Madison, CT); 5) Shark Kahn (Aptos, CA)/Paul Allen (Santa Cruz).

**470 MEN** — 1) Mike Anderson-Mitterling (Coronado, CA)/David Hughes (San Diego); 2) Stu McNay (Boston)/Graham Biehl (Point Loma, CA); 3) Seth Siegler (Charleston, SC)/Michael Miller (Charleston, SC); 4) David Dabney (Charleston, SC)/Hunter Stunzi (Marblehead); 5) Aubrey Mayer (Orient, NY)/Cotton Kelley (Annapolis).

**470 WOMEN** — 1) Amanda Clark (Shelter Island, NY)/Sarah Mergenthaler (Harvey Cedars, NJ); 2) Erin Maxwell (Stonington, CT)/Alice Manard (New Orleans); 3) Allison Jolly (St. Petersburg, FL)/Isabelle Kinsolving (New York, NY); 4) Molly Carapiet (Belvedere)/Whitney Besse (Guilford, CT); 5) Genny Tulloch (Houston)/Lauren Maxam (Coronado, CA).

**FINN** — 1) Kevin Hall (Ventura, CA); 2) Zach Railey (Clearwater, FL); 3) Bryan Boyd (Annapolis); 4) Darrell Peck (Gresham, OR); 5) Andrew Casey (Mill Valley).

**LASER** — 1) Brad Funk (Belleair Bluffs, FL); 2) Andrew Campbell (San Diego); 3) John Pearce (Ithaca, NY); 4) Ryan Minth (New York, NY); 5) Matthew Sterett (Corpus Christi).

**LASER RADIAL** — 1) Paige Railey (Clearwater, FL); 2) Anna Tunnicliffe (Norfolk, VA); 3) Leah Hoepfner (Corpus Christi); 4) Lindsay Buchan (Seattle); 5) Stephanie Roble (East Troy, WI).

**STAR** — 1) Andy Horton (Newport, RI)/Brad Nichol (Hanover, NH); 2) Mark Mendelblatt (St. Petersburg)/no qualified crew; 3) Mark Reynolds (San Diego)/Phil Trinter (Lorain, OH); 4) John MacCausland (Cherry Hill, NJ)/Brian Fatih (Miami); 5) Eric Doyle (Costa Mesa, CA)/Brian Sharp (Franklin, MA).

**TORNADO** — 1) John Lovell (New Orleans)/

Pointe, MI); 2) Carol Cronin (Jamestown, RI)/Kate Fears (Ocean City, MD)/Jaime Haines (Jamestown, RI); 3) JJ Isler (San Diego)/Pease Glaser (Long Beach)/Laura Schmidt (Chicago); 4) Liz Baylis (San Rafael)/Nancy Haberland (Annapolis)/Katie Pettibone (Port Huron, MI); 5) No qualified team.

## Pacific Life YC Challenge

Brad Rodi and a bunch of San Diego YC's best sailors won Newport Harbor YC's now-annual Pacific Life YC Challenge on March 30-April 3, defeating defending champion Chris Perkins and his St. Francis YC squad, 2-1, in the finals. The four-day, invitation-only match racing regatta, known until last year as the United States YC Challenge, was sailed in Long Beach Sailing Foundation's Catalina 37s and billed as a battle between 10 of the best yacht clubs in the country.

Rodi, with tactician Bill Bennett, Bill Hardesty (main/tactics), Chris Busch (trim), Brian Terhar (pit), Brian Janney (bow), Ty Reed (trim), and Rob Hallawell (mast), breezed through the round robins 13-1, losing only to Jon Pinckney's NHYC team. Perkins and The Saints (tactician Ben Wells, brother Phil Perkins, Steve Marsh, Dennis George, Gary Sadamori, and Jeff Moseley) made it through the finals with just two losses, to SDYC and Houston YC.

The top four teams left standing after the round robin — SDYC, StFYC, NHYC, and Carson Reynold's Balboa YC effort — then went at it in the semi-finals, with Rodi, a two-time College Sailor of the Year (USNA, '92 and '93), rising to the pressure in the last race to hold off a determined StFYC team. Our other Bay Area team, San Francisco YC, didn't fare quite as well, finishing eighth. Skip McCormick was SFYC's skipper, his dad Hal served as tactician, and the crew consisted of Randy Smith, Morgan Gutenkunst, Leigh Markey, Bryan Moore, and Jon Shinn.

"It was much harder than last year," claimed St. Francis YC crew Dennis George. "The competition was noticeably better, though there is still an 'A' fleet and a 'B' fleet. The sailing conditions were fine, and the Newport Harbor YC really knocked themselves out for us. Altogether, a great time."

**ROUND ROBIN** — 1) San Diego YC, Brad Rodi, 10 points; 2) St. Francis YC, Chris Perkins, 9; 3) Newport Harbor YC, Jon Pinckney, 8; 4) Balboa YC, Carson Reynolds, 6; 5) Cal YC, Bob Little, 6; 6) Southern YC, Scott Sonnier, 6; 7) Houston YC, Marvin Beckman, 4; 8) San Francisco YC, Skip McCormick, 3; 9) Bayview YC, Nathan Hollerbach, 1.5; 10) Rochester YC, Keith Burhans, 1. (10 teams)

**SEMIS** — SDYC d. Balboa YC, 2-1; StFYC d.



NHYC, 2-0.

CONSOLATION — NHYC d. Balboa YC, 2-0.

FINAL — SDYC d. StFYC, 2-1.

## Three Shorthanded Ocean Races

April is traditionally the month for shorthanded ocean sailing, though we can't remember a year when all three events — the Doublehanded Farallones, Doublehanded Lightship, and Single-handed Farallones — occurred on back-to-back weekends. A few stalwarts — notably Trevor Baylis (*Sweet Jane*), Jim Fair (*Chesapeake*), and Dan Benjamin (*Fast Forward*) — did all three races, automatically qualifying them for the Bay Area Shorthanded Sailing Hall of Fame (BASSHOF), if there were such a thing.

The Bay Area Multihull Association's Doublehanded Farallones was up first, with 76 boats in nine classes starting the 58-mile trek around the rocks and back. April 2 was a nasty, bumpy day in the ocean (the epic shots of the Santana 22 *Yachtsea* rolling under the South Tower were taken that day — see *Sightings*), and eventually 17 boats DNFed with various problems. A pair of newbies — Scott Sorensen and crew John Kernot, sailing the Moore 24 *Fish Food* — pulled a "Hodges" on the fleet, topping the 16-boat Moore 24 fleet by 20 minutes and correcting out overall by 4.5 minutes over the C-31 *Lil Bear*, a trimaran.

"Neither of us had ever been around the Farallones," said Sorensen, a Santa



RICHARD FEENEY

**Team player** — Finn sailor Andy Casey, a New Jersey transplant who teaches sailing at San Francisco YC, made the U.S. Sailing Team.

Charlie Ogletree (Kemah, TX); 2) Rob Parrish (Brunswick, ME)/Lars Guck (Bristol, RI); 3) Robbie Daniel (Clearwater, FL)/Enrique Rodriguez (Key Largo, FL); 4) Don Thinschmidt (Holland, MI)/Andrew Wierda (Miami); 5) Michael Grandfield (Oak Bluffs, MA)/Mike Kuschner (Coon Rapids, MN).

**YNGLING** — 1) Sally Barkow (Chenequa, WI)/Deb Capozzi (Bayport, NY)/Carrie Howe (Grosse



**Rodi's raiders** — Brad Rodi, left, and his talented San Diego YC team celebrate after winning this year's Pacific Life YC Challenge.

Clara fireman and current president of the Moore 24 fleet. "We had the right jib up at the start, a #2, and led the fleet out the Gate. We were able to concentrate on tide lines and windshifts while everyone else was changing sails. After rounding the island at 1:30 p.m., we had an incredible ride in, hitting 21 knots once and lots of 18s." For the record, *Fish Food* led the Moore fleet wire-to-wire —and Sorensen and Kernot sailed barefoot the whole day!

The second shorthanded ocean race, Island YC's Doublehanded Lightship on April 9, was — surprise! — not an ocean race this year. "Given the previous weekend's drama and forecasted 19-foot swells and 20-25 knot winds, we elected to use our in-the-Bay alternate course for the first time," explained race officer Joanne McFee. "It was a really pleasant day inside the Bay, and we received zero complaints about bagging the trip to the Lightship."

Just 25 boats sailed the 21-mile course, which was identical to the Three Bridge Fiasco (Blackaller, Red Rock, and T.I. in a clockwise direction). Trevor Baylis and Mike Holt, sailing Trevor's J/90 *Sweet Jane*, zipped around the course in 4 hours, 21 minutes, to win overall by about 10 minutes over *Chesapeake*. "It wasn't a good turnout," admitted McFee.

"It's a shame, because we donate half the profits to fight cerebral palsy — and they won't be getting much this year. Next year is the 25th anniversary of this race, and we're open to suggestions about how to revive it."

The third and final race was Singlehanded Farallones, hosted by the the Singlehanded Sailing Association on April 16 in mostly pleasant conditions, with winds peaking at about 25 knots and moderate waves. The race was uneventful for most of the 59 starters, though Dan Benjamin's Aerodyne 38 *Fast Forward* unfortunately ended up on the rocks at Point Bonita in a freak accident (see *Sightings*). Also unfortunately, several dozen boats DNFed the race almost before it started, getting swept under the restricted South Tower by the ebb. Veteran solo sailor Mark Halman won overall, sailing his stock Hobie 33 *Sleeping Dragon* to a 6.5-minute win over *Sweet Jane* after 8 hours on the course.

"I'm still tired!" claimed Jim Fair, who won his class in each of the three races last month with his 20-year-old Merit 25 *Chesapeake*. "The first race was the hardest, with winds up to 30 knots —but Charlie (Doggett) and I posted our fastest time ever. The race in the Bay was delightful, and the third race was easy once I got around the Farallones. This was the first time I've ever won all three races in one year, so I'm pretty happy."

#### DOUBLEHANDED FARALLONES (BAMA: Apr. 2):

DIV. 1 (multihull) — 1) **Lil Bear**, C-31, Dave Austin/Seadon Wijzen; 2) **Erin**, Antrim 30, Dan Buhler/Jim Antrim; 3) **Gaijin**, C-24 Mk. II, Pete Adams/Pete Adams. (7 boats)

DIV. II (big ULDB) — 1) **Sweet Jane**, J/90, Trevor Baylis/Mike Holt; 2) **Enzo**, Hobie 33 turbo, Bill Erkels, Jr. & Sr. (5 boats)

DIV. III (little ULDB) — 1) **Andiamo**, SC 27, Mike Warren/Dan Simonsen; 2) **Bloom County**, Mancebo 31, Anthony Basso/John Hansen; 3) **Nina**, Olson 29, Rob MacDonald/Tom Warren; 4) **AFM**, Hobie 33, Sean McBurney/Matt Walker. (10 boats)

DIV. IV (Express 27) — 1) **Moxie**, Joshua Grass/Jason Crowson; 2) **El Raton**, Ray Lotto/Steve Carroll; 3) **Attack From Mars**, Brendan Bush/Brad Miller. (7 boats)

DIV. V (Moore 24) — 1) **Fish Food**, Scott Sorensen/John Kernot; 2) **Gruntled**, Bart Hackworth/Doug Frolich; 3) **Wet Spot**, Michael O'Callaghan/Dave Hansell; 4) **Wasabi**, Dan Nitake/Randy Lake; 5) **Paramour**, Rowan Fennell/Simon Winer; 6) **Sanity Retention**, Steve Ritz/Erik Menzel; 7) **Eclipse**, Brad Butler/Paul Faget. (16 boats)

DIV. VI (PHRF) — 1) **Timber Wolf**, Farr 38, Dave Hodges/Ian Klitza; 2) **Punk Dolphin**, Wylie 39, Jonathan Livingston/Jeff Bome; 3) **Uno**, WylieCat 30, Bren Meyer/Peter Jones; 4) **Carmelita**, Catalina 42, Christian & Christopher Lewis; 5) **Valhalla**, Beneteau First 38, Josh Rothe/Amer Mirza. (12 boats)

DIV. VII (PHRF) — 1) **Fat Bob**, Catalina 38, Bob Lugliani/Victor Gray; 2) **Windancer**, Catalina 38, Everett Pedigo/Dan Doud; 3) **Surf**, X-332, John & Yuki Hendricks. (7 boats)

DIV. VIII (PHRF) — 1) **Lynx**, WylieCat 30, Steve Overton/J.P. Plumley; 2) **Silkyc**, WylieCat 30, John Skinner/Pete Trachy. (6 boats)

DIV. IX (PHRF) — 1) **Chesapeake**, Merit 25, Jim Fair/Charlie Doggett; 2) **Cohiba**, Catalina 27, Todd Regenold/Rick Wallace. (6 boats)

OVERALL — 1) **Fish Food**; 2) **Lil Bear**; 3) **Erin**; 4) **Sweet Jane**; 5) **El Raton**; 6) **Gruntled**; 7) **Moxie**; 8) **Wet Spot**; 9) **Aniamo**; 10) **Lynx**. (76 boats)

Full results — [www.sfbama.org](http://www.sfbama.org)

#### DOUBLEHANDED LIGHTSHIP (IYC: Apr. 9):

FLEET 1 (sportboats) — 1) **Sweet Jane**, J/90, Trevor Baylis/Mike Holt; 2) **Kind of Blue**, Antrim 27, Brooks Dees/Andy Hamilton; 3) **Abigail Morgan**, Express 27, Ron Kell/David Halliwill; 4) **Dianne**, Express 27, Steve Katzman/Rob Mayberry; 5) **Simba**, Express 27, John Shinn/Skip McCormack. (10 boats)

FLEET 2 (< 119) — 1) **Basic Instinct**, Elliott 10.5, Jan Borjeson/Munch MacDonald; 2) **Lilith**, WylieCat 39, Tim & Karin Knowles; 3) **Fast Forward**, Aerodyne 38, Dan & Carol Benjamin; 4) **Doke**, Swan 44 Mk. II, Dorian McKelvy/Jim Zaky. (8 boats)

FLEET 3 (120-150) — 1) **Silkyc**, WylieCat 30, John Skinner/Jim Lindsey; 2) **Uno**, WylieCat 30, Steve Wanner/Bren Meyer. (4 boats)

FLEET 4 (> 151) — 1) **Chesapeake**, Merit 25, Jim Fair/Charlie Doggett; 2) **Elaine**, Santana 22, Pat Broderick/Michael Andrews. (3 boats)

OVERALL — 1) **Sweet Jane**; 2) **Chesapeake**; 3) **Elaine**. (25 boats; [www.iyc.org](http://www.iyc.org))

#### SINGLEHANDED FARALLONES (SSS: Apr. 16):

CLASS 2 — 1) **Timber Wolf**, Farr 38, Dave Hodges; 2) **Ragtime**, J/92, Bob Johnston; 3) **Valhalla**, Beneteau 38, Joshua Rothe; 4) **Auspice**, Schumacher 40, Jim Coggan; 5) **Razzberries**, Olson 34, Bruce Nesbit. (13 boats; all others DNF)





CLASS 3 — 1) **Chesapeake**, Merit 25, Jim Fair; 2) **Eyrie**, Hawkfarm, Tom Condy; 3) **Antipodiste**, Farr 920, Chuck Warren; 4) **Constellation**, Wylie 33, Tom Krase; 5) **Animal Crackers**, Olson 25, John Lymberg; 6) **Solar Wind**, Martin 32, Max Crittenden. (12 boats; all others DNF)

CLASS 4 — 1) **Travieso**, Ericson 30+, Daniel Alvarez; 2) **Galaxsea**, Nauticat 44, Daniel Wiley. (7 boats; all others DNF/DSQ)

NON-SPINNAKER — 1) **Sea Witch**, Yankee 30, Robert Boyton; 2) **Annalise**, Wylie 34 mod., Paul Altman; 3) **Sagitta**, Islander 28, Walter George; 4) **Krissy**, Ericson 35-3, Allen Cooper; 5) **Surf**, X-332, John Hendricks; 6) **Sirius**, C&C 37, Michael Tying; 7)

*Springtime on the Berkeley Circle — Scenes from SFYC's Resin Regatta (see 'Box Scores' for results). All photos 'Latitude'/rob.*

**Feral**, Int. Folkboat, Thomas Kirschbaum. (12 boats; all others DNF/DSQ)

SPORTBOAT — 1) **Sleeping Dragon**, Hobie 33, Mark Halman; 2) **Sweet Jane**, J/90, Trevor Baylis; 3) **Simba**, Express 27, Jon Shinn; 4) **Wetsu**, Express 27, Phil Krasner; 5) **Hurricane**, Moore 24, Al German; 6) **S'Moore**, Moore 24, Wayne Crutcher. (9 boats; all others DNF/DSQ)

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

OVERALL — 1) **Sleeping Dragon**; 2) **Sweet Jane**; 3) **Uno**; 4) **Timber Wolf**; 5) **Ragtime**; 6) **Sea Witch**; 7) **Chesapeake**; 8) **Travieso**; 9) **Simba**; 10) **Annalise**. (59 boats; [www.sfbaysss.org](http://www.sfbaysss.org))

#### Pre-Season Refresher Course

Vikki Fennell, "bow girl/water acrobat" on the highly competitive Moore 24 *Paramour*, recently sent us the following ways to prepare yourself for another fun summer of sailboat racing. "Some crazy Irish girl sent this to me a few years ago," she wrote. "I've followed this regimen re-

# RACING SHEET

and ropes — hold them over your head for three hours. At five-minute intervals drop them on your head. More robust version: have friends yell at you in six-minute intervals.

9) Set your wrist watch to five-minute repeating counts. Let it go off all day long.

10) Pour cold water in your lap and give yourself a wedgie. Now alternate between sitting and running around bent over.

11) Tie ropes between two trees. Push your body against them as hard as you can for six consecutive hours. Don't stop for pain or bruising.

12) Place sandpaper on your stairs, crawl up and down on your knees for several hours.

13) Make 12 sandwiches on white bread with bad meat and cram them into a bread bag — eat one a day for 12 consecutive days. Make sure the last one is peanut butter and jelly if preparing for Race Week.

14) Tie ropes to rear bumper of friend's car, hold on tightly, but allow rope to slip through fingers as car drives away. Tip: works best with nylon fiber ropes, lengths in excess of 50 feet.

15) Upon completion of previous 14 drills, sit down and drink 14 Mt. Gay rum drinks, any flavor.

## Camellia Cup

This is getting monotonous! Charles Witcher and Charlie Hess won Folsom Lake YC's Camellia Cup for an unprecedented eighth time on April 2-3. Sailing their Santana 20 *Sand Spit* with Eric Bauer (Saturday) and Mike Schedler (Sunday), the duo fired off five consecutive bullets to crush the Santana 20 class. In the process, they also earned the Perpetual Keelboat Trophy, as well as the overall pickle dish, the Camellia Cup, for best performance.

"The boat is really called 20/20," explained regular crew and co-owner Sherron Hart, who took a 'hall pass' that weekend. "The boys sail a lot with Eric on his Mumm 30 *Sand Dollar*, so they decided, in a rather silly mood, to rename our little boat for the weekend."

Local sailor David Rumbaugh won the other big class, the resurgent Coronado 15s, also taking home the Perpetual Centerboard Trophy for his efforts. Other notable performances were turned in by Banshee guru Craig Lee, who was unbeaten in that locally popular class, and Eric Paulsen, who won the Perpetual Multihull Trophy in his Taipan Formula 16 cat.

Conditions for the 39th edition of the Camellia Cup were perfect — a full lake,



ligiously ever since."

1) Buy a case of beer, sit with it out in the sun for a few hours, then drink it.

2) Apply sunscreen to your face in streaks and sit in front of a sun lamp for two hours.

3) Sit on a bench with large metal fixtures cutting into your legs. Stare straight up into the sun for two hours. For a more robust workout, invite four friends to come over and yell at you the whole time.

4) Go out and get very drunk, sleep four hours, then stand on a rocking chair for six hours.

5) Go to bank, withdraw \$1,000 — light it on fire.

6) Sit in front of a commercial fan and have someone throw large buckets of salt water on you.

7) Repeat #6 in jeans and a sweatshirt and/or with head turned sideways to ensure water lodges fully in eardrum.

8) Cut limb off nearby tree, tie ropes to it, stand on rocking chair with tree limb



# THE RACING

moderate winds, and sunny skies. The only bummer — a mild one, but hard to ignore — was the relative lack of participation. Only 44 boats showed up, a far cry from the 200-plus fleets of the late '80s and early '90s. It will be interesting to see if the rest of the '05 lake circuit — Konocti Cup, Go-For-The-Gold, Whiskeytown, and Huntington — is also down this year.

SANTANA 20 — 1) **Sand Spit**, Charles Witcher, 4 points; 2) **Fusion**, Mark Erdrich, 8; 3) **Giddy Up**, Ron Fish, 12; 4) **Atomic Punk**, Jerald Sleen, 17. (10 boats)

CORONADO 15 — 1) David Rumbaugh, 5 points; 2) Charlie Quest, 11; 3) Ryan Schofield, 14; 4) Matt Eister, 17; 5) Robert Rasmussen, 22. (12 boats)

BANSHEE — 1) **In-and-Out Burger**, Craig Lee, 4 points; 2) **Slick**, Steve Galeria, 8; 3) **Leave It To, Jerry Beaver**, 12. (7 boats)

CRUISER — 1) **Late Start**, Catalina 22, Tom Page, 4 points; 2) **Faux Play**, Catalina 250, Dave Strain, 11; 3) **Windsong**, Catalina 250, Craig Hunt, 12. (6 boats)

MULTIHULL — 1) **In Sight**, Taipan Formula 16, Eric Poulsen, 5 points; 2) **USA #300**, Taipan Formula 16, Paul Kilkeny, 8. (5 boats)

OPEN KEEL — 1) **Poco-A-Poco**, J/22, George Koch, 6 points; 2) **Lady in Red**, Ultimate 20, Stu Wakefield, 7. (4 boats)

Full results — [www.flyc.org](http://www.flyc.org)

## Box Scores

The sailing season is suddenly back in full swing, and we're once again deluged with race results. Here are brief reports on a dozen or so more regattas which occurred last month:

### SPRING FORWARD (SBYC; Apr. 2; 2 races):

1D-35 — 1) **Great Sensation**, Mario Yovkov, 3 points; 2) **Zsa Zsa**, Gary Fanger, 5. (4 boats)

PHRF < 135 — 1) **Tupelo Honey**, Elan 40, Gerard Sheridan, 3 points; 2) **Stink Eye**, Laser 28, Jonathan Gutoff, 3. (4 boats)

PHRF > 134 — 1) **Goose**, Catalina 30, Mike Kastrop, 3 points; 2) **Wind Dragon**, Catalina 34, Dave Davis, 4. (4 boats)

NON-SPINNAKER — 1) **Fancy**, Ericson 33, Chips Conlon, 2 points; 2) **Outrageous**, Catalina 30, Paul Caturegli, 4; 3) **Gig**, HB 30, Gil Sloan, 8. (8 boats)

Full results — [www.southbeachcyc.org](http://www.southbeachcyc.org)

### INTERNATIONAL ROLEX REGATTA (St. Thomas YC; March 25-27):

SPINNAKER I — 1) **Titan 12**, R/P 75, Tom Hill, 6 points; 2) **Donnybrook**, Custom 73, James Muldoon, 19; 3) **Equation**, Andrews 68, Bill Alcott, 20. (5 boats)

SPINNAKER II — 1) **Temptress**, IMX 45, Richard Shulman, 7 points; 2) **Caccia Alla Volpe**, Vallicelli 44, Carlo Falcone, 11; 3) **Cosmic Warlord**, Express 37, Mick Shlens, 18. (5 boats)

SPINNAKER III — 1) **Mistress Quickly**, Melges 24, Guy Eldridge, 12 points; 2) **Don Q Limon**, Melges 24, Enrique Torruella, 12; 3) **Contact Carib 2**, Melges 24, Frits Bus, 14. (6 boats)

SPINNAKER IV — 1) **Lost Horizon II**, Olson 30, James Dobbs, 7 points; 2) **Magnificent Seven**, J/27,

John Foster, 11; 3) **Broken Drum**, J/29, Jack Bishop, 28. (11 boats)

RACER/CRUISER — 1) **Lazy Dog**, Beneteau 40.7, Sergio Sagramoso, 11 points; 2) **Pipe Dream**, Sirena 38, Peter Haycraft, 16; 3) **Anticipation**, Beneteau 40.7, Peter Newlands, 17. (7 boats)

NON-SPINNAKER — 1) **Cayennita**, Soverel 27, Antonio & Ellen Sanpere, 13 points; 2) **Affinity**, Swan 48, Jack Desmond, 15; 3) **TNT 76**, Sonar 23, Rudy Thompson, 15. (11 boats)

IC-24 — 1) **Sea Hawk**, Robbie & Michael Hirst, 25 points; 2) **Bamboushay**, Chris Rosenberg, 26; 3) **Stinger**, Richard Johnson, 32. (16 boats)

J/24 — 1) **Orion**, Fraitto Lugo, 15 points; 2) **Urayo**, Gilberto Rivera, 22; 3) **El Shaddai II**, Jeff Fangmann, 27. (7 boats)

BEACH CATS — 1) **Suzuki/Red Bull**, Hobie 16, Enrique Figueroa, 6 points; 2) **Exodus**, Hobie 16, Keke Figueroa, 17; 3) **Waterfit**, Hobie 16, Junco/Graulau, 24. (10 boats)

Full results — [www.rolexcupregatta.com](http://www.rolexcupregatta.com)

### OYRA/SFYC NORTHERN STAR (4/ 2; 38.6 miles):

PHRO 1A — 1) **Cipango**, Andrews 56, The Bartons. (3 boats)

PHRO 1 — 1) **Eclipse**, Express 37, Mark Dowdy; 2) **Summer Moon**, Synergy 1000, DeVries/Pohl; 3) **Petard**, Farr 36, Keith Buck. (6 boats)

PHRO 2 — 1) **True North**, Baltic 42-DP, Jeff Dunnavant; 2) **Cassiopeia**, Islander 36, Kit Wiegman. (4 boats)

### IOR WARHORSE

— 1) **Samiko**, Serendipity 43, Dexter Bailey; 2) **Great Fun**, Davidson 50, Stan Glaros. (5 boats)

MORA — 1) **Relentless**, Sydney 32, Arnold Zippel; 2) **Special Edition**, Wilderness 30, David Janney. (5 boats)

SHS — 1) **Sleeping Dragon**, Hobie 33, Mark Halman; 2) **Tivoli**, Beneteau 42-S, Judy & Torben Bentsen; 3) **Bald Eagles**, J/105, Paul/Liggett; 4) **Eyrie**, Hawkfarm, DWB Syndicate.

Full results — [www.yra.org](http://www.yra.org)

### LMSC ROBINSON MID-WINTERS (FINAL):

EL TORO, SR. — 1) Fred Paxton, 71.25 points; 2) John Pacholski, 59; 3) Dave Vickland, 49.5; 4) Pete Blasberg, 41; 5) (tie) Art Lange and Duncan Carter, 34. (14 boats)

EL TORO, JR. — 1) Mike Scott, 13.5 points; 2) (tie) Max Fraser and Carly Denning, 12.5. (5 boats)

BYTE — 1) Sean Eberhard, 24.25 points; 2) Max Brodie, 23.25; 3) Laurie Davis, 21.25. (8 boats)

LIDO 14 — 1) Morie

Oberg, 33.25 points. (3 boats)

HOLDER 12 — 1) Del Locke, 23.5. (2 boats)  
SUNFISH — 1) Roy Jordan, 35.5 points; 2) George Wilson, 29.25. (4 boats)

### BIG DINGHY REGATTA (RYC; Apr. 2-3):

SNIPE — 1) David & Susan Odell, 5 points; 2) Michael Andrews/Wayne Best, 5; 3) Vince Casalaina/Sherry Eldridge, 14; 4) Alberto Amengual/Page Flood, 15. (9 boats)

BYTE — 1) Jeff Nelson, 5 points; 2) Dan Ouellet, 9; 3) Karin Knowles, 12. (6 boats)

OPTI — 1) David Leibenberg, 4 points; 2) Mariana Cordero, 6; 3) Finn-Erik Nilsen, 8. (7 boats)

DAY SAILOR — 1) Dave Keran/Janette Zeman, 4 points; 2) Dean Iwahashi/Keith Tottle, 6. (5 boats)

OPEN — 1) David Rasmussen, 420, 4 points; 2) Steven Berger, Megabyte, 7; 3) Jim Mackey, Lido 14, 9; 4) George Wilson, Sunfish, 10. (10 boats)

I-14 — 1) Anders Pettersson/AC', 5 points; 2) Brad Ruetnik/Jack Salerno, 7; 3) Eric Arens/Alan Loflin, 11. (7 boats)

FD — 1) Mike Meszaros/Malcolm Fife, 3 points; 2) Jean Jimenez/Peter Henck, 4. (4 boats)

OPEN — 1) Del Olsen, International Canoe, 7 points; 2) Jerry White, Contender, 7; 3) Mark Briner, Johnson 18, 7; 4) Dan Clark, Thistle, 9. (10 boats)

29er — 1) Michelle Fraer/Richard Carter, 3 points.

## 2005 TransPac Entries\*

<u>Vessel</u>	<u>Type</u>	<u>Skipper</u>	<u>Hailing Port</u>
<b>Morning Glory</b>	maxZ 86	Hasso Plattner	Kiel, GER
<b>Pyewacket</b>	maxZ 86	Roy E. Disley	Los Angeles
<b>Windquest</b>	maxZ 86	Dick & Doug DeVos	Holland, MI
<b>Magnitude 80</b>	Andrews 80	Doug Baker	Long Beach
<b>Scout Spirit</b>	R/P 77	Newport Sea Base	Newport Harbor
<b>Atalanta</b>	74' Cust. Ketch	Richard Hedreen	Seattle
<b>Shanakee II</b>	Pedrick 74	James Warmington	Newport Beach
<b>Mongoose</b>	SC 70	Brad Thorson	San Diego
<b>Renegade</b>	Andrews 70	Dan Sinclair	Vancouver, BC
<b>Coruba</b>	N/M 68	R. & S. Fleming	Seattle
<b>Merlin</b>	Lee 68	Patricia Steele	Honolulu
<b>Barking Spider 3</b>	MacGregor 65	David Kory	Pt. Richmond
<b>Ragtime</b>	Spencer 65	Peterson, Richards, etc.	Honolulu
<b>Medicine Man</b>	Andrews 61	Bob Lane	Long Beach
<b>Odyssey</b>	58' Yawl	Aurdey Steeve Burnand	Newport Beach
<b>Cipango</b>	Andrews 56	Bob & Rob Barton	San Francisco
<b>Stealth Chicken</b>	Perry 56	Timothy Beatty	San Diego
<b>Madrina</b>	Cabo Rico 56	Dick Simon	Dana Point
<b>Bolt</b>	N/M 55	Craig Reynolds	Newport Beach
<b>Incredible</b>	Swan 53	Rick Gorman	Los Alamitos
<b>Artemis</b>	Andrews 53	Louis Bianco	Seattle
<b>Innocent Merriment</b>	J/160	Myron Lyon	San Diego
<b>Blue</b>	J/160	Ken & Cheryl Sears	Nashville, TN
<b>Bengal 2</b>	Ohashi 52	Yoshihiko Murase	Ko'Olina, HI
<b>Pendragon 4</b>	Davidson 52	John MacLaurin	Marina del Rey
<b>Braveheart</b>	B/W TP 52	Charles Burnett	Seattle
<b>Pegasus</b>	Farr TP-52	Philippe Kahn	Santa Cruz
<b>Rosebud</b>	R/P TP 52	Roger Sturgeon	San Francisco
<b>Chasch Mer</b>	SC 50	Gib Black	Honolulu
<b>Dasher</b>	SC 50	Roger Groh	Sausalito
<b>Between the Sheets</b>	Jeanneau 49	Ross Pearlman	Marina del Rey
<b>Jeito</b>	J/145	Francisco Guzman	Mexico
<b>Wild Radish</b>	J/145	Louis Ravenet	Seattle
<b>Plan B</b>	Choate 48	David Johnson	Long Beach
<b>Pursuit</b>	Custom 48	N. & R. Dawley	Solomons, MD

(3 boats)

LASER — 1) Tracy Usher, 4 points; 2) Tom Burden, 4; 3) David Lapier, 4; 4) Ken Crawford, 9. (10 boats)

PURSUIT RACE (4 miles) — 1) David Rasmussen, 420; 2) Michael Andrews, Snipe; 3) Brian Bauman, Laser; 4) Ken Crawford, Laser; 5) David Odell, Snipe; 6) Steve Lowry, Day Sailor; 7) Vince Casalaina, Snipe; 8) Bob Cronin, Sunfish; 9) Chuck Wilson, Day Sailor; 10) George Wilson, Sunfish. (25 boats)

PURSUIT RACE (13.5 miles) — 1) Ed Gardina, 29er; 2) Michelle Fraer, 29er; 3) Gil Woolley, Contender; 4) Chris Goodenough, Contender; 5) Del Olsen, Int. Canoe. (12 boats)

Full results — [www.richmondyc.org](http://www.richmondyc.org)

#### WHEELER REGATTA (BYC: April 9; 2 races):

WHEELER A — 1) **Zsa Zsa**, 1D-35, Gary Fanger, 3 points; 2) **Bodacious**, Farr One Ton, John Clauser, 4; 3) **Double Trouble**, Sydney 38, Andy Costello, 7. (8 boats)

WHEELER B — 1) **Flexi Flyer**, Sovarel 33, Mitchell Wells, 2 points; 2) **Yucca**, 8-Meter, Hank Easom, 4; 3) **Bay Loon**, J/29, Joe Ferrie, 8. (7 boats)

BERKELEY A — 1) **TMC Racing**, J/24, Michael Whitfield, 2 points; 2) **Synchronicity**, Olson 25, Steve Smith, 4. (6 boats)

BERKELEY B — 1) **Latin Lass**, Catalina 27, Bill Chapman, 3 points; 2) **Fandango**, Cal 2-27, A. Weller/T. Loughran, 3. (6 boats)

WABBIT — 1) **A Wild Hare**, Greg Byrne, 2 points; 2) **Furrari**, 4; 3) **Bad Hare Day**, 9. (7 boats)

PURSUIT RACE (Apr. 10) — 1) **Great Sensation**, 1D-35, Rodney Hagebols; 2) **Howl**, Sydney 38, Peter Krueger; 3) **Bodacious**, Farr One Ton, John Clauser; 4) **Jeannette**, Frers One Ton, Henry King; 5) **Furrari**, Wylie Wabbit, Pete & Angie Rowland. (27 boats)

Full results — [www.berkeleyyc.org](http://www.berkeleyyc.org)

#### COLLEGIATE CITYFRONT REGATTA (StFYC/Stanford: April 9-10):

1) UC Irvine, 86 points; 2) USC, 89; 3) Stanford, 91; 4) Univ. of Washington, 161; 5) Stanford Women, 200; 6) UC San Diego, 201; 7) UC Santa Barbara, 223; 8) Columbia, 240; 9) UC Irvine Women, 241; 10) Univ. of Hawaii Women, 280. (31 varsity teams; 24 races; [www.stfyc.org](http://www.stfyc.org))

Winning team (UC Irvine) — Frank Tybor, '07; Will Pochevera, '07; Mike Brown, '06; Barrett Sprout, '05.

#### INTERCLUB #1 (EYC: Central Bay: Apr. 9):

FLEET 1 (< 173) — 1) **Phantom Mist**, Beneteau 40.7, Gary Massari; 2) **Crinan II**, WylieCat 30, Bill West. (4 boats)

FLEET 2 (Fat 30s) — 1) **Spindrifter**, Tartan 30, Paul Skabo; 2) **Lelo Too**, Tartan 30, Emile Carles. (5 boats)

FLEET 3 (Catalina 34) — 1) **Crew's Nest**, Ray Irvine; 2) **Mottley**, Chris Owen; 3) **Rollover**, Lynn Guerra. (7 boats)

FLEET 4 (187-up) — 1) **Kristina**, Ranger 26, Brian Grainger. (1 boat)

FLEET 5 (non-spinnaker) — 1) **Flotsam**, Yankee One Design, Brad & Geoff Clerk; 2) **Espresso**, Hobie 33, Ken & Liz Williams; 3) **Diana**, Islander 36, Steve Zevanove; 4) **Knotty Sweetie**, C&C 32, Gerald Johnson; 5) **Flyer**, Peterson 33, John Diegoli. (13 boats)

FLEET 6 (multihull) — 1) **Three Sigma**, F-27 ST, Chris Harvey; 2) **Humdinger**, Greene 35, Larry Olsen. (4 boats)

Full results — [www.sfbama.org/2005/Inter-Club2005](http://www.sfbama.org/2005/Inter-Club2005)

#### J/105 LIGHTSHIP RACE (StFYC: Apr. 16):

1) **Aquavit**, Tim Russell; 2) **Good Timin'**, Perkins/Wilson; 3) **Jitterbug**, Joe Wells; 4) **Orion**, Gary Kneeland; 5) **Cuchulainn**, Brian Mullen; 6) **Alchemy**, Tom Struttman; 7) **Arbitrage**, Bruce Stone; 8) **Larrikin**, Stuart Taylor; 9) **007**,

Bruce Blackie; 10) **Brick House**, Kristen Lane. (24 boats; [www.stfyc.org](http://www.stfyc.org))

Winning crew — Tim Russell, John Claud, Scott Parker, Brent Draney, Jeremy Nason, Spencer Snapp.

#### COLLEGIATE RANKINGS (as of April 12):

COED — 1) Yale; 2) Dartmouth; 3) Hobart/Wm. Smith; 4) Georgetown; 5) **USC**; 6) Brown; 7) **UC Irvine**; 8) Harvard; 9) Tufts; 10) Boston College; 11) **Stanford**; 12) St. Mary's; 13) South Florida; 14) Charleston; 15) Old Dominion; 16) Navy; 17) Roger Williams; 18) **Hawaii**; 19) Kings Point; 20) MIT.

WOMEN — 1) Charleston; 2) **Stanford**; 3) Yale; 4) Brown; 5) Dartmouth; 6) Connecticut College; 7) Navy; 8) Georgetown; 9) Boston College; 10) St. Mary's; 11) Tufts; 12) Harvard; 13) **UC Irvine**; 14) Old Dominion; 15) **Hawaii**.

#### RESIN REGATTA (SFYC: April 16-17; 4 races):

ANTRIM 27 — 1) **Max**, Bryan Wade, 5 points; 2) **Kind of Blue**, Steve Saperstein, 8. (5 boats)

EXPRESS 27 — 1) **Attack From Mars**, Brendan Busch, 9 points; 2) **Moxie**, Jason Crowson, 13; 3) **Magic Bus**, Eric Deeds, 14; 4) **El Raton**, Ray Lotto, 14; 5) **Xena**, Mark Lowry, 23. (12 boats)

OLSON 25 — 1) **Sweetness**, Reuben Rocci, 6 points; 2) **Clean Sweep**, Tom Nemeth, 8. (5 boats)

MELGES 24 — 1) **Caliente**, Matt McQueen, 10 points; 2) **Tinseltown Rebellion**, Cam Lewis, 11; 3) **Full Throttle**, David Joyner, 19; 4) **Shriek Express**, Nigel Donnelly, 21; 5) **Go Dogs Go**, Tim Hawkins, 22. (11 boats)

IOD — 1) **La Paloma**, Jim Hennefer, 6 points; 2) **Bolero**, Rich Pearce, 10; 3) **306-LP**, Tad Lacey & Associates, 11; 4) **Youngster**, Ron Young, 18. (9 boats)

KNARR — 1) **Three Boys and a Girl**, Chris & Jon Perkins, 6 points; 2) **Lykken**, Hans Williams, 15; 3) **Snaps II**, Knud Wibroe, 22; 4) **Gossip**, Mark Adams/Steve Taft, 25; 5) **Narcissus**, Kevin Currier, 26; 6) **Sophia**, Tom Reed, 32; 7) **Peerless**, Larry Drew, 34. (17 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 4 points; 2) **Windansea**, Don Wilson, 11; 3) **Nordic Belle**, Eric Kaiser, 11; 4) **Thea**, Chris Hermann, 12. (9 boats)

CAL 29 — 1) **Boog-A-Lo**, Nancy Rogers, 5 points; 2) **Bluejacket**, Bill O'Connor, 7. (4 boats)

Full results — [www.sfyc.org](http://www.sfyc.org)

#### HDA SEASON OPENER (SYC: Apr. 16; 2 races):

DIV. G (< 90) — 1) **Bodacious**, Farr One Ton, Clauser/Tosse, 4 points; 2) **Mistral**, Beneteau 36.7, Ed Durbin, 4; 3) **Inspired Environments**, Beneteau 40.7, Timothy Ballard, 8; 4) **Serendipity 2**, Beneteau 36.7, Tom Bruce, 10. (10 boats)

DIV. J (93-129) — 1) **Harp**, Catalina 38, Mike Mannix, 3 points; 2) **Two Scoops**, Express 34, Chris Longaker, 5. (5 boats)

DIV. K (132-177) — 1) **Encore**, Wylie Gemini Twin, Andy Hall, 2 points; 2) **Mer Tranquille**, Jeanneau Sun Odyssey 34.2, Larry Morales, 5. (4 boats)

DIV. M (> 179) — 1) **Hippo**, Smith 24, Mark Wommack, 4 points; 2) **Mytoy**, Ranger 26, David Adams, 4; 3) **Latin Lass**, Catalina 27, Bill Chapman, 6. (7 boats)

SPORTBOAT — 1) **Jazzy**, 1D-35, Bob Turnbull, 2 points. (2 boats)

SF-30 — 1) **Abba-Zaba**, Tartan Ten, Charles Pick, 3 points; 2) **Plan B**, J/29, DeWire/Stubblefield, 5. (5 boats)

Full results — [www.yra.org](http://www.yra.org)

## 2005 TransPac Entries\*

Vessel	Type	Skipper	Hailing Port
<b>So Far</b>	Swan 48	Larry Hillman	Chicago
<b>Charmed Life**</b>	Catalina 47	Patricia Garfield	San Francisco
<b>Locomotion</b>	Andrews 45	D. McLean/W. Lincoln	Long Beach
<b>Azure 441</b>	Swan 441	Samuel Beckey	San Diego
<b>Kahoots</b>	Andrews 43	K. Deaver & B. Williamson	Long Beach
<b>Wind Dancer</b>	Catalina 42	Paul Edwards	Ventura
<b>Reinrag 2</b>	J/125	Tom Garnier	Portland, OR
<b>Iataia</b>	Beneteau 40.7	Marcos Rodriguez	Acapulco, MEX
<b>Super Gnat</b>	Beneteau 40.7	Cliff Thompson	San Diego
<b>B'Quest-Chal. Am</b>	Tripp 40	Chal. Am./J. Ross	San Diego
<b>Azure 40</b>	Cal 40	Rodney Pimentel	Alameda
<b>Babala</b>	Cal 40	Lloyd Sellinger	Newport Beach
<b>California Girl</b>	Cal 40	Don & Betty Lessley	Richmond
<b>Callisto</b>	Cal 40	James Eddy	Los Angeles
<b>Dancing Bear</b>	Cal 40	Mark Schrader	Sitka, AK
<b>Far Far</b>	Cal 40	Don Grind	Naples, FL
<b>Illusion</b>	Cal 40	Sally Lindsay Honey	San Francisco
<b>Psyche</b>	Cal 40	Steve Calhoun	Los Angeles
<b>Radiant</b>	Cal 40	Fin Beven	Los Angeles
<b>Ralphie</b>	Cal 40	Taylor & Davis Pillsbury	Woody Crk, CO
<b>Seafire</b>	Cal 40	John Harrison	Honolulu
<b>Shaman</b>	Cal 40	Steve Waterloo	Alameda
<b>Spectre</b>	Cal 40	Leland Rogge	Seattle
<b>Willow Wind</b>	Cal 40	Wendy Siegal	Seattle
<b>Uproarious</b>	Olson 40	Robert Bussard	San Diego
<b>Serena**</b>	Thompson 38	David Kuettel	San Francisco
<b>Showdown</b>	IMX-38	Meade/Luna/McDonald	Dana Point
<b>Pipe Dream</b>	CF-37	John Davis	Long Beach
<b>Second Chance</b>	PHRF 37	Steve Brown	Crystal Cove
<b>Diablo**</b>	J/35	Reed Bernhard	Anacortes, WA
<b>Jacare**</b>	J/35	J. Young/R. Blackman	San Diego
<b>Sensation</b>	1D-35	Gary Fanger	San Francisco
<b>Tabasco</b>	1D-35	Alamitos Bay Syndicate	San Diego
<b>Soap Opera**</b>	Hobie 33	Scott Self/Nigel Brown	Rockwall, TX
<b>The Cone of Silence</b>	Super 30	Jamie & Jenny Neil	Sydney, AUS

(\* as of April 20, 2005 - \*\* = doublehanded)



# THE RACING

## SOUTH BAY YRA #1 (CPYC: Apr. 16: 11.6 miles):

SPINNAKER — 1) **Summertime**, Int. Folkboat, Luther Izmirian; 2) **Windwalker**, Jeanneau Sunshine 36, Jim Benson. (6 boats)

NON-SPINNAKER — 1) **Dolphin**, Cal 2-30, Robert Young; 2) **Spirit**, Hunter Legend 37, Wayne Weathers; 3) **Far Better Thing**, Ericson 30+, Charles McArthur. (8 boats)

Full results — [www.sbyra.home.com-cast.net](http://www.sbyra.home.com-cast.net)

## AHMANNSON REGATTA (NHVC: Apr. 16-17):

PHRF A — 1) **Margaritaville 1.5**, 'TP-52', Jay Steinbeck, 8 points; 2) **Chayah**, 1D-48, Oscar Krinsky/Walter Johnson, 8; 3) **Staghound**, R/P 50, Alec Oberschmidt, 11. (8 boats)

PHRF B — 1) **Stark Raving Mad**, J/145, Jim Madden, 5 points; 2) **Piranha**, Farr 40, David Voss, 7; 3) **Mureadritta's XL**, ILC 40, Anthony Barran, 15. (8 boats)

PHRF C — 1) **Power Plant**, Henderson 30, Biff Bunney, 6 points; 2) **Cuvee Caliente**, Mumm 30, The Mahaffays, 8; 3) **Defiance**, B-32, Scott Taylor, 13. (9 boats)

J105 — 1) **Rock & Roll**, Bernard Girod, 14 points; 2) **Airboss**, Jon Dekker/David Gould, 14; 3) **Space Cowboy**, Jim & Sue Baranski, 15; 4) **Grace O'Malley**, Alice Leahey, 20; 5) **Wings**, The Cases, 21. (18 boats)

J/109 — 1) **Good Jybrations**, Lee Dryor, 8 points; 2) **Blue Star**, Carlie Haugk, 8; 3) **Commotion**, Anthony Wetherbee, 10. (7 boats)

SCHOCK 35 — 1) **Ripple**, Jeff Janov, 6; 2) **Whiplash**, Ray Godwin, 9; 3) **Power Play**, McQuade/Arkle, 11. (9 boats)

SANTANA 30/30 — 1) **Ghost**, Thomas Payne, 5 points; 2) **Aries**, Dennis Godfrinon, 6. (5 boats)

Full results — [www.nhvc.org](http://www.nhvc.org)

## HIGH SCHOOL PCCs (Encinal YC: Apr. 16-17):

1) Pt. Loma, 79 points; 2) Newport Harbor, 126; 3) Marin Catholic, 157; 4) Corona del Mar, 214; 5) Calvary Chapel, 220; 6) Kalaheo, 237; 7) Dos Pueblos, 238; 8) Punahou, 247; 9) Mater Dei, 262; 10) Sage Hill, 274. (22 teams; 12 races each for A & B)

Winning team (Pt. Loma) — Adam Roberts/Nick Martin (A); Tyler Sinks/Ben Todter (B).

Second place (Newport) — Charlie Buckingham/Marla Menninger (A); Matt Hogan/Blair Belling (B).

Third place (Marin Catholic) — Myles Gutenkunst/Danny Cayard & Delaney Lynch (A); Sean Kelly/Kristen Ritehouse (B).

(Top five teams advance to the Nationals in Port Angeles, WA, on May 14-15; [www.pcisa.org](http://www.pcisa.org))

## ALTER CUP (US Sailing/ABYC: 4/12-17: 22 races):

1) Greg Thomas (San Diego)/Jacques Bernier (San Diego), 20 points; 2) Stan Schreyer (Woodbury, NJ)/Jonathan Farrar (New London, CT), 32; 3) Pete Melvin (Huntington Beach)/Jay Glaser (Long Beach), 40; 4) John Tomko (Canyon Lake, TX)/Ian Billings (Dallas), 42; 5) Alex Shafer (Eustis, FL)/Eric Macklin (High Springs, FL), 50. (20 Hobie Tigers; [www.ussailing.org](http://www.ussailing.org))

## Race Notes

Mumm's the word: StFYC/SFYC member **John Kerslake**, who sold his Olson 29 *Plan B* to Chile last fall, is back in the game with a '94 Mumm 36, which he found languishing in Houston. The as-yet unnamed boat, formerly *Sonador*, was spiffed up at Anderson's and will make its debut in the CYC Friday night beer can races soon. "I have no idea what I just bought," joked Kerslake, "but it looks like it will be fun to sail!"

On deck circle: The **Rolex Trans-Atlantic Challenge** fleet — 20 big boats, including the upgraded 140-foot **Mari-Cha IV** and the new 100-foot Elliott-designed **Maximus** — will leave New York on May 21, bound for a finish line off the Needles (Isle of Wight, UK). MC-IV set the monohull course record in October 2003 of 6 days, 17 hours — but that was achieved by waiting for an optimal weather window for setting a course (not race) record. The race record, the oldest race record in sailing, was set by Charlie Barr and the **Atlantic** 100 years ago — 12 days,



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**Dinghy daze** — Fast and furious action at the StFYC/Stanford Collegiate Regatta on April 9-10. Check out 'Box Scores' to see who won.

4 hours and change. It will inevitably be lowered next month. See [www.transatlanticchallenge.org](http://www.transatlanticchallenge.org) for the entry list. . . At the same time (May 19-22), and much closer to home, Newport Harbor YC and Balboa YC will be co-hosting the inaugural **First Team Real Estate Invitational Regatta**, a big-boat regatta to benefit the nearby

Hoag Heart and Vascular Institute. The entry list, limited to 20 big boats, includes **Pyewacket**, *Genuine Risk*, *Magnitude 80*, and most every big-ticket boat in SoCal. Should be a great photo opp!

Road warriors: Tom Coates' J/105 **Masquerade** didn't sail in Charleston Race Week (Apr. 7-10), the third leg of the J/105 Southern Circuit, but still won the Circuit overall based on big wins at Key West and SORC. **Tiburon**, Steve Stroub's

J/105, came in 9th in class at Charleston and third overall on the Circuit. . . **Paul Cayard** and crew Brian Sharp won the Star Western Hemispheres at Nassau YC over a 25-boat fleet. . . SFYC junior **Sean Kelly** won the Laser class at the invitation-only CISA Advanced Racing Clinic at Alamitos Bay YC in early April.

In the Saint 'hood: A round of applause please for Rolex, which has stepped up to the title sponsorship role for the 41st Big Boat Series on Sept. 15-18. The regatta, which shall henceforth be known as the **Rolex Big Boat Series**, is in good company — Rolex also sponsors the Fastnet, Sydney-Hobart, Farr 40 Worlds, Middle Sea Race, Giraglia Cup, Maxi Worlds, Women's Keelboat Champs, and the above-mentioned TransAtlantic Challenge. A tiny slice of sailing history was made on Thursday afternoon, April 21, when StFYC held what they claim was the world's first **upwind start to a kitesurfing race** for 13 entrants. The kitesurfing series continues every other Thursday throughout the summer.

Synergy: NHYC's recent **Ahmanson Cup** (see *Box Scores*) was the first of four

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# THE RACING SHEET

legs in the **2005 Ullman Sails Inshore Championship Series**, a high-point series patterned after the late Volvo Series, which expired about ten years ago. The other three events that constitute the revived, renamed Championship are SDYC's **Yachting Cup** (April 30-May 1), **Cal Race Week** (June 4-5), and **Ullman Sails Long Beach YC Race Week** (June 24-26). There are no entry forms or fees for the Championship (any boat that enters any of the four regattas is automatically eligible), and perpetual trophies will be awarded in three PHRF classes at the end of June. See [www.ullmansails.com](http://www.ullmansails.com) for details.

Random notes: Peter English's lovely varnished Kettenberg 38 **Chorus** was dismasted a mile past the Lightship during the windy **Northern Star Ocean Race** on April 2 (see *Box Scores*). Peter and crew Bill Riley, Tom Blagg, and Steve Sarsfield wrestled the pieces of the splintered spruce mast back aboard and limped in with a Coast Guard escort. English is apparently considering — gasp! — an aluminum rig this time around. . . **Vikki Fennell** has organized a **new match racing program** based out of San Francisco YC every other Tuesday night throughout



JILL MANTZ

*On a roll — Marin Catholic's Myles Gutenkunst and crew Danny Cayard helped power their school to third in the High School PCCs.*

the summer. The sessions will be in the club's Cal 20s and begin at 6 p.m. on May 3, 17 and 31 and so on until Sept. 13. Contact Vikki for the whole story at (415) 810-5842 or [victoriafennell@yahoo.com](mailto:victoriafennell@yahoo.com). . . We're not the only ones on dead-

line right now — three America's Cup teams (John Sweeney and Tina Kleinjan's **Sausalito Challenge**, a German syndicate, and a combined French-Chinese effort) had until April 29 to muster the entry fee, performance bond, and late fee (about \$2 million total) to challenge *Team Alinghi* (SUI) for the 32nd America's Cup in 2007. Currently, there are nine paid-up challengers — *BMW Oracle* (USA), *+39 Challenge* (ITA), *Team Shosholoz* (RSA), *Emirates Team New Zealand* (NZL), *Luna Rossa Challenge* (ITA), *K-Challenge* (FRA), *Victory Challenge* (SWE), *Desafio Espanol* (ESP), and *Team Capitalia* (ITA).

All over but the crying: The **58th Ensensada Race** took place on April 22-23. Check out [www.nosa.org](http://www.nosa.org) to see how Paul Kaplan's *Santana* did in the Ancient Mariners division, among others. . . **Antigua Sailing Week** is also history. See [www.sailingweek.com](http://www.sailingweek.com) to find out if *Titan XII* continued her winning ways. . . The **Vallejo Race** ([www.yra.org](http://www.yra.org)) and SDYC's **Yachting Cup** ([www.sdy.org](http://www.sdy.org)) both occurred on April 30-May 1. Tune in next month to read about these events — or check their websites if you can't wait that long.

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# WORLD

*We depart from our normal format this month to bring you a special report on charter news from the recently completed **Strictly Sail Pacific**, plus miscellaneous **Charter Notes**.*

## Charter Pros Give us the Scoop On What's New in the Charter Biz

At the risk of giving *too much* press to the annual Strictly Sail Pacific boat show, we'll share some insights here which we gleaned from conversations at the show with a wide variety of charter professionals, representing both local and international firms.

As is often noted in the pages of *Latitude*, Strictly Sail is the biggest all-sail exposition in the West, and therefore gives you exposure to a broad range of products and services, from time-saving gadgets to half-million-dollar yachts.

What we like most about this annual gathering, however, is that it gives us a rare opportunity to catch up with associates in the industry and pick their brains about their areas of expertise.

For charter vacation enthusiasts, the cool thing about walking the isles is that you can have lengthy face-to-face chats with experts while poring over their literature. When talking with the international charter firms, that might include gaining insights into the best sailing routes through their charter venues, learning about

variations in weather and wind conditions at different times of the year and scrutinizing the subtle differences between one boat type and another. You might also sit down with these reps and discuss the details of their yacht management programs. (It may be news to you, but most bareboats are actually owned by private individuals, who let profits from chartering pay down their mortgages during the first several years of ownership.)

When talking to reps from the local sailing clubs (schools), you can find out about what's required to become a club member, compare instructional

programs and learn about additional club offerings such as overseas sailing flotillas. What follows are some of the highlights of our wanderings at the show.

Although not all companies with multinational operations were in attendance, the three biggest — The Moorings, Sunsail and Kiriacoulis — were well represented. At The Moorings' booth we checked out photos and specs of their sexy, nearly-new 6200 cat, which is the jewel of their crewed yacht fleet. With her 62 x 30 footprint, and unique flybridge steering position, she is a very sweet ride which accommodates eight guests in comfort, plus crew. Spacious and extremely stable, this is a yacht to consider if you want that incomparable big-boat experience with the pampering service of a professional crew. And, of course, the guests you invite along don't have to be hot sailors. Just about anyone would feel comfortable aboard — grandma, the kids and non-sailing friends.

The Moorings' new bases in Finland and Sweden are so new to their list of offerings, that apparently none of their reps had sailed there yet. But from the charts and photos we saw, sailing in that region is definitely on our charter wish list. Although you won't find Caribbean-blue water in the Baltic with temperatures in the 80s, the stunning natural beauty and cultural richness of the region

are seductive attractions. Meanwhile, in the Western Caribbean, The Moorings' Belize base, which features virtually all catamarans, is one of their hottest properties. If you've been thinking about chartering there, our advice is to book way in advance, especially if you want to do a multi-boat charter.

Like The Moorings, Sunsail sent a



**Moorings' staffers answered questions about yacht management as well as chartering.**



**Jason Meeuwig of the Bitter End discusses the famous BVI resort's watersports program.**

small army of sales reps to the show. Among them was Marketing and PR Manager Christine DeSimone, who filled us in on a slew of new projects. As mentioned in these pages last month, Sunsail recently expanded its operations in the exotic waters of Thailand. In addition to the offerings of their long-established base on Phuket, they will now operate flotilla charters out of Ko Samui during eastern Thailand's May-to-September dry season. Lying in the gulf to the east of Phuket, this region is renowned for superb diving and snorkeling.

We learned that Sunsail has also expanded its fleet at Annapolis, the prime jumping-off point for exploring the magnificent Chesapeake Bay watershed. Since Washington D.C. lies just



**As with any trade show, you could throw your back out with the weight of all the literature you tend to gather. But what a wealth of great information!**

ALL PHOTOS LATITUDE

# OF CHARTERING



**Mark Wakeman, representing Kiriacoulis, points to the heart of the prime chartering area along Croatia's Dalmatian Coast.**



**Boat show browsers chat with the Sunsail team about the company's worldwide charter offerings.**



**At Anacortes Yacht Charters, Colin Emsley (left) keeps the fleet running, while Mike Lovell oversees charter operations.**



**"Helloooooo Bay Area!" Roger and Marlene Van Dyken (right) and their staff are celebrating their company's 24th year in the Northwest charter biz.**

an hour or so from the charter base, our suggestion is to spend a few day's seeing the sights of our nation's capital, then a week of gunkholing through the meandering backwaters of Maryland's 'Eastern Shore'.

Taking a slight departure from our sail-only tradition, we'll also tell you that because Sunsail's parent company now owns at least two sail-it-yourself canal boat companies, Sunsail agents can now book a wide variety of these products here in the States. These vessels may not have sails, but to our way of thinking the idea of leisurely exploring the canals and rivers of Holland, Belgium, Germany and France seems like a perfect complement to a stint of land touring.

Longtime charter pro Mark Wakeman

has a lot on his plate. His company, Go Cats, represents catamaran charter outfits all over the world — some of which are little known to the American market. And, as of last year, he's been the U.S. marketing agent for the long-established Greek firm Kiriacoulis Yacht Charters. Although the name is a mouthful, and this family-owned company is not yet well known in the U.S., it is actually the third largest bareboat charter operator in the world, with bases in Greece, Turkey, Italy, France, Croatia and the Caribbean. Needless to say, Greece and Turkey are their true forte, but we were most intrigued with the notion of sailing the splendid Dalmation Coast of Croatia, which has long been a favorite cruising grounds of European yachtsmen, as

it is peppered with small, picturesque islands, as well as historic villages and towns. (The coastal region of Croatia, by the way, was not involved in the fighting which broke apart the former Yugoslavia during the '90s.)

A few of the regulars didn't show this year, such as TMM, whose reps are usually deluged with questions about their Belize and Caribbean bases, and Albatross Yacht Charters, whose owner, Tim Munsol, seems to know just about everything about Greece and Turkey.

However, the Pacific Northwest region was well represented by Anacortes Yacht Charters and San Juan Sailing. Although Northwest charter operators in both Washington and British Columbia are reportedly friendly and cooperative with



# WORLD



OCSC's Chief of Operations, Max Fancher, shares the love with marketing ace Antonia Hare, and visiting alum Katie McGauley.



Kelly, a former Tradewinds student, now works for the company — seen here recruiting prospective club members.



David Forbes of Club Nautique explains the advantages of club membership, one of which is that you can charter boats at a discount from either their Sausalito or Alameda base.

one another, the relatively short summer season in the high latitudes inspires healthy competition.

We caught up with Mike Lovell and Colin Emsley from Anacortes Yacht Charters and asked them about their recently-established "preferred partner" arrangement with The Moorings. Mike explained that it's been mutually beneficial, bringing new clients to the region who might otherwise not know about it. Anacortes YC has long been the largest charter outfit in the Northwest, offering a broad range of boat types, both power and sail. As such, they are able to offer occasional "website discounts" geared to bargain hunters with time flexibility. A

particularly notable boat is their Lagoon 38, as there are few cats available yet in those waters.

Most of the key members of San Juan Sailing's staff were in attendance at Strictly Sail, including owners Roger and Marlene Van Dyken, who've been fine-tuning their Bellingham-based operation for 24 years. As we learned when we chartered with them last summer (*Escape to the San Juans*, March issue), their entire fleet has forced-air heat, which keeps you toasty warm if nasty weather blows in. They offer a range of both power and sailboat rentals, but for Bay Area sailors, one of their most popular offerings is their six-day Learn

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'n' Cruise courses, which allow students to explore the San Juans while practicing essential cruising skills such as navigating, anchoring and systems management — a bona fide 'learning vacation' that gets you ready to charter on your own at virtually any other bareboat venue.

As one of the premier waterside resorts in the Eastern Caribbean, the Bitter End Yacht Club is a favorite stop-over of practically everyone who's ever chartered in the British Virgin Islands. Consequently, this family-owned watersports fantasyland typically sends up a representative or two to touch base with past clients and introduce the uninitiated to the resort's nearly-unique offer-

# OF CHARTERING



At the J/World booth, show-goers learn about the company's new Puerto Vallarta base.



ALL PHOTOS: LATITUDE

Stan explained that Modern Sailing has several overseas group charters on its calendar.

ings. Watersports guru Jason Meeuwig drew that 'tough duty' this year.

The Bitter End's all-inclusive pricing encourages house guests to become watersports dilettantes, sampling sailing dinghies, keelboats, Hobie cats, windsurfers and outboard-powered whalers as often as they please. A new addition this year is on-site kiteboarding instruction (operated by an independent concessionaire). Over the years, many Bay Area sailors have attended BEYC's special events, such as its annual Pro-Am Regatta, where house guests get to mingle with, and crew for, sailing superstars during a weeklong sailing festival.

In addition to international firms,

most, but not all, of the Bay Area's local sailing schools were represented. At the OCSC booth operations honcho Max Fancher explained that, in addition to classes, rentals and special club events, the company continues to do a lot of corporate programs, tailor-made to the needs of each client. Some are simply pleasure sails to reward employees or show appreciation to clients, while others entail on-the-water instruction or 'teambuilding' exercises. We should clarify that while you have to be an OCSC club member to charter their boats, they set up a wide variety of sailing events for nonmembers also. Located in Berkeley, OCSC will be hosting a bareboat flotilla in Turkey in June and another in Greece next September.

Tradewinds, located in Pt. Richmond, is also a members-only club, in terms of boat rentals, but Director of Operations Brandy Florey explained that they keep their 'buy in' low, with low annual dues to encourage new members. We learned that they regularly offer free ladies' day-sails to encourage more women to enter the sport of sailing, as well as Women-Sailing-With-Women classes. Also now on the instruction menu are special classes in specific areas such as diesel maintenance and anchoring. The club also does a great deal of ASA Coastal Passage Making programs annually.

Tradewinds also offers overseas flotillas. They'll be hosting a contingent of members and their friends in the Sea of Cortez this June and in Tahiti this September.

Club Nautique has two busy locations, in Alameda and Sausalito. Qualified sailors can rent either sailboats or trawlers from either location without being club members (Wait a minute. Why would you rent a trawler when you could go sailing!) At their booth, Alameda base manager David Forbes and others were busy explaining the advantages of club membership and its instructional programs. This is one of the few West Coast schools to offer the full range of U.S. Sailing accreditations, including the hierarchy's top tier, Offshore Passage Making, where students must endure a full week at sea, well off the coast. (See October's *World of Chartering* for a firsthand report on a recent OPM program.)

At the Modern Sailing Booth, we learned about head instructor John Connolly's latest special offerings. In ad-

dition to a full palate of ASA courses on, and outside, the Bay, he and his staff are now offering catamaran training to meet the demand of so many sailors who want to qualify to do catamaran charters in the tropics. This month, the Sausalito company will run a special trip to Monterey and back aboard *Polaris*, their Islander 53, as well as a bareboat flotilla along the Croatian coast. Also scheduled are two Caribbean trips to the Grenadines, in November and December. These trips are all open to club members and friends. Here also, qualified nonmembers can rent boats for daysails or overnights.

Although J/World is certainly not a new company, its Alameda facility is the newest school/club in the Bay Area. Reps at their booth kept busy explaining the finer points of their local and worldwide chartering opportunities — yes, they do rent to nonmembers — and their U.S. Sailing instructional programs. Although they feature J/Boats, of course, they also offer other makes, principally Beneteaus.

If you are interested in running a charter yacht internationally, you might be interested to know that J/World is the only Bay Area facility which also offers International Yachtmaster certifications. The most interesting news here, however, may be that J/World has announced the imminent opening of a new base at the Paradise Village Resort, just outside Puerto Vallarta. Both classes and bareboat rentals will be offered.

In case you missed it, in last month's *World of Chartering* we ran a complete listing of virtually every bareboat available in the Greater Bay Area (by the above companies and others), as well as listings of all the principle crewed charter yachts.

After three days at Strictly Sail, we'd covered a lot of ground — both literally and figuratively. But it was certainly time well spent. We encourage you to follow up on any info in these pages that interests you, and be sure to make a note on your calendar to cruise the show yourself next April. You may come home with a hoarse voice and sore feet, but the insights gained will be worth it.

— latitude/aet

## Charter Notes

Perhaps the most important charter note we can send you this month is that, believe it or not, it's May already! If you



# WORLD



THE MOORINGS

haven't made your **summer chartering plans**, you had better get on it — *pronto!*

This year, more than in any year in recent memory, charters seem to be **booking up much farther in advance** in the **Caribbean, Pacific Northwest** and other venues that are perceived to be free of animosity — or worse — toward Americans. For example, as early as mid-March, friends reported to us that there was not a single catamaran available

*How's this for idyllic? Through a new joint venture, The Moorings now offers charters out of five locations in Italy.*

in the **BVI** during the middle of June. No doubt, the abnormal strength of the euro against the dollar is another factor driving this trend. It costs substantially more to travel in Western Europe this year.

On the other hand, there are those who are quick to point out that visiting **Europe** while a minimum of (ugly) Ameri-

cans are rambling about would be a plus. We can see the point, as we know from experience that some of our ethnocentric countrymen can be embarrassingly annoying when traveling abroad.

With that in mind, you may be interested to note that **The Moorings** has just announced a new "Preferred Partner" arrangement with the firm **Sailitalia**. As a result, charters out of the company's five bases — two on **Sicily**, one on **Sardinia**, one on the island of **Procida** and one on Italy's southwest coast — are now available to the American market.

Renowned for its art, cuisine and classical antiquities, vacationing in Italy is a feast for the eyes and the senses which every culturally curious traveler should experience. As with other prime European sailing destinations such as Scandinavia and the South of France, we suggest you combine a week of exploring under sail with a stint of land-based touring. This new joint venture was announced literally the day before we went to press, so details about the cruising areas had not yet been posted on The Moorings' website. But they undoubtedly will be soon.

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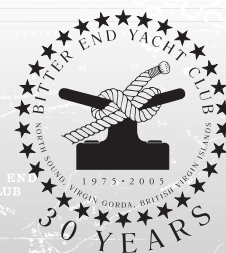
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# CHANGES

With reports this month from **Lady B** on getting ready to cross the Atlantic; from **Bella Via** on budget cruising; from **Learjet** on sailing from San Diego to the Marquesas; from **Altair** on crossing the Indian Ocean; from **Scirocco** on the Dry Tortugas; from **Ushuaia** on going north from San Diego to Sidney, B.C.; and **Cruise Notes**.

## **Lady B — Norseman 447 Helmut & Mary Draxl Getting Ready For TransAtlantic (Newport, Rhode Island)**

We are furiously getting *Lady B* ready for the St. Augustine, Florida, to Portugal ARC Europa, which is the less-popular version of the November Atlantic Rally for Cruisers (ARC) from the Canary Islands to the Eastern Caribbean. We leave May 5, stop at Bermuda for a few days, then sail to the Azores where we have another short stop. The final leg is to Lagos in southern Portugal. We have lots to do: get a new EPIRB, update all the safety equipment, have the liferaft inspected, buy a new radar, check the rigging, and do a last haulout. Nonetheless, our crew — Helmut, Mary, and our daughter Jenny Draxl, who just graduated from Yale — are very much looking forward to the trip.

We did the Ha-Ha with *Lady B* in 2001, so we've taken our time getting to Florida. We spent lots of time in Mexico, coming home each year for hurricane season. Last year we left *Lady B* in Barillas Marina in El Salvador. We were very impressed with the marina, its staff, and their concern for safety. We highly recommend it as a place to leave a boat for the season.

We left Barillas in October for Santa Elena, Costa Rica, and then made a quick trip down to Puntarenas. We left *Lady B* on a Costa Rica YC mooring while we flew home for the Christmas holidays. Once again, it worked out great. In mid-January we headed south to Panama. We had good weather until we got near Punta Mala at the entrance to the Bay of Panama. We waited out gusts to 50 knots at the nearby Benea anchorage with several

*'Lady B' as seen at the start of the Ha-Ha four years ago. Now she and her lucky owners are headed for three years in the Med.*

other boats. It hasn't been a great year for weather, as it seems all we've done is wait for windows.

Our Canal transit went very smoothly. We center-locked the entire way, and spent the night on Lake Gatun before arriving at the Panama Canal YC the next day.

Our trip to Florida was pretty uncomfortable, and there was lots of ship traffic. Now that we're in Florida, we understand about shallow draft boats, as it's tough for boats that draw more than six feet. It's not something we expected, but we arrived at St. Augustine in a fog that's as dense as we've ever seen on San Francisco Bay! We're now in St. Augustine Marina, with Max, our trusty sea dog, who has been with us since the Ha-Ha and who will sail to Europe with us.

You may remember that we cruised the Caribbean for six years back in 1979 aboard our old boat *Genever*, a 35-ft steel sloop. In fact, our daughter Jenny spent the first four years of her life cruising. In retracing some of our stops in Costa Rica and Panama, we've found that not too much has changed in the last 20 years. In fact, they seem to be using the same diesel engines for the launches at the Balboa YC.

We're excited about our trip to Europe — especially since Jenny is joining us for the passage. We plan to spend the next three years in Europe.

— mary & helmut 04/05/05

## **Bella Via — 44-ft Junk Ketch J. Carson & Monica Guildersleeve Cruising On A Budget (British Columbia)**

Artists see things in a different light. Here's proof.

In 1995, artists Jack Carson and Monica Guildersleeve of British Columbia had been home for two years following an inadvertent five-year circumnavigation with Monica's daughters Payana and Isha aboard the Swain 36 *Island Breeze*. It had been a great trip, but reentry into



the 'real world' had proved to be surprisingly difficult. The couple was lonely because they no longer had much in common with their old friends, and they were broke.

In November of that year an opportunity presented itself. If they could find a suitable boat and be ready to go by the following May, they could have a reasonably lucrative contract doing survey work for the very lucrative geoduck clam industry in Canada. The boat would have to be extremely rugged, as the job would require that they live and work aboard on the rough and weather-lashed west coast of Canada between the northern tip of Vancouver Island and Alaska.

After several months of looking in vain for the right boat, and with the May deadline looming ever closer, the impoverished Jack came up with a strictly right-brain idea. He would build a new boat from scratch. The only thing more surprising than that wild idea is that he completed the boat — the 44-ft cat-rigged junk ketch *Bella Via* — on time. Out of the need to keep costs to a minimum, many recycled



# IN LATITUDES



LATITUDE/RICHARD

**Monica holds some of her art while standing in the middle of what is both 'Bella Via's main salon and her and Jack's art studio.**

materials were used. The identical masts, for example, are aluminum light standards from the Vancouver airport. "We got the last two," laughs Jack, "all the others had been sent to the Far East to be melted down."

Jack and Monica used the boat for survey work for the geoduck clam industry that first year, and got the contract renewed every year for the next six years. Two years ago they were underbid which, given the difficult and dangerous nature of the work, didn't exactly break their hearts. When we bumped into the couple at Punta Mita on Banderas Bay a few months ago, they were in the early stages of their second long cruise. "This time our plan is to have no plan," says Monica.

"We'll go a lot slower than the last time, and stay in places longer," adds Jack. "And this time we may keep a foot in both worlds."

That Jack built a boat to suit a job opportunity is not that surprising, as he

and a partner had built seven boats in the '80s, all of them out of steel to Canadian Brent Swain's 'origami' construction process. "The idea is that you fold a big sheet of steel the way you do paper in order to make a very simple and inexpensive hull," explains Jack.

"Swain is a real character who more people in the sailing world ought to know about," adds Monica. "He's the kind of guy who would think nothing of leaving B.C. in September — single-handed, of course — to spend the winter in Tonga and then sail home in the spring. He's an inventor who lives so closely off the land that I bet he doesn't spend more than \$200 a

month. Yet about 150 of his designs have been launched in the last 25 years, and our current boat is Jack's further development of Brent's original origami concept."

It was working "too long and hard" on building boats in the '80s that encouraged both Jack and his partner to go cruising on their own boats. Jack's was a 36-ft twin-keeled Swain origami prototype that he and Monica christened *Island Breeze*. Departing British Columbia in '88, Jack, Monica, and Monica's daughters Panaya, 14, and Isha, 11, took off on their cruise without any intention of doing a circumnavigation.

"The funny thing is that our cruise never would have gotten anywhere were it not for the good people of Northern California," laughs Jack. "When we got down to the Bay Area in '88, we took a berth at Garvie's on the San Rafael Canal. But thanks to a welding mishap while tied to a dock, there was a fire inside the boat that melted the windows, destroyed the electronics, and ruined most of the preparations we'd made during the previous year. We didn't know if we could go on."

"But then the locals pitched in and did so many nice things for us," remembers Monica. "One guy let us use his warehouse to store our stuff, a stranger gave us the keys to his car — it went on and on. Plus, I got hired right away by Starbuck Canvas."

"In reality, the incident really tuned us up for a circumnavigation," says Jack, "although doing a circumnavigation had never crossed our minds. We only had \$20,000, so we figured that we'd make it to Australia after a couple of years and that would be the end of it."

**'Bella Via' may not be a gold-plater, but she's simple, solid, roomy, and has proven to be weatherly in lots of terrible weather.**



LATITUDE/RICHARD



# CHANGES

The five-year trip ended up costing them \$40,000 — which is a ridiculously low \$2,000/person/year. But it was still \$20,000 more than they had started with, so they had to work along the way.

"I don't know what it's like out there now," says Monica, "but 15 years ago it was certainly easy to get jobs. We tended bar, fixed things on boats, painted signs, and even picked gherkins in New Zealand. And because I'm an industrial seamstress, I got a lot of jobs fixing sails and making canvas products. In addition, Jack and I are artists, so we sold a lot of our art work at \$100 each. We mainly sold art of whatever area we were in to tourists, but some cruisers bought Jack's renditions of their boats."

The *Island Breeze* circumnavigation followed the usual path, at least for the first half of the trip. "We sailed the standard route to New Zealand, back up to the South Pacific for a season, then to Australia, the Chagos Archipelago, Madagascar, and South Africa. The latter two stops were quite interesting, as Madagascar had just opened up to foreigners, and Nelson Mandela had just been released from prison in South Africa. We later sailed up the islands of the South Atlantic to the Caribbean, then through the Canal to Costa Rica and Hawaii."

"We really enjoyed cruising Hawaii," says Monica, expressing an opinion seldom heard. "The Big Island was our favorite, but all the islands are beautiful and the people were wonderful. We finally left from Kauai for B.C. in the summer of '93. When we got back to Canada we just

***This is one of 'Bella Via's' two masts. Both originally saw service as light standards at the Vancouver International Airport.***



LATITUDE/RICHARD



kept cruising for a couple of more months because we couldn't face the reality of being home."

While returning home was very difficult for Jack and Monica, the trip seemed to have done a good job of preparing Monica's two daughters for adulthood. "We had both of them actively involved in the running of the boat from the very beginning," explains Jack. "They stood their watches, had days when it was their turn to cook, and so forth. We treated them like adults."

"I think they enjoyed it," says Monica, "as we didn't make them do schoolwork for more than three hours a day, and there were so many new and interesting places and people for them to see and meet. Compared to their peers, they seem to be better around people and more mature. And their cruising background seems to have helped them step right into their careers. One is a geographer and the other is an aircraft engineer."

As for Jack and Monica's post-circumnavigation career using their latest boat as a home, office, and dive platform, it was pretty interesting.

"We were hired to do survey work by a consortium of guys with permits to take

***The interior of 'Bella Via' is simple but spacious. She's a functional boat that's proven to be suitable for a couple of artists.***

geoduck clams in Canada," explains Jack. "Typically, geoduck clams are palm-sized with two-foot long siphons that, from the rear, bear a striking resemblance to women's genitals. Perhaps because of this, the clams are prized in the Far East as an aphrodisiac. They also make the best clam chowder you've ever tasted. Long ago, the clams were also found in California and more shallower waters, but most of the ones left now are in the rougher and deeper waters of the west coast of Canada. Some grow to be two feet across, and they can live to 150 years."

"The industry's big problem," continues Monica, "is that when there is a certain algae bloom, the clams may develop a toxin that causes paralytic shellfish poisoning — which results in horrible deaths for humans. George Vancouver's men learned this terrible lesson the hard way at Vancouver's Mussel Inlet in the 1700s. Because the toxin-causing bloom varies from time to time and place to place, the industry and the Canadian government

# IN LATITUDES



LATITUDE/RICHARD

need to have the clams continually tested to make sure they are safe for human consumption."

In other words, divers like Jack are needed to continually provide the industry and government with clam samples for analysis and testing. Interestingly, Jack would always have a bag of California mussels with him when he dove, because when it comes to the toxin, the mussels are like canaries in a cave in that they show the effects first.

The survey work required Jack to dive to as deep as 60 feet three to 20 times a week, often in severe conditions. "I had to wear a 3/8-inch drysuit because the water was so cold. In the winter, I often had to dive when there was ice on top of the water. But the cold was just one problem, as from October on the wind blew at hurricane force almost constantly. Naturally, that's when the clams were worth the most. The divers, who make about \$1,000 a day, would even wear headlights underwater in order to be able to continue working. Those guys live the sea adventure of a lifetime — and they do it every day! Lots of them get hurt, and

about one of them dies every year."

"Just as crazy," Jack continues, "are the crews of the two packing boats that constantly make runs with the clams across the 125 miles of open water between the top of Vancouver Island and the bottom of the Queen Charlotte Islands. They run those packers no matter how horrible the sea conditions. I once sat — because I couldn't stand — on the deck of a packer while they were loading her. It was blowing 85 knots and it was unbelievably cold. Like the divers, the crews of the packers get paid well — but still not enough."

"Wind speeds are relative," says Jack. "During our five-year circumnavigation, we only had a few blows over 40 knots. One of them, however, was a three-day, 60-knot storm off New Zealand. We put out a drogue and ran with it. When the wind shifted from the south to the southwest, we experienced the classic 'pyramid waves', where every now and then the waves would come together in such a way that the boat seemed to be at the pinnacle of a watery pyramid. After that, 40 knots seems like hardly anything at all. You just put up the smallest sail and run with it."

"It wasn't so different working off the west coast of British Columbia," continues Jack. "When you need to dock your boat in 80 knots of wind, the technique is simple — you ram the dock as hard as you can with the bow and jump off. After you've been in some 80-knot blows, 35 knots seems like a light breeze."

"Anyway," says Monica, "it was into this world of extremely harsh conditions that we entered as babes after our circumnavigation. It was just our luck that gooducks like exposed rough water. Thus we had to go up and down the west coast of British Columbia's islands, often anchoring on a lee shore in 40 knots of wind so Jack could dive for samples. There was a lot of pressure, too, because often times the industry had planes, boats, and crews waiting for Jack to provide samples that would prove the clams were safe. Time could be money — big money."

Given Jack and Monica's vast experience both pleasure sailing and working on the water, we were interested in their review of marine equipment. They love their John Deere diesel — a common engine on Canadian tractors — because it's industrial strength. They also note that they



**Jack has built all his boats from origami models — such as the one he is holding — rather than traditional plans.**

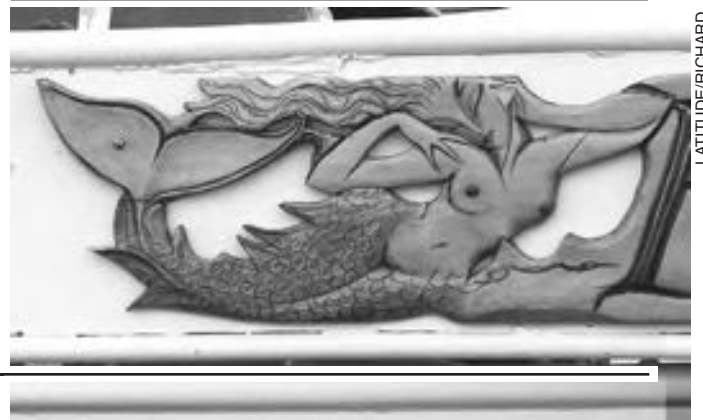
use a commercial fisherman-style self-reeling hydraulic winch for the anchor. "It's the only way to go," says Jack. "We use oversize one-inch line and have 150-ft of 3/8-inch chain."

Although they used a sextant to navigate their way around the world, Jack and Monica prefer the more modern method of navigation. "GPS is the best thing ever!" she says. "In fact, we bow down to it every day. But we still carry charts and a sextant."

"We also believe that radar is a must rather than an option," says Jack. "We have an old cathode ray depthsounder as opposed to a digital one because they give the most accurate picture. We have a little red Honda generator for backup power. It's a beautiful little thing."

The couple are also very proud of the hand-carved *Bella Via* nameboards on the hull. "They were made by sailor-

**Jack and Monica are both particularly proud of the name boards they got through barter from Canadian artist Godfrey Stephens.**



LATITUDE/RICHARD



# CHANGES

carver Godfrey Stephens of Victoria and obtained through barter," says Jack. "He has his carvings on many pubs in Canada and throughout the world. He's painted murals everywhere from Greece to Yelapa. He built a Wharram catamaran on the beach at Tofino, the famous surfing beach on Vancouver Island, and christened her *Tompax*. He sailed her all around the Queen Charlottes in the early '70s without an engine — which was quite a feat. Everybody thought she was the *Kon Tiki*. He now has a 40-ft junk-rigged steel boat named *Mongo II*, which was named after *Mongo I*, which he lost on a beach in Baja in '88. At age 65, Godfrey is painting and carving more proficiently than ever."

There's more that's curious about *Bella Via* than her origami construction.

"Like our previous boat, she has twin keels," says Jack. "This doesn't make her sail to windward any better, but it does allow her to be safely grounded in a tidal area or even up on a beach. For example, when we were coming down the coast of Baja last fall our depthsounder transducer broke. So when we got to Turtle Bay, we simply ran our 44-ft boat up onto the beach near the pier. When the tide went out, we changed the transducer. When the tide came back in, we floated her off again. The locals couldn't believe their eyes."

As for the junk rig, Jack's not religious about it. "It performs well in 15 knots of wind and is very easy to use, but it's not particularly good in heavy weather or trying to sail to weather. I just wanted to try the rig because I'm curious about all different kinds of boat design. I like Garry Hoyt's sail design ideas. I also like freestanding masts."

Jack and Monica are surprised at how long some of their friends from their first cruise stayed out. "Ralph and Phyllis Nansen of Seattle were out sailing on the 1970 Sampson ferro cement boat *Fram*.

**Monica glances up through the 'cargo hatch' that's over the top of the cat-rigged ketch's main salon. It offers 'natural' air-conditioning.**



LATITUDE/RICHARD

They took off when they were 60 and recently came back at age 74 — looking younger than ever. We don't know if we'll stay out that long on our second cruise, but our main objective is to be physically and mentally active, and to do a lot more walking, swimming, reading, listening to music and doing artwork. These are all things we didn't have enough time to do while we were working and chasing money."

In closing, the couple wanted to put in a good word for Richardson Bay Harbormaster Bill Price. "We stayed in Richardson Bay from September to March of last year, and Bill did everything he could to help us out. What a cruiser-friendly harbormaster. We sure appreciated it."

—jack & monica 02/15/05

## **Learjet — N/M 55 Glenn Andert & Chris Vandever San Diego To Hiva Oa (Cupertino)**

It's March 27th, and we and our four crew have made it the 2,900+ miles from San Diego to Hiva Oa in French Polynesia. We did it in 18 days, surprising even ourselves with our speed. We're now anchored between the beach and the orange range markers in Taahuku Bay near the town of Atuona.

Last night saw us moseying along at roughly six knots under staysail and double reefed main, a much-reduced sail plan to prevent us from making landfall before dawn. But long before first light we were able to pick up the island with our 48-mile radar. The first person to see land with their naked eye was Christine, who saw it 15 miles away just before dawn. The sunrise was quite spectacular as the islands greeted us. Soon we were able to see the tiny Fatu Uku, which is due north of Hiva Oa, and the large island of Mohotani, which is to the south of Hiva Oa. Both are uninhabited.

Hiva Oa is typical of the Marquesas in that it's volcanic and it has very steep cliffs and spires. For example, Mt. Temeti, which is adjacent to the anchorage, rises to 3,000 feet and is normally shrouded in its own cloud. Unlike the Tuamotus, the islands of the Marquesas don't have fringing reefs — it has something to do with the water temperature.

We sailed close to Hiva Oa for a long time, making our way from the east end of the island to the anchorage at Taahuku. It took so long because we were gybing downwind under just the main. The slow speed allowed us to enjoy the amazing sight of the island after nearly 3,000 ocean miles. Then a nice cloud ap-



peared and drenched us and the boat. It was welcome, however, as it refreshed the crew and washed all the salt off the boat. During the downpour we saw a double rainbow over the island.

We had the fishing line out while going along the island. This was the same bulletproof line — 500-lb monofilament — that I had used on a passage from Hawaii to San Francisco in 2000. I also used the same lure — with a hook that looks big enough to catch a whale. Our technique was simple: throw the lure overboard and tie the other end of the line to a winch. Every now and then we pulled on the line to see if there was anything there.

Suddenly there was something there. A monster, in fact, by our standards! It turned out to be a 34.25-inch yellowtail tuna. God only knows what it weighed, but it was heavy. After Glenn cleaned it, we had four one-gallon Zip-Loc bags filled with fillets. Clearly Poseidon had been happy with our offerings at the equator.

As we were finishing cleaning up the mess — and such a big fish leaves a big and bloody mess — Glenn dropped the big sponge overboard. Geez! Since we'd already lost a bucket doing this, Glenn jumped in and rescued the sponge. He

# IN LATITUDES



SPREAD, INTERLUDE; INSET, LATITUDE/JOHN RISE

**Spread; The unusual and pointed beauty of the Marquesas. Inset; 'Learjet' as she looked starting the Ha-Ha several years ago.**

said the water felt refreshing. We went back and picked him up.

Anyway, Grant put the line out again as he gybed along the coast to spend a lot of the time in water 200 feet deep. He did this both for the sightseeing and figuring that he might catch a cousin of the fish we'd just caught. Sure enough, 30 minutes later we had another yellowtail on the line. This one was 35 inches, which meant Grant beat Glenn in the biggest fish contest.

We saw the most amazing sight on arrival outside the anchorage — a swordfish breaching! It jumped almost completely clear of the water several times.

We had some confusion when it came time to enter the bay. Elan had very carefully taken GPS coordinates off the chart, and we were looking for a range light up on a hill. Elan spotted a tower on the hillside, which matched perfectly with the bearing on the GPS — but Glenn was uneasy because the visual landmarks didn't make sense. Plus, he doesn't trust the GPS to match the charts. It was a good thing he was skeptical, because as

we continued double and triple-checking, it became clear that something wasn't right. Eventually we found the real range light and the visual indicators did make sense.

After we anchored, I checked our position against what it indicated on the electronic chart. The latter indicated that we were halfway up the nearby mountain! It was another case of the charts not being accurate. Many of the charts are from World War II, but the one we were using for the anchorage was from 1960 — and it still wasn't right.

The depths in the anchorage were 9 to 14 feet. *Learjet* draws 8.75 feet, so we anchored in 11.5 feet — which didn't leave a lot of water beneath the keel. There were three boats in the anchorage when we arrived, and not much room for more. After a little while the two large boats — one French and one from Belgium — weighed anchor and left. Had we offended them, perhaps with our American flag?

As soon as our anchor was down, we scrambled to get all the canvas up. It's quite a bit of work, but without it up it would have been almost unbearably hot on deck. You need lots of shade in

the tropics. Then we all took a welcome swim. And shower. And relaxed to music, the last of Grant's port wine, and the last of the chocolate. Our landfall dinner was sashimi and sticky rice. There were many requests for sake, but we had none. We found that the soy sauce, wasabi, and pickled ginger were almost gone, too.

Now, for the results of our various pools. The women were clearly the pessimists when it came to guessing how long the passage would take, as they bet 22 to 26 days. The males guessed 19 to 21 days. It turned out that we were all pessimists, as it only took 18 days. Glenn was the closest. If we're not mistaken, the record for San Diego to the Marquesas is something like 14 days, and was set by a Whitbread boat. The boats in last year's Puddle Jump from Mexico to the Marquesas — which is a couple of hundred miles shorter — did it in anywhere from 19 to 30 days.

Glenn also won the pool about how many hours we'd run the engine. He guessed 40, while everyone else guessed substantially more. But Elan won the bet for our best 24-hour run made good, as she guessed 201, which was just two miles less than we actually covered. We also had one day where we covered 221 miles, but not directly toward the Marquesas.

It's quite beautiful here in the Marquesas. Green. Very tropical — duh. And quiet. Frigate birds circle overhead and fish dart about beneath the surface.

— chris 04/05/05

## Altair — Cal 35

**Paul Baker And Suzette Connolly  
Australia To Africa To Brazil  
(Seattle, Washington)**

Here's a short update from we vets of the 2000 Ha-Ha, who have put many miles under *Altair's* keel in the last 12 months or so.

**Sydney, Australia, one of the world's most spectacular harbors for both sailing and outstanding panoramas.**



GUY FAWKES



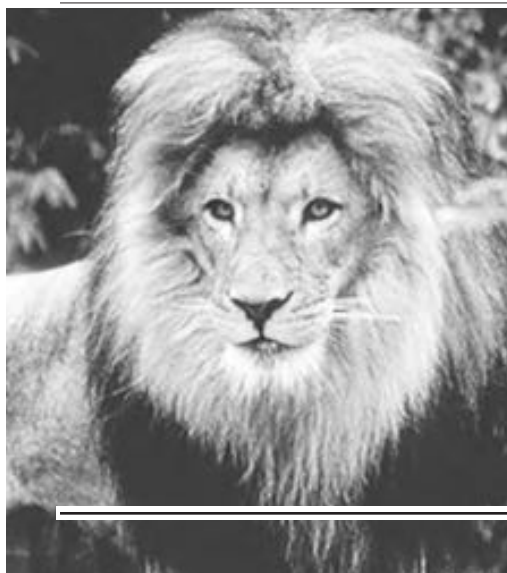
# CHANGES

December 2003 found us entering Sydney Heads after a great passage directly from Noumea, New Caledonia. Sydney was a most excellent landfall, as it's an awesome city to see from the water. They also put on one of the best fireworks displays on New Year's Eve.

We then sailed up the coast to Brisbane, where we left *Altair* for 2.5 months to go home and visit our parents. We returned in May to haul out and complete the boat projects that were best done in a First World country. From there we continued up the East Coast of Australia. The trip up the inside of the Great Barrier Reef featured some of the best sailing we've had so far, as it was downwind day-hops in flat water. Lizard Island was our favorite stop. We also got a thrill from hiking out to Cape York itself, while our boat was anchored in the bay. Once 'over the top', we enjoyed Darwin and explored inland to Kakadu National Park.

Finally, it was time to head off on the approximately 6,000-mile passage across the Indian Ocean to Africa, with five stops at nicely-spaced islands to break up the trip. Each stop was special in its own way. Ashmore Reef, in the middle of the ocean, had excellent snorkeling, and at one point we had nine turtles swimming around us. Cocos Keeling had a beautiful anchorage off an uninhabited tropical island, and we found a pay phone on a coconut tree where we were able to call family and friends using the last of our cheap Aussie phone cards. Rodrigues Island was quiet and relaxed, and home to some of the friendliest people we've met in our four years of cruising. Mauritius had the hustle of a big city, a blend of different cultures, and good but cheap rum. Reunion was like a visit to 'Le Metropol' as

**How about those highlights and the comb-out?**  
*The main thing that Paul and Suzette liked about South Africa was seeing the wild animals.*



DR. JANE BADALL

everything was *very* French — but there was also great mountain hiking, plus an active volcano. Although it was sometimes bumpy, *Altair* held up well all the way across the Indian Ocean.

We made landfall at Richard's Bay, South Africa. What a fantastic time we had exploring the game parks, which are only an hour's drive away. Seeing the animals of Africa up close in their natural environment is an experience we will never forget!

With lots of patience and excellent local weather information from Fred in Durban, our trip around the capes was uneventful, with stops at Durban, Mossel Bay, and Cape Point. The push from the Agulhas Current added a boost of up to four knots at times. Cape Town was fantastic, as there are incredible views of Table Mountain from the Royal Cape YC. But the wind howls through the marina at 30 knots on a regular basis. And when the 'Cape Doctor' is blowing, you have to expect gusts to 60 knots. It makes for a wild ride — even when tied up to the dock!

As there are limited places to anchor along the coast of South Africa, it was nice that every yacht club we visited was so welcoming to foreign cruisers. We left Cape Town in early March, had a great one week stay on St. Helena, and are now headed across the Atlantic to Fernando de Noronha off Brazil. From there we'll continue on to Tobago.

P.S. Suzette's dad picks up a copy of *Latitude* every month, and faithfully forwards it to wherever we are in the world. It's been a great way to keep up with the sailing scene in the States, as well as cruising information around the world. Keep up the good work!

— paul & suzette 04/05/05

## **Scirocco — Morgan Out-Island 41 Greg Retkowski & Crew Visiting The Dry Tortugas (San Francisco Bay)**

Greg Retkowski and I, Cherie Sogsti, both two-time Ha-Ha vets, have been cruising the Florida Keys for the past few months aboard Greg's *Scirocco*. Our sailing buddies, Rennie Waxlax and Anne Blunden of the Southern California-based Swan 65 *Cassiopeia*, came out to join us in Key West. Then the four of us decided to sail to the most difficult U.S. National Park to get to in the Lower 48 — the Dry Tortugas National Park.

Six cays make up the Dry Tortugas, home to America's most pristine living reefs. Garden Cay, the biggest of them all, is 70 miles west of Key West and is



graced by Fort Jefferson, America's largest coastal fort. The Dry Tortugas were discovered by Ponce de Leon, who named them after the abundance of sea turtles in the area.

As we sailed up to the spit of sand that is Garden Key, we recognized one of the four sailboats on the hook. It was '99 Ha-Ha vets Brian Randolph and Lisa Ritchie aboard their Kelly-Peterson 46 *Wasabi*. We jumped into our dinghy and reunited with our Ha-Ha friends, letting 10,000 miles of sailing tales spill out into the cockpit. Throughout Greg and my sailing adventures down the Pacific Coast, through the Canal, and up to Miami on *Scirocco*, we have reunited with numerous Ha-Ha friends along the way. Ha-Ha friends are friends for life! No wonder Rennie and Anne will be taking their Swan 65 on their fourth one this fall.

None of us — except maybe Rennie — travelled all the way to the Dry Tortugas just to see an old fort. But Fort Jefferson, which was built with 16 million bricks, is actually pretty interesting. It was started in 1846, but never completed because it was made obsolete by the invention of the

# IN LATITUDES



CHERIE SOGSTI

**While at Fort Jefferson in the Dry Tortugas, Rennie and Anne saw "just another brick in the wall" 16 millions times.**

rifled cannon. But in its day, the fort's cannons could hurl shot three miles out to sea. Eventually the fort was abandoned, and later became a haven for pirates, drug runners, and an inspiration for writers such as Ernest Hemmingway — and me, Cherie Sogsti.

If you like bricks, the fort was cool. But I preferred to cool off by jumping overboard and swimming with the monstrous jewfish that love to congregate under the hulls of the anchored sailboats. Greg wanted to know if the jewfish was circumcised. Questions like that prompted the more politically correct of us to change the name of the fish to goliath grouper.

"I didn't know that fish barked," said Rennie after he'd swum with a massive grouper for a while. "But when I got into his territory, he 'arfed' at me." Could the fish have been angry because the smell of Rennie's seafood dinner from the previous night was still on his breath?"

The clear waters of the Dry Tortugas are also the home to a colony of peaceful

nurse sharks. Although nurse sharks pose little threat to humans, our conditioning from the movie *Jaws* was enough to get our hearts pounding! As we peered over the side of our inflatable dinghy and watched three nurse sharks circle below us, Anne said, "We need a bigger boat," stealing a line from the movie.

But the sharks and massive grouper didn't scare Rennie. When the captain of

**Cheri and Greg stand on a sand spit that hadn't existed prior to last summer's series of powerful hurricanes.**



a neighboring boat yelled, "I'm sorry, we pulled up your anchor," Rennie recognized an opportunity. Realizing that the captain of the other boat hadn't snagged our anchor at all, Rennie knew there had to be something interesting — maybe a pirate's treasure? — down there. So with a glint in his eye, he slipped on his mask and snorkel and braved the nurse sharks to jump into the water. The 'treasure' turned out to be a Danforth anchor with 25-ft of chain attached. "All in a day's work," Rennie proclaimed.

Sailing in the warm waters off the Florida coast motivated Rennie and Anne to start planning their Ha-Ha to the warm waters of Mexico this fall. "We can't wait to head south again," he said. "In fact, we're looking to buy a new dinghy next week."

After our visit to the Dry Tortugas, we sailed back to Key West, which, because of the eccentric local population, is also known as 'Key Weird'. It's the southernmost city in the continental United States, and in addition to being weird, has the most bars per capita of any city in the United States. Cheers!

— cherie sogsti 04/16/05

## Ushuaia — Hunter Passage 42

**Jerry & Chris Zerr  
San Diego To Seattle  
(San Diego)**

I'm writing in response to a request for information about sailing north from San Francisco to the Seattle area. Some of us can't afford to truck our boats north, so we have to do it the hard way. My wife and I made the trip from San Diego to Sidney, British Columbia, starting on May 12. We were under no illusion that it was going to be an easy trip. But I'm a licensed captain and have done more Baja Bashes than I care to remember. We viewed the trip north to be an extension of the Bash.

We got beat up — 25 to 30 knots of wind on the nose — at all the usual places the guide books talk about, but particu-

larly between San Diego and San Francisco. The further north we got, the easier our trip became. We waited in San Francisco for what seemed like forever hoping to get good weather. We passed the time by taking daysails, enjoying the Marina District, and dining at all the great restaurants. Finally we got a southerly.

We made the most of the southerly,



# CHANGES

sailing past Cape Mendocino with 25 knots from astern rather than on the nose. From San Francisco north, our main headache was the crab pots. Avoiding them was like having to go through a minefield.

Almost all the ports north of San Francisco have bar crossings that can be dangerous under certain conditions. Contacting the Coast Guard for a bar report is usually recommended. We managed to enter all the ports we wanted, usually because we had to refuel. My main gripe about *Ushuaia* is that she only came with a 72-gallon fuel tank. We usually carried at least two jerry jugs of diesel for an emergency, although we've never cut it close enough to require using them. We found that some of the fuel docks are mainly set up for rough commercial fishing boats, making refueling hazardous to a more nicely finished recreational boat. Long fenderboards help.

We left Coos Bay-Charleston, Oregon, with a forecast of several days of fairly calm weather. We decided to push as far and fast as we could because the forecast also called for several days of gale force winds approaching the Washington coast after the calm. We arrived off Newport, Oregon, at approximately 4 p.m. with seas so flat we thought we were on a lake. I took that opportunity to dump those two jerry jugs into the tank, and we motored on. We crossed the Columbia River-Capt Disappointment area at dawn with flat seas and no wind — and feeling extremely lucky.

Pushing on, we arrived off Cape Flattery at dawn again, only in fog so thick that we couldn't see the bow of the boat. There is an incredible amount of large vessel traffic in places like off the Columbia River or in the Straits of Juan de Fuca — something San Francisco Bay sailors are familiar with. When running at night **Unusually, Chris and Jerry had rougher weather between San Diego and San Francisco than San Francisco and Sidney.**

or in the fog, we were thankful for our radar, which I consider essential on any cruising boat.

We pulled into Neah Bay — just inside Cape Flattery — debating whether we should stop and catch up on our sleep or keep going. But by this time the weather was changing fast, with gale force west-erlies forecast for later in the day. We refueled and crossed over to Vancouver Island while the winds were still pretty calm, being careful to hug the island as we proceeded east. At 11 a.m. the wind started to build, and we soon had 30 knots from aft, which gave us a great sail all the way to Victoria.

After we turned the corner and into the lee of Vancouver Island, we had 15 knots off the port beam and had several hours of great sailing. During this time we called ahead to Port Sidney Marina and got a slip assignment. Upon arrival in Port Sidney, we pulled into the Canadian Customs Dock, called from a dock phone, and were set for the entire summer. Go figure, Sunday afternoon at 5:30 p.m., no hassles, and no fees.

Although we actually were underway for only 16 days, including three overnight passages, we covered — according to our GPS log — 1,280 miles. But the total trip took a lot longer, as we spent several days waiting out gale force winds in various ports. But remember, we started from San Diego, not San Francisco.

We spent several days in Sidney, which is in the heart of the Canadian Gulf Islands. It's a lovely community and a terrific spot to base out of. We spent the summer cruising in British Columbia, and loved the beautiful anchorages and many marine parks. Probably the only disappointment was how crowded it was! It seems like everybody in Puget Sound and southern B.C. owns a boat and is also out cruising.

It started raining off and on in August, and by mid-September the crowds had started to thin out. We kept cruising until late October, deciding to finally park the boat in Anacortes, Washington, for the winter. We have decided to cruise farther north this coming summer, as the crowds thin out the farther up you go. It has a lot to do with the hazardous rapids and currents.

Would we do San Diego to Victoria again? Definitely!

— jerry & chris 04/09/05

## Cruise Notes:

We regret to have to report the passing of **Anet Martin**, who was the cook for many of the great adventures aboard

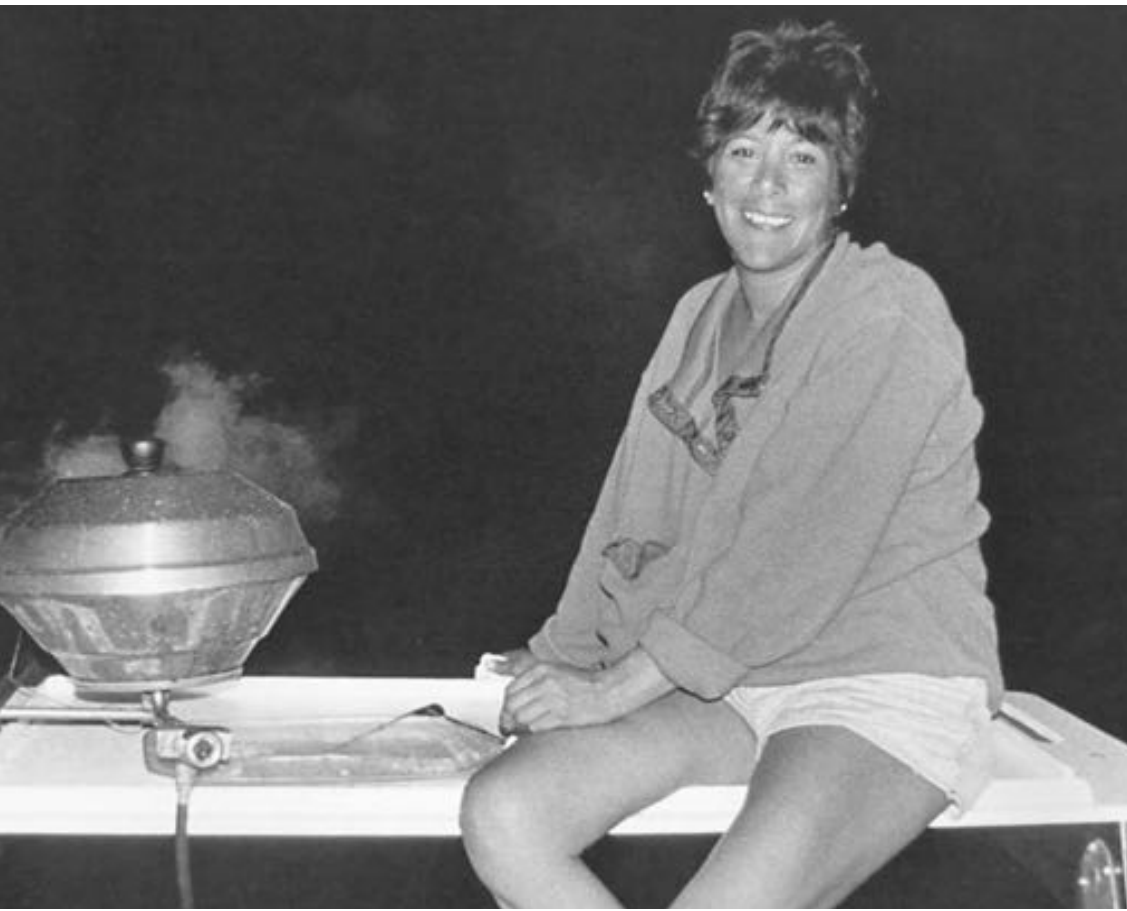


**Big O** when the Ocean 71 ketch was owned by *Latitude*. Although she's been out of sailing for about 10 years, she sailed both ways across the Atlantic and the Med, did the first Baja Ha-Ha, did several Antigua Sailing Weeks, and even walked the decks in exotic ports such as Casablanca. We have vivid memories of her smoking, drinking, and laughing up a storm at such places as the San Blas Islands, the Grenadines, St. Barth, Ibiza, St. Tropez, Monaco, Elba, the Corinth Canal, Marmaris, and Knidos. She was a fine cook in even rotten weather — we recall the complete Thanksgiving turkey dinner she prepared in the middle of the Atlantic — had a great sense of humor, and was wonderful to the boat's two kids. When the time comes each year to recall all those who sailed aboard that magical ketch, Anet will not be forgotten.

He's much better, thank you. Blair and Joan Grinols, the subject of this month's *Latitude 38 Interview*, are up in Oregon supervising the construction of their new home. Many of their friends have been inquiring how Blair is feeling after he took a nasty fall in the cockpit of their 45-ft catamaran **Capricorn Cat** while sailing north from Cabo San Lucas.



# IN LATITUDES



BOTH PHOTOS LATITUDE/RICHARD

**Spread; The late Anet Martin cooking on the BBQ-deck of 'Big O' in the middle of the Atlantic. Inset; Blair Grinols.**

Athough Blair was in extreme pain at the time, x-rays later indicated that nothing was broken. He's now pretty much back to his energetic self. As for *Capricorn Cat*, she's in La Paz until the couple find time to bring her north.

And just after the *Latitude* issue came out with the story of the 83-ft sailboat **Windward** being wrecked on the beach at Yelapa back in 1958! "While enjoying some drinks and ceviche at Yelapa last month, Lisa and I heard a scream for help from a crewmember aboard the 110+ foot motoryacht **Panache**," remembers Leif Vasström of the San Francisco-based Beneteau 51 **Solar Planet**. "A few minutes before I'd told Lisa that *Panache* was either dragging or the crew was deliberately letting her get very close to the beach. But by then I knew the boat was dragging, so I ran down the beach to help, screaming at the top of my lungs and pointing to *Panache* slowly backing ever closer to the shore. I finally got the attention of a water-taxi with two 200-hp outboards, but because of the language barrier, for the longest time I couldn't get him to under-

stand that I didn't want him to take me to *Panache*, but wanted him to hurry over and try to pull the big yacht to deeper water. Finally, another gentleman ran down to the beach and translated — at which point the water-taxi took off like a rocket to try to help. After what seemed like an eternity of *Panache* being just a few feet from dry land, the water-taxi got a line to a crewmember, and ever so slowly was able to pull the huge yacht away from the shore. It took two tries, though, because of the wind and because the water-taxi had trouble getting the bow of the yacht facing into the wind."

"I believe that the yacht captain and the others were on the beach," Vasström continues, "initially unaware of what was happening. To the best of our knowledge, the two crew who had been left on the yacht didn't know how or didn't have the authority to start the engines. But once the captain realized what was happening, he and the others rushed back to the boat. When we left for P.V. a short time

later, a diver was getting ready to check for damage to the powerboat's props, struts, and rudders. The crew was standing around the back of the boat looking somber. But they gave us a 'thank you' for spotting their dragging boat and getting the water-taxi to pull her out of danger. We later heard that everything on the boat was all right, and later saw *Panache* at the dock. We were happy we'd been able to assist. The strangest thing was that hundreds of people could sit on the beach watching but not getting involved. Of course, once everyone realized there might be a problem, they all rushed closer to get a better view."

Can you name the modern monarch who expanded his kingdom by 23% — much of it to the benefit of yachties — without firing a gun? That would be **Prince Rainier III** of tiny Monaco, who passed away last month at the age of 81. Although best known for marrying American actress Grace Kelly, Prince Rainier transformed the just-over-half-the-size-of-Golden Gate Park principality from a fading gambling resort to a modern and vibrant little state. Early in Rainier's reign, Monaco was described by W. Somerset Maugham as "a sunny place for shady people", but he transformed it into a much more diversified little haven, with broad tourism, conventions, and a grand prix race. Nonetheless, Monaco remains a sunny place for tax exiles and suspected money-launderers. Monaco has always been dominated by Hercules Harbor — recently expanded with a large new breakwater extending far into the Med — which has long played host to many of the world's great yachts. But the principle expansion was the landfill beneath Le Rocher that created Port Fontvieille Marina at the base of a sheer cliff. Although often perceived as a snobby place, when we visited with *Big O*, the Port Captain

**Port Hercules in Monaco, a country that's less than half the size of San Francisco's Golden Gate Park.**





# CHANGES

was pleasant and assigned us a slip in a premiere spot on the front row — at a price of less than \$1 a foot! The people were a lot of fun, and the government put on a giant Fourth of July celebration for Yanks that featured a U.S.-style BBQ with corn-on-the-cob, square-dancing, country music, and what looked like the world's largest American flag on the side of the hill. It was a very enjoyable stop — even without the above-mentioned Anet taking a photo of her then boyfriend Jim Drake inadvertently dancing with Claudia Schieffer and Prince Albert. We very much look forward to returning some day.

"We had a fantastic time cruising here in Mexico starting with the 2004 Ha-Ha," write Bill Finkelstein and Mary Mack of the Santa Rosa-based Valiant 50 **Raptor Dance**. "We particularly loved the anchorages at Tenacatita, Chamela, and Ipala. Nuevo Vallarta's Paradise Marina was our favorite marina, as Harbormaster Dick Markie and his wife Gena do a fantastic job! We'll be leaving Mazatlan tomorrow, April 16, to cruise the Baja side of the Sea of Cortez before heading to La Paz to have *Raptor Dance* put aboard the May



COURTESY RAPTOR DANCE

*'Raptor Dance' at the start of the first race of the Banderas Bay Regatta. Failed webbing at the top of the sail knocked them out.*

Dockwise Yacht Transport ship for the trip up to Vancouver.

"I'd like to make a correction to last month's article on the **Banderas Bay Regatta**," continues Finkelstein. "Class Four

actually had three starters — at least for the first race. We started that race with our Valiant 50, but had to retire when the webbing at the head of our genoa failed. Without a spare jib or genoa, we had to retire. We were unable to repair the sail ourselves or get it repaired before the end of the regatta. We tried three Sailrite machines, but none was able to put stitches into the head of the Spectra headsail. So we tried to hand-stitch it. Unfortunately, we couldn't even drive our biggest needle through the fabric — not even when it was encouraged with a hammer! After the regatta, Barry of UK Sailmakers in P.V. made a great repair. With our own boat out of action, we raced with Chris and Heather Stockard aboard their Saga 43 **Legacy** in the second race, but were knocked out by flu for the third race."

"You got Gene and Sue Osier, who are my son-in-law and daughter, started on long distance cruising when they joined the 2000 Ha-Ha with their Serendipity 43 **Peregrine**," writes Miles Lewis of the Alamitos Bay-based Ericson 39 **Miles Ahead**. "After the Ha-Ha, they did the

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## IN LATITUDES

Puddle Jump to the Marquesas, New Zealand, and Australia, then continued cruising to Indonesia, Singapore, Malaysia, Thailand, the Maldives, Oman, and Yemen. At the very end of my daughter's March 16 email from Aden, she wrote: "I have a hair-raising pirate attack story to tell you. We are now at anchor with two boats — **Madhi** and **Gandalf** — that were fired upon by pirates. The cruisers fought back, however, and disabled the attackers!" She and Gene left Aden for the Red Sea before she could email a follow-up, and I've not heard from them since. But when I saw the *Pirates Repelled* story by Rod Nowlin in the April *Sightings*, I realized that she'd been scooped by *Latitude*."

"By the way," Lewis continues, "Gene and Sue had their own big adventure in Thailand, as they surfed the big tsunami waves that claimed so many lives. They were leaving Chalong Bay at the south end of Phuket to reanchor at Nai Harn Beach on December 26, when they were surprised by the tsunami waves coming over the shallows between Ka Cape and

Koh Lone Island. 'Surfing Sue' describes what happened next:

"I saw a five-meter black wall of water coming down the channel toward us, and I could see another one just behind it. The tops of the waves were breaking and the whitewater boiled furiously. The wind was blowing up against the waves, and the tops of the crests were blowing off. It looked like a gale in the Pacific Northwest! The first wave was nearly upon us when Gene decided to turn and go with them rather than try to go over them." Obviously the couple survived.

As for Sue's father Lewis' sailing adventures, he says, "After spending over half of my professional career as an oceanographer, singlehanded to Catalina's Hen Rock or White's to anchor for three or four days is about all I can stand a month."



LANIKAI

**Photo confusion:** This is the cat 'Second Nature', not 'Tarazed', but she's still one of the first yachts hauled at Bahia del Sol, El Salvador.

"Check out the accompanying photo of something good and new here in El Salvador," write Bill and Doreen Gord of **Lanikai**. "It's **Tarazed** from Anacortes, Washington, the first boat ever hauled with the new Travel-Lift at the yard in Estero de Jaltepeque — better known to cruisers as Bahia del Sol. The nearby Bahía del Sol Hotel has local busses that stop at the front gate, so it's convenient to get to the city of San Salvador or begin a longer land journey inland. It's also only

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# CHANGES

30 minutes to the airport. From what we understand, the rainy season here isn't as wet as it is further south. In any event, we've been enjoying our stay here, and plan to head south after the rainy season ends in late October."

"We finally did get our radar from DHL here in Mexico after some 21 days of trying, but only after paying more than \$200 in customs 'fees' — an amount that both Paperman and the manager of *Aduana* at the Puerto Vallarta Airport said shouldn't have been charged," write Steve and Jamie Sidells of the Incline Village-based Celestial 48 **Reba**. You may remember that their radar being held hostage by customs in Guadalajara was the jist of an April issue *Changes*.

"Ah, those bureaucratic inconsistencies in Mexico," sighs Sidells. "But that was not all. The real kicker was when DHL lost our mail shipment from Incline Village. It seems that either *Aduana* or DHL — neither will confess — switched the air-bills on two packages, and ours went off to parts unknown. Our package contained very personal stuff — all our financial records for three months, our



LATITUDE/RICHARD

**Steve and Jamie of 'Reba' are just two more cruisers in Mexico who are fed up with the problems trying to ship stuff by DHL to Mexico.**

1040 Form, and all our First Class mail and cards since December 15. What an amazing set-up for identity theft — but one which DHL wouldn't do anything about because it was during the two weeks of Easter celebrations in Mexico.

After 10 days of many, many calls, we found the other switched envelope. It only contained a check for \$2,200, but fortunately it also gave us a way to find out who had our package. Fortunately, they were also in Puerto Vallarta. So off we went on a bus, and successfully — and most fortunately — recovered our package! This kind of stuff just seems to go on and on down here. The folks here, from Paradise Marina Harbormaster Dick Markie on down, have learned that DHL is not the cruisers' choice for shipments in and out of Puerto Vallarta. I don't want anyone to think that I'm complaining, I'm just passing along some seriously funny things that have happened along the way."

For those who haven't been reading *Latitude* for the last 18 months, there have been numerous reports of problems with DHL shipments to and from Mexico, particularly those that pass through Guadalajara. It's not always clear whether the problem is being caused by *Aduana* or DHL, but it's clear there have been a lot of problems.

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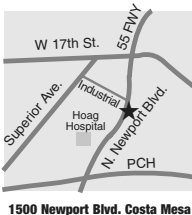
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## IN LATITUDES

Oh no, not again! Susan Meckley of **Dharma** has some more bad news: "Federal Express and DHL both are very unreliable for shipping things to Puerto Vallarta, so most of us order stuff from Southport Marine in San Diego. Then Raul walks the items across the border and puts them on an AeroMexico flight. Customs is also very bad down here. My kids sent me a very large Christmas package, but it arrived with just four magazines in it. All the rest of the stuff had apparently been taken by customs. I also ordered a \$286 Top-Climber from ATN in Florida. Customs wanted me to pay \$186 in duty for it. So if they don't steal the stuff, they rob you blind! Since we have a 10-Year Import Permit, Mexican law requires that we take defective or broken boat items to customs at the P.V. airport to have officials verify that they're broken before we're allowed to import duty-free replacements. Oh yeah, we also have to get a letter from a Mexican national saying that they will be responsible for our not abusing the system! If you go through all this and get the proper papers, you're

supposed to be able to import items by air without paying duty. But it doesn't work that way, because customs charges you anyway. That's one of the reasons we're leaving Mexico and going to Hawaii."

It used to be that the screwy clearing regulations were the worst thing about cruising Mexico. Since that's almost completely been rectified, the theft and mordida on gear shipped by air to Mexico is now the worst thing. Fortunately, there's no longer anything in second place. Mexico is a wonderful place to cruise.

"The cruising season has been winding down here in Tenacatita Bay, Mexico" reports Terry Bingham of the Eagle Harbor, Washington-based Union 36 **Secret O' Life**. "A few days ago my boat was the



TERRY BINGHAM

**One of the ocean-going deer, taking a speedy lap around 'Secret O' Life' at Tenacatita Bay, in training for the '07 Inter-Species Olympics.**

only one in the bay, and that happened again today. At least the water, which had dropped to the low 70s, was back up to the high 70s and getting clear — giving me reason to pull out the snorkel gear. But the biggest surprise has been the return of the sea and bird life. The fish boils have started again, the birds have resumed the nesting ashore, but get this — I was recently visited by a young deer

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# CHANGES

that swam past the port side of my boat. I observed her step off the beach, calmly swim about 30 yards off the beam to circle around the front of my boat, then make landfall on the rocks southeast of me. She shook herself off and started working her way back along shore towards the beach she had started her swim from. So was the purpose of the swim to cool off, exercise, get the ticks off her fur? We'll ponder those questions over the next few days while enjoying chilled Pacificos at sundown. I finally leave the anchorage tomorrow to head north to Mazatlan where my girlfriend Tammy will be flying to rejoin the boat the first of May. Then we're off to La Paz and the Sea of Cortez for the summer."

Where's **Butchie** and **Bitchie**? "I was once the neighborhood kid who built a treehouse with tongue & groove siding, a skylight, a second-story deck, and a rope ladder," writes Tom Lion of Cloverdale. "Chuck Levdar knocked on my front door and requested to meet the builder. A few months later — this was in the '70s — I helped him build his dream home in Los Altos Hills on a seven-acre lot. Chuck was



CONTENTA

*Bitchie, who is now married to Chuck 'Butchie' Levdar, holds up the catch-of-the-day. They still cruise the Lapworth 40 with a gas engine.*

a brilliant, somewhat hyperactive, multi-talented engineer married to Kathleen, an eccentric psychologist with a doctorate. In '73, after we'd done some rock-climbing together, I went to the University of

Montana to explore my love of the outdoors. Chuck got divorced, had a short stint as Black Oak Construction, and later attended my first wedding with Carla, his second wife. The only thing I'd heard from Chuck since was that he'd sailed to the South Pacific a number of years ago with a woman named Bitchie aboard his Lapworth 40 **Contenta**. So I was very entertained to read about the couples' exploits in the September '04 *Changes*. But what's this about Chuck, apparently now known as 'Butchie', having come back to the States and marrying someone besides Bitchie? Can it be true, and can you put me in contact with him?

Sorry, we can't put you in contact with him. But in any event you've been misinformed, because Chuck came back to the U.S. a year or so ago and married Bitchie. They've been spending a lot of time since then on their boat in New Zealand, but may be back in the States for a few months now on vacation from cruising.

It's not 100% sweetness and light out there in the world of cruising, as the fol-

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## IN LATITUDES

lowing two brief reports prove:

We got a report in late March from Richard Donaldson-Alves, controller of the Mobile Maritime Net, that the U.S.-flagged sailing vessel **Cosmic Muffin** had lost her mast and sails over the side some 240 miles southwest of Hawaii. Skipper Steve Russ reported they were in a bit of jam, as they were a long way from anywhere and only had five gallons of fuel left. We were unable to get further details or an update.

Sixty-three year-old South African singlehander Martin 'Pops' Mynhardt left Trinidad last Christmas Eve intending to sail north to St. Martin aboard his steel Van de Stadt 45 **Marsal**. He never made it, and his boat was found aground a few days later at Carupano on the north coast of the Peninsula de Paria in Venezuela. This has sometimes been a dangerous area for yachties, but there was no sign of foul play, and all personal and boat papers were still aboard.

"I hope *Latitude* will encourage the owners of all *cruising* catamarans to enter the 86-mile **Santa Barbara to King Har-**



BARBARA MARSHALL

**bor** (Redondo Beach) Race on August 5," writes Scott Stolnitz, who will be doing the race with his Marina del Rey-based Switch 51 cat **Beach House**. "I know *Latitude* has done it with *Profligate* for about the last four years, and will be doing it again this year. It's my understanding that if we get five cruising cat entries, we'll get our own class and maybe our own start."

"In addition," Stolnitz continues, "Mike Leneman puts on an Indian Summer

**When doing the Santa Barbara to King Harbor Race, it's always light off Anacapa Island in the lee of Santa Cruz Island.**

Splash Regatta for multihulls over 20 feet September 16-18 from Long Beach and Marina del Rey to Cat Harbor, Catalina, then back to the mainland. It's a great time, with BBQs, nature hikes, an oceanography presentation, and such. I think they had 45 multihulls entered last time, which apparently made it the largest multihull gathering in the world. While most of the boats are racing boats, cruising multihulls are also encouraged.

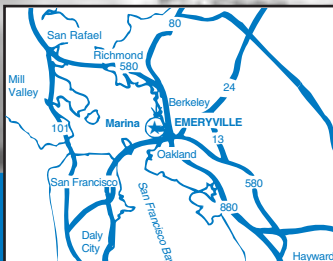
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# CHANGES

Nobody needs to belong to a yacht club, have a rating, or anything like that, as it's all about fun. Mike can be reached at [mike@multimarine.com](mailto:mike@multimarine.com)."

We at *Latitude* do indeed love the Santa Barbara to King Harbor Race, as you get to kick around Santa Barbara during Fiesta Week, then sail between Santa Cruz and Anacapa Islands, bounce off the mainland near Zuma Beach, and try to make it across Santa Monica Bay before the wind fades at sundown. It's like a mini-Ha-Ha with conditions similar to the Ha-Ha. We'll be there with *Profligate*, Stolnitz's *Beach House*, and Blair Grinols' *Capricorn Cat*, and apparently the folks from Yachtfinder/Windseakers in San Diego will be rounding up two or three more, so hopefully we will get our own class. If that's the case, Chuck Tobias of *Pusser's Rum* — who started his sailing career with multihulls in Southern California — has promised to put up the cruising cat trophies — not that winning is going to be the main intent of anyone. We're out for fun! Anyone with a cruising cat interested in the King Harbor Race should contact [richard@latitude38.com](mailto:richard@latitude38.com)



*Things are looking up again for Tom Wilkinson, as he's off to pick up a replacement boat for the one he lost on the rocks of the Big Island.*

for encouragement and visit the Santa Barbara YC website for details.

"I want to thank you for all the help and concern you sent my way last year after my Islander 32 **Sound Decision** was lost

on the rocks of the Big Island at the very end of her passage from Tahiti to Hilo, Hawaii," writes Tom Wilkinson, originally of the Pacific Northwest. "It has taken nine months of brutally hard work and much searching, but I have finally acquired a replacement vessel, the Hans Christian 38T **Love Song**. By the time you read this I'll have flown to the West Indies to pick her up. I hope to get through the Canal and back up to Mexico in time to meet some of this year's Ha-Ha boats in Cabo or La Paz in November. Despite the fact my boat was looted in the few days before she broke up and disappeared, I have to say that the people of Hilo have been incredibly warm and helpful. I cannot imagine a better place to lose everything and have to begin anew. Once again, thank you to everyone who sent support and positive wishes to me during one of the low points of my life."

We're glad to hear you got a new boat. But what's the deal with rushing back to Mexico? There's a lot of great things to do and people to meet in the Caribbean.

"We finally got the bugs worked out of my new Kiwi-built 70-ft Shuttleworth

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## IN LATITUDES

catamaran **My Way**," reports Don Engle of Lafayette. "She's really beautiful. It didn't take so long because there was so much to do, but rather because the New Zealand builder went into liquidation before everything was done. So we had to hire their workers to finish some of the jobs. It was a hassle. But now we're scheduled to leave for Fiji on May 9, weather permitting."

"We happened to be at Channel Islands Harbor in Oxnard when the brigantine **Irving Johnson** had her unfortunate grounding," write Robin and Jimmy Roser of the Hawaii-based Perry 65 **Icon**. "The day before we'd sailed our boat in the channel. Normally, we would have motored in with our keel in its raised position and thus drawing 8 feet, 10 inches. But our Seattle to San Diego delivery was interrupted by our Sillette saildrive blowing a seal — for the second time. So with just the mainsail up, we sort of surfed in the harbor entrance with our keel down and drawing 13 feet, 10 inches. Fortunately, the least water we ever saw was 29 feet. We did have to correct course abruptly when we got between the jetties, as the breaking waves were forcing us to the

same rocks that the *Irving Johnson* ended up banging on 24 hours later. It broke our hearts to see the brigantine on the beach and being hammered by northwest-erlies for three days, so we were delighted that she got off."

If your boat draws nearly nine feet with the keel in the up position, we guess you won't be cruising in the Bahamas anytime soon.

"In last month's *'Lectronic*, the editor wondered if the Mushroom Rock at Ballandra Bay near La Paz — which vandals had knocked over once, and then had been restored — was still standing," notes Rich Greenawald. "I was down there in January sailing aboard my friend's Sabre 34 **Fancy Free**, and there was no Mushroom Rock standing in Ballandra Bay."

"Well, it's been a lot of work, but some-



CON TE PARTIRO

*Proving once again that nothing can stop a determined woman, Jeannette Heulin puts the finishing touches on her Mushroom Rock.*

body had to do it," writes '04 Ha-Ha vet Jeannette Heulin of the Emeryville-based Bristol 32 **Con Te Partiro**. "Since Mushroom Rock at Ballandra Bay near La Paz has been knocked over for awhile, I took some time from my very busy schedule to carve out a new Mushroom Rock — but this one up at Pyramid Cove on Isla Dan-



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# CHANGES

zante."

In the last few years, Bahia de Caraquez, Ecuador, has become the sunny place to cruise during the rainy season at mainland Mexico, Central America, and Panama. Herman and Nancy Ford of **Sea Tern** report there are already 32 cruising boats in Caraquez — a big increase over last year — and more are on the way. The people are said to be very nice, and the cost of living is very low. Ecuador, of course, is in the midst of political upheaval, as the third president in eight years is now hiding for his life after he dismissed the Supreme Court, people took to the streets, and the military withdrew its backing. It hasn't helped that one former president, deposed by Congress after three months in office because of "mental incompetence", returned from exile in Panama and announced that he's "older and crazier than ever." Oh good, just what Ecuador needs. To our knowledge, this incidents have had no effect on cruisers.

Similarly, there's a big stink brewing over the June '06 **presidential election in Mexico**. Leftist Andres Manuel Lopez

Obrador, the charismatic mayor of Mexico City who is the clear favorite, has been accused of violating a relatively minor court order. If the charge stands, Obrador won't be allowed to stand for president. The problem is that 80% of the population — including those who don't agree with his leftist and anti-NAFTA views — think this is bogus. Expect this controversy to be in the news for the next 14 months. Once again, it shouldn't affect cruisers, as everybody in Mexico knows that tourism is as important as oil to their economy.

Right as we went to press, we received a news flash that some for-pay weather companies, such as **Accuweather**, are lobbying Congress to introduce a bill that would ban the National Weather Service from 'competing' with private weather services. In other words, it would prohibit them from making weather data available for free on the Internet. According to one analyst who says he wouldn't like to have to pay twice for his weather information, this would possibly mean the elimination of NOAA's Web presence. We don't think

this is going to happen, but it's something to be aware of.

We've always been disgusted by the California Coastal Commission's failure to get more **artificial reefs** established off the coast of California. We're told that 90% of fish habitats have been destroyed. If that's true, why are they using their bullypulpit to help create new ones? During the last discussion we had with them about it, Executive Director Peter Douglas told us — without laughing, mind you — that artificial reefs were "unproven technology". As such, it would do well for the entire Coastal Commission to read the following Associated Press item from April 23:

"The **Mahi**, a scuttled Navy minesweeper off Hawaii's Waianae Coast, has grown into a 190-foot artificial reef that is home to corals, leaf scorpion fish, pufferfish, triggerfish, eels and magnificent eagle rays. The nearby LCU, a 100-foot landing craft utility ship, houses two timid white-tipped reef sharks that flee when divers approach. "Marine life tends to like these wrecks because there are nooks and crannies to hide in," Wiltshire said."

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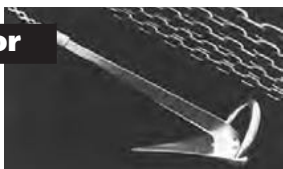
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**J/24, 1978.** New in 2004: Bottom paint, cushions, some running rigging, motor mount, anchor, tires and brake lights for tandem-axle trailer. Good sails, Sailcomp, Evinrude 2-stroke. Located in Tahoe area. Will consider delivery. \$6,000/obo. Jim (530) 214-6035.

## 25 TO 28 FEET

**MERIT 25, 1984.** Freshwater until 11/04. Racing rigged, always dry-sailed. New Tuff-Luff, windward sheeting traveler, cushions, battery, CD player, depthsounder, compass, and knotmeter. Good trailer. 4 mains, 3 jibs, 2 spinnakers. \$8,000/obo, negotiable. Call (714) 968-0156 or email: solvacc@yahoo.com.

**MacGREGOR 26X, 1997.** Great condition, very low hours, 50 hp Tohatsu motor. Head, stove, ski hooks, cushions, curtains, ski ladder, cockpit table and many other extras. \$16,500. (707) 258-1077 or email: Napa2987@yahoo.com.



**COLUMBIA 28.** Excellent condition with all records and one-year-old survey. 20 hours on completely rebuilt Atomic. Main, 3 jibs, Pineapple spinnaker. Transferable Sausalito slip. New dodger. \$10,500. Call (415) 616-7803.

**CATALINA 250 WING KEEL, 1998.** New condition, freshwater Tahoe. Trailer, 8 hp Honda 4-stroke. Wheel helm, propane stove, head, Autohelm depth and knot, VHF/CD-FM/AM, cockpit speakers, cabin window shade, carpet, cockpit cushions, mast antenna/wind indicator. 135% jib, anchors, new bottom paint. \$21,000. (775) 849-7888.

**ERICSON 26 WITH TRAILER, 1970.** Bill Crealock design, pocket cruiser. New: Interior varnish, paint (interior, deck, hull, bottom), upholstery, Yamaha 8T remote control with power tilt. Beautiful teak interior, sleeps 5, freshwater boat, must see. \$8,900/obo. Mark (530) 542-0206.

**CAL 2-27, 1975.** Farymann diesel, legal head, furling jib, tiller pilot, and too many other extras to list that make this the perfect Bay sailer. New bottom paint 8/04. \$10,000. Call (707) 575-1104 or email: jameswt@sbcglobal.net.

**CATALINA 27, 1974.** Atomic 4 runs well, standing rigging 2002, new battery, main, 2 jibs (100 and 150), spinnaker and gear. Great Bay boat, only \$7,000. Call John Glennon (925) 427-7107 or email: jglenn@aol.com.



**ERICSON 27, 1976.** Excellent condition. Atomic 4 engine, 135% furling genoa, depthsounder, knotmeter, new sail cover, head, alcohol stove, dinette, stereo, lifelines, fenders, teak accents. SF Marina. \$12,000. (415) 929-1422.

**CATALINA 27, 1973.** Standard rig, traditional interior, 9.9 hp 1995 Johnson outboard. Autohelm, rigid boom vang, \$6,350. At TI Marina. See: <http://www.craigslist.org/sfc/boa/67986572.html> Call (510) 384-1090 or focusjc@yahoo.com.

**FRISCO FLYER 26, HULL 1150.** Fiberglass hull, wood cabin, teak decks, self-tending jib, canvas cover. New Honda 5 hp, VHF, stereo, Fortman slip. Classy, fun boat, move forces sale, will miss her. \$8,000. (916) 736-2505 or email: bikleb@csus.edu.

**CHEOY LEE FRISCO FLYER 26, 1965.** Fiberglass hull, teak decks, MD I diesel. 4 jibs, 1 main, head, new canvas, new upholstery, aluminum mast, singlehand ready. Located in Delta. \$5,000. Call (916) 939-0244.

**GREAT DANE 28, 1973.** 25 hp Volvo, dodger. See: <http://www.geocities.com/greatdane28foot/index.html> \$10,500. Steve (408) 691-9035.

**CORONADO 25.** Roomy and built tough. Roller furler, Nissan 7 hp longshaft, sails in good shape, sleeps 5, dry, VHF, 2 batteries, lots extras, berthed Benicia. \$2,900/obo. Can email pictures. steveray@earthlink.net or (707) 746-7722.

**SANTANA 27, \$6,950.** Main and 4 jibs, Nissan 9.9 4-stroke. Autohelm, 2-burner stove, sink and icebox, head with holding tank, shorepower, battery and charger. 20 gals water, depthfinder, radio and CD player, cockpit cushions, sleeps 4. (707) 226-7209.



**PEARSON ARIEL 26.** 9.9 Evinrude. New paint in and out, new sail cover, new running rigging. Teak trim, nice and clean, sleeps 4. Galley, ice box, cushions. Moving, must sell. \$4,500/obo. Ron (925) 754-6039.

**ERICSON 27, 1973.** Westerbeke diesel with low hours, new 1988. Radar, GPS plotter, roller furling genoa, spinnaker, cockpit cushions, Force 10 heater, DS, KM, Avon with 5 hp Nissan. Sails look new, a very nice boat. \$13,500. (707) 877-3214.

**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.



**VANCOUVER 25, 1984.** Robert Harris designed double-ender, full keel, Yanmar diesel, full headroom, propane oven, cabin heater, head, VHF, autopilot, Fleming windvane, inverter. In Alameda. Biggest little cruiser you'll find. \$15,000. (707) 745-4501 (eves) or (510) 787-4326 (days).

**ERICSON 27, 1973.** Atomic 4, sleeps five, galley, head, holding tank, jib furler, all lines led aft, self-tailing winches, tiller, autopilot. Over \$3,000 invested last year: New batteries, alternator, fishfinder, anchor, exhaust manifold. \$8,800. (925) 330-3741.

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**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.

**ISLANDER 28, 1976.** Very clean, all lines led aft, autotiller, Lewmar 28 STs, rigid boom vang, Harken RF, 7 sails including spinnaker. Sausalito slip transferable, lots of misc gear. Asking \$15,800. Eric (415) 272-9452 or ewpatterson@hotmail.com.



**MARIEHOLM INTERNATIONAL FOLKBOAT 26, 1975.** Used and maintained regularly, not abused. New standing rigging March 2004. Great Bay boat, full keel, 4 sails, bimini top, VHF radio. Nissan 5 hp ob, runs great. \$9,500. (415) 775-8779 or info@sailsea.org.

**NORSEA 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.

**GYPSY, CORONADO 25.** New mainsail, 2-way radio, depthfinder, teak hatchway. Needs some TLC. Must sell. \$1,200. Located at Stockton Sail Club, E-09. Call Craig (209) 267-9023 (eves).

**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.



**CAPRI 26, 1991** with fin keel in excellent condition. 8 hp. Nissan, full batten main, geneoa, jib and spinnaker. Hot and cold pressure water, head, shower, ice box, autopilot. Sleeps 4 and kids. A great sailing boat. \$19,500. (707) 994-3914.

**MORGAN OI 28, 1974.** Spacious interior for a 28. Tillerpilot, 12 volt reefer, dependable A-4, VHF. Clean and ready to sail. \$8,750. (916) 985-6026.

**CATALINA 27, 1971** with like-new 8 hp Honda ob. Dinette interior. Sleeps 6. I've sailed her for 17 years in and out of SF Bay. Always well-maintained and upgraded. Keel re-bolted. Set up for singlehanding. Ready to sail. Berth at Coyote Point, San Mateo, CA. \$6500/obo. (650) 281-4688.

**MacGREGOR 26M, 2004.** Excellent condition. Includes: Trailer with spare, Johnson 50 hp 4-stroke. Main with cover, jib, furling genoa with UV cover, cockpit cushions, 18" wheel, cockpit bimini, stern pulpit seats. Two 6 gallon gas tanks, enclosed head, seat back cushions, table, compass. Topping lift/jiffy reefing, two batteries with switch. Blue hull with white stripe. All Coast Guard safety gear, mast raising system. Very low hours on boat and motor. \$29,995/obo. (916) 721-7576 or (916) 869-2754.

**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.

**RANGER 26, 1972.** Short rig. New North main, all headsails in good condition. Newer running rigging. 25w VHF, great stereo. Bottom done every two years with Trinidad SR and diver brushed every two months. Sails great. \$6,100/obo. (415) 722-7444.



**CATALINA 25, 1983.** Swing keel, dinette model, roller furling, deluxe trailer. 1996 Honda 4-stroke, freshwater, excellent condition, portable head, knotmeter, depthsounder, cushions, much more. \$8,500. Call Mike (916) 337-1349 or (916) 223-4948 or reggaeon@yahoo.com.

**CAPE DORY 28.** Classic Carl Alberg designed sloop. Main, genoa and new working jib, 35# CQR. Monitor windvane, Autohelm. Set up for bluewater cruising. Located in Marina Bay, Richmond, CA. \$24,000. (707) 678-5677.

**NOR'SEA 27, 1977.** *Desiderata*. Rear cockpit, hard dinghy, Faryman 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.

**CATALINA 27, 1972.** Evinrude outboard. Sound boat, needs TLC. New curtains, some varnish work done, more needed. All topside leaks fixed. Too many sails to list. Located in Pt Richmond. \$4,500. (510) 697-0611.

**RANGER 26, 1973.** Designed for SF Bay. Good sails, including spinnaker. 10 hp Honda o/b, zero hours since overhaul. Roller jib. Ground tackle. Sleeps 5. Easy to singlehand. Excellent first boat. Located in Alameda. \$3,900/obo. Call Justin (650) 274-9588.

**INTERNATIONAL FOLKBOAT 25, 1971.** Built by Marieholm in Sweden. VHF radio, depthsounder, head with holding tank, three sails. Standing rigging 2001, epoxy barrier coat, last haulout 2002. Upwind slip, Berkeley Marina. \$5,000. Call (415) 425-6420 or intfolkboat544@hotmail.com.

**CONTESSA 26 SLOOP.** Built 1974 by JJ Taylor. Mainsail, jib, genoa, storm jib. 5 hp Pettet diesel motor, tranny needs work. Hull in good shape, needs cosmetics. At Petaluma, CA. \$5,000/obo. Call (209) 586-9557.



**REINELL SUN 27, 1977.** 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.

**ERICSON 27.** All new rigging, furling jib, excellent condition. \$8,000/obo. (510) 918-1242 or expertree@sbcglobal.net.

**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. \$12,000. Call Grant (510) 865-9495.

**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. \$3,500/obo. (415) 260-1113.

## 29 TO 31 FEET

**CAL 2-29, 1977.** Yanmar diesel, wheel steering, furling with extra sail, heavy triple-reef main, dodger, electronic Autohelm, Navik self-steering. New (6/04) oversized standing rigging and spreaders, custom interior and galley for cruising, new legal head, stereo, VHF, knotmeter, depth, windspeed. All lines led aft, comprehensive maintenance log of all work done. This sailboat has never raced and is in excellent condition, ready to go, many extras included. Located Benicia. \$18,500. (775) 746-3379.

**NEWPORT 30 Mk II, 1979.** Rigging, sails, paint, interior updated and in good condition. Radar, VHF, DS, WS, WD. Rebuilt Atomic 4. Possible Sausalito slip. \$14,500/obo. (415) 331-1821.

**CAL 29, 1974.** Only two owners since new, full documentation. New Beta Marine diesel, 3 cylinder. New fuel tank, epoxy bottom. Boat dry-stored for 2 years. Sleeps six. Great family boat for the Bay. \$14,500. Call (707) 217-9843.

**CATALINA 30, 1984** tall rig. Diesel, 5 bags of sails, instrument wind, speed, depth. Wheel helm, CNG stove and oven, pressure h/c water, radar, Autohelm, dodger, roller furling. 100, 130, 150 jibs. Too much to list. This is the best equipped Cat 30 on the Bay. \$30,000/obo. (916) 216-3314 or (650) 225-8113.

**SEARUNNER 31 TRIMARAN, 1999.** Moving sale: \$3,400/obo. Berthed Isleton, California Delta. Three sails, anchors, depthfinder, GPS, stove, sink/water, solar panels, teak trim, includes Yukon inflatable and Mercury outboard, all in excellent cruising condition. Stable and fast. bbrace@eskimo.com or (503) 230-1197. <http://bbrace.laughingsquid.net/redwood/redwood.html>

**OLSON 30, 1981, HULL #117.** Lightly raced. Refurbished interior. Barely used 4.5 hp outboard. New Harken traveler, Ballenger double-spreader mast, Navtec rod rigging, Harken adjustable jib blocks, Plath compass. Silva Nexus multicontrol instrumentation: speed, depth wind. 3 mainsails, 1 UK tape drive, numerous jibs, 150% North only used twice. Dry sailed. Very solid hull. Needs exterior cosmetic work. Asking \$10,500. Trailer available. San Diego. (619) 284-5935.



**SANTANA 30, 1977.** Ideal cruiser/racer. Club race winner thru 2004. 5 jibs (2 Mylar), 2 mains, twin headfoil, hydraulic backstay released when not sailing, saves the rig. Volvo diesel completely rebuilt. Freshwater flushing system added. Epoxy bottom in 2000, no blisters. Battery charger, Edson radial drive racing wheel, heavy plastic thru-hulls. Head secured except on ocean, no holding tank. Much good, extra equipment. Had to quit sailing. Sacrifice, \$16,500/firm. (510) 919-6015.

**NEWPORT 30 Mk V, 1986.** Cruiser/racer, teak interior. Universal diesel, dodger, wheel, autopilot, roller furling. 2 mains, 1 jib, 1 genoa, 1 gennaker. H/C pressure water, TV/microwave, DC fridge/freezer. 4 batteries, inverter, etc. Brisbane berth, transferable. \$25,500. (408) 781-8920 or kimisan@netzero.net.

**CATALINA 30, 1979.** Rebuilt A4 runs great. New or rebuilt: Alternator, carburetor, cooling pump, water pump, batteries, canvas, cushions. Wheel, propane, AH4000, manuals, spares. Very clean teak interior. Main, 110, 130, 150, custom spinnaker. Health forces sale. Asking \$16,400. (408) 578-1958.

**ERICSON 30+, 1980.** Performance cruiser, excellent condition, inboard Universal 16 hp diesel. 6 sails including spinnakers, new Raymarine instruments including wind, mast and boom rebuilt, roller furling jib, many extras. Cruise ready or race. Photos available. \$22,000. (805) 701-9899 or adam.wallach@navy.mil.

**HUNTER 29.5, 1996.** Excellent condition. Roller furling, Yanmar diesel, Autohelm, AM/FM stereo, dodger, refrigerator, H/C pressure water, charger. Berthed in Alameda, \$49,000/obo. (510) 870-8654 or email: wkcho@ix.netcom.com.



**MARIAH 31 BY PACIFIC SEACRAFT, 1978.** Best of the best, voted Best Maintained at Pacific Seacraft Rendezvous. Classic world cruiser, set up for a couple and ready to head South or wherever. Dodger, Aerogen, solar panels, windvane, Autohelm 2000, Tillermaster, 24-mile radar, VHF, SSB, Ham, Garmin GPSmap 230, spares and more. \$111,000. Bill (619) 218-1142 or (619) 224-3277 or kaththea2000@hotmail.com.

**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.



**MARINER 31 KETCH.** Beautiful vessel, gorgeous cabin. Liveaboard available, Moss Landing permanent slip. Perkins 104, 521 hours. 110 and 155 genoa. Well maintained gem. \$28,000. Wayne (831) 633-6456 or raynesurf@aol.com.

**CAL 3-30 SLOOP.** 3 headsails, 8 winches, Lufftape, GPS, VHF, Yanmar, new standing rigging, keel refastened 12/03. \$20,000. Call (408) 436-3657.

**OLSON 30.** For sale by original owner. Equipped for a weekend trip or for off-shore. Sleeps 4-5. Head, powered by Honda 4-stroke 15 hp. Sonar, radar, new cushions and top sides. Dry sailed. Includes trailer. Call (707) 664-9549.

**ISLANDER 30 Mk II, 1972.** Inspiration. Alcohol stove, microwave, refrigeration, Magma BBQ, Garmin GPS, Horizon multi-meter. New battery charger, 2 new batteries, Palmer P60 engine runs great, spinnaker and extra sails. Oakland Yacht Club. \$12,000. Dan (919) 606-5624.

**SANTANA 30/30:** New since 2000: Yanmar diesel, battery/charger/SP system, fuel system, deck paint. All Aramid halyards/running rigging, Spar-Tite partners. Excellent race inventory: Carbon D4 main and No.1, No.2, carbon No.3, Airx .75 and .5 oz kites, cruise/delivery sails, carbon pole, adjustable jib cars. DGPS/Tactic triple mast display. Faired bottom, standing headroom, rebuilt alcohol stove, new cabin cushions, custom teak cabin sole. Great highly optimized race/cruiser. Very presentable, fanatically maintained and upgraded. \$25,000/obo. (415) 254-4410.

**COLUMBIA 30, 1973.** Old-time cruiser built to last forever. Great liveaboard, excellent condition. Palmer gas engine, roller furler, VHF radio, AM/FM, TV and VCR, microwave, refrigerator, depth-sounder. Reduced to \$6,500. Call Dan (510) 301-1425.

**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.

**CAL 29, 1969.** Owned 25 years. Yanmar 2GM and new fuel tank, interior and cushions, holding tank, stereo, VHF, knotmeter, 4 headsails and spinnaker. Alameda slip. \$14,000. Can email pics. (510) 523-8146 (days) or (510) 521-8575 (eves).

**C&C 29 SLOOP, 1979.** 15 hp Yanmar diesel, roller furler, depth, knotmeter, VHF, CD player, refrigerator, new prop. Good condition. \$15,000/obo. (510) 459-5159.

**30-FT KNARR.** Fiberglass, Sausalito berth, best racing class on the Bay, best social group on the Bay, former class championship boat, new motor. \$14,900. Call (949) 244-6838.



**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.

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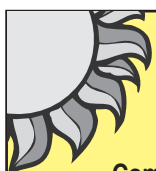
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### BRISTOL 30, 1973. Herreshoff design.

Good condition, nice sailer, good main plus three jibs, quality rigging. Autohelm, head with holding tank, alcohol stove, icebox, ground tackle, Atomic 4 inboard. Located in Rio Vista. \$6,500. (916) 371-8185 or (916) 715-0563 or Liberty-Maritime@msn.com.



**SANTANA 30/30GP, 1984.** Fast is fun. Grand Prix racing model; lighter, faster, better looking. 120 PHRF rating. New in last five years: Ballenger mast and boom, standing and running rigging, redesigned larger rudder, folding prop, etc. New Yanmar diesel in 1997. \$24,000. (650) 583-5870 or (650) 964-1436.

**CATALINA 30, 1983.** Tall rig, staysail, Universal diesel, wheel steering, refrigeration, new full batten main, roller furler, new main and jib halyards, aluminum spreaders, upgraded traveler, main sheet vang, all lines led aft, gennaker, manual windlass, excellent condition. \$34,000. (925) 284-8216.

**TWO BOATS: 1969 ERICSON SLOOP** with tiller, freshwater cooled GM20FWC Yanmar diesel, upholstery upgrades. Also Columbia 8.7, 1977, new rig, new sails, roller furling, tiller, Atomic 4 rebuild. \$8,000 for either. Alameda. (510) 205-9746 (cell, 8am-8pm).



**SHIELDS 30, 1976.** Sparkman and Stephens classic. Elegant simplicity, wickedly fast. Nissan 3.5 outboard on removeable bronze bracket. \$10,000. (707) 642-6765.

**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. Pics: <<http://homepage.mac.com/suesailor/Peregrina-Nonsuch30/>> \$36,500. (415) 332-5517.

**CAL 2-29.** Bill Lapworth successful design for midget ocean racing. Fast, dry, easy handling. Sleeps 6. Recent new mast, interior, bottom, major engine work. Atomic 4. Race and cruise equipped. \$15,900/obo or 50% partnership. (209) 365-6642 or (510) 708-6643.



**CATALINA 30, 1977.** Good condition A4. 4-burner, table, bathroom, depth, blue Hogin sail covers, hot water, new battery, full set of nice Hogin sails, wheel, '70's cushions, roomy, nice berth Ballena Bay. Clean, some TLC needed. \$9,500/firm. yout1234@yahoo.com or call (510) 689-3432.

**HUNTER 29.5, 1996.** In excellent condition. Fully equipped. Lazyjacks, roller furling, Yanmar diesel, Autohelm, AM/FM stereo, etc. See: <<http://www.geocities.com/janusz1us/boat.html>> \$43,000/obo. Please call (925) 672-7682.

**NANTUCKET CLIPPER, 1979.** LOA 31.8', Beam 9.2'. Yawl rig, full keel, FG, inboard Volvo 14 hp diesel. Head, stove, frig, 110 genoa, main, mizzen, storm tri-sail, roller reefing main. Excellent condition. Head room, liveaboard. \$14,950. Alex (415) 269-1823 or ja2rheda@yahoo.com.

**CATALINA 30, 1980** with new GPS/depth/knot log, standing rigging, roller furling, 130 RF jib, Garhauer traveler, battery charger, swim ladder, interior cushions and upholstery, refrigerator, hinged hatch doors and cockpit C-Cushions. Wheel, rebuilt A4, dodger frame. \$17,995. (530) 470-0511.



**COLUMBIA 9.6, 31.5-FT LOA, 1978.** Alan Payne design, reviewed *Practical Sailor* Aug 1, 2001. 15 hp Yanmar diesel, canvas boat cover, ST4000 tiller/pilot, all rigging good condition. Awlgrip topsides, main, 105%, 70% jibs fair condition. Needs bottom job and repair to companionway hatch. \$12,000. BoatUSA.com valued at \$16,000+. Emeryville slip. Bob (510) 654-7659.

**PACIFIC 30, 1971.** Canadian racer/cruiser, Baja Ha-Ha or anywhere. Excellent sails, new saildrive. Solar, windvane, autopilot, SSB, VHF, GPS, knot, depth, stereo. Bruce anchor, propane stove/oven, wood heat. Very cozy, excellent liveaboard. \$20,000. Steve (415) 847-0179.

**BABA 30, 1979** cruising cutter. Bob Perry designed capable offshore/ocean cruiser, good upwind performance. Full suit of cruising sails, dodger, Monitor windvane, liferaft. Polynesia veteran. New Volvo 29 hp diesel powerplant. Berthed Sausalito. 2nd owner. (408) 354-7121.

**CAL 29, 1978.** Very nice condition inside and out. Pressure water, shower, excellent Yanmar 2 cyl diesel, upgraded electrical, refrigeration, stove, oven. 2 sets sails, needs some TLC. Will take \$11,000 or best reasonable offer by 5/25/05. Roger (415) 331-5251.

**HUNTER 30, 1990.** Very, very well equipped, inboom roller main, roller genoa, radar, custom dodger and bimini, chart GPS, 150' HT chain, autopilot, dc fridge/freezer, Corian galley, AGM batteries, faux-leather upholstery. Lying North Palm Beach, FL. Call (561) 882-9258.

**COLUMBIA 29, 1979.** Diesel, 10 hours on overhaul of top half of engine, new head, etc. Cruiser, built for around the world cruising. Great for beginners, sails on her feet. New head, alcohol stove, 5 berths, new fuel tank, lines. Rated high in *Practical Sailor*. \$8,900. Call (925) 254-3535 (eves).

**CAL 2-30, 1968.** Excellent Bay boat, fast and dry. Well maintained in clean and neat condition. Newer main. All lines led aft. 6 winches. Fresh bottom job. Volvo diesel, folding prop. In Santa Cruz, can deliver to SF Bay. \$12,200. (831) 479-8823.

## 32 TO 35 FEET

**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 batten main, refrigeration, h/c pressure water. Photos: <<http://pg.photos.yahoo.com/ph/castellane/album?.dir=/82a0>> Emeryville. \$54,000. (510) 384-8439.

**GULF 32 PILOTHOUSE SLOOP** with inside steering. Universal diesel, radar, windlass, furling jib, dinghy on davits. See: <[www.gulf32pilothouse.com](http://www.gulf32pilothouse.com)>

**HUNTER 336, 1996.** New bottom 12/04, wing keel, 4'6" draft. 27 hp Yanmar, low hours. GPS, roller furling, lazyjack, 12 disc changer. Lots of room below, large head, huge cockpit, cushions. Well maintained. \$59,000/obo. In Newport Beach. (707) 738-9159 or makosando@aol.com.



**CORONADO 32 CENTER COCKPIT** aft stateroom. Cruise ready. Diesel, radar, wheel, autopilot, windlass, watermaker, wind generator, shower, new bottom paint, dinghy and much more. Strong construction. Good storage. Looks, runs and sails well. Call for specification sheet. \$19,900. (310) 458-1229 or amvoyage@aol.com.

**YORKTOWN 35, 1980.** Loaded and ready to cruise/liveaboard. Owner invested \$70,000. Asking \$25,000. For specs, call Dave (510) 459-7785 or email: dcarr@sprintpcs.com.

**ARIES 32, 1980.** Original owner. Westerbeke diesel, propane ss stove, fiberglass hull, teak cockpit and hatch covers. Coyote Point berth. Needs a lot of loving. \$9,500. (650) 867-9700.

**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.

**ISLANDER 32 SLOOP, 1975.** Wheel, roller furling. Documented, Volvo Penta, bottom job 9/02. Nice interior, dinghy, 2 spare jibs. Currently in San Leandro Marina. \$14,995/obo. Lv msg at (707) 678-3164 or patllamar@cal.net.

**CAL 33 CLASSIC LAPWORTH.** Hand-laid cruising sloop. Good Yanmar diesel, wheel steering, recent bottom job. Flush deck with tons of space. Presently set up for daysail, easily made into bluewater yacht. Best offer over \$7,500 by June 5. Alexandra (831) 722-5765.



**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 2 tanks. Heart interface inverter, upgraded AC/DC wiring/panels. Radar, VHF, GPS, depth, knot, distance instruments. 35 hp Volvo diesel, f/w cooled, 480 hours. Refinished gorgeous teak interior. Asking \$69,000. (707) 875-8904.

**ARIES 32.** Thomas Gilmore design, full keel, tiller, VHF, radar, GPS, sleeps 5. 25 hp diesel, low hours. New canvas, slip in Morro Bay available. New batteries, very clean and lovely to sail. Documented, teak interior, bottom painted 1/05, no blisters. \$27,500. (805) 406-9173.

**CATALINA 34, 2001.** Meticulously maintained. Furling main and jib, full electronics, factory installed cockpit table, inverter and remote monitor, diesel heat, electric head, windlass, fridge. 10-ft dinghy and 5 hp motor. \$110,000. More info at: <[www.devera.org/sailboat](http://www.devera.org/sailboat)> or (530) 848-7374.

**HUNTER 320, 2001.** Tahoe boat, launched June 2002, excellent condition. Shoal keel, custom cover, full Raymarine electronics, AM/FM with CD player, low engine hours, mainsail flaking system, transferable warranty. Fully equipped, please call for complete inventory. \$75,000. Call (775) 691-8200 or mike@sailtahoe.com.

**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. \$14,000/offers. Call (510) 418-1580 (days) or (775) 588-4580 (eves).

**COLUMBIA SABRE 32.5, 1965.** Race/cruise conversion. 8 hp Honda 4-stroke. \$5,000. Reinhard (415) 383-5686.



**DEHLER 34 CRUISER.** Germany, 1982. \$29,500. Extensively renewed in 2002-2004. New rigging, new interior, completely rebuilt engine, bottom cleaning and painting. Located LA Harbor. For pictures visit: <[http://geocities.com/yury\\_golubev/](http://geocities.com/yury_golubev/)> Email: yury\_golubev@yahoo.com or call (323) 449-8370.

**PACESHIP 32, 1973.** Exceptional racing sloop in excellent condition. Five sails, many updated equipment features, Atomic 4 engine, tiller steering, large V-berth, propane stove and BBQ, etc. Asking \$20,500. For details see: <[www.paradiseislands.com/foxfire](http://www.paradiseislands.com/foxfire)> or call (408) 733-3679.

**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. \$11,900/obo. (909) 338-8502 or (909) 754-6636.



**PEARSON 33, 1987.** Professionally maintained, excellent condition. GPS, full galley, 2 staterooms, dodger, beautiful teak interior, cruising spinnaker, CD/stereo, low hours Yanmar diesel. Recent upgrades: Standing rigging, sails, new autopilot, new plumbing and tank (never been #2'd in). <<http://www.effcomp.com/pearson33/>> \$49,900. (415) 218-3746.

**S2-35, 1987.** 35-ft center cockpit sloop, lightly used. 135 hours on 27 hp Volvo diesel. New jib on furler, autopilot, GPS, huge aft owner's stateroom. Excellent condition, very comfortable boat, \$62,000. See website: <[www.rsacivil.com/S2\\_35sailboat.htm](http://www.rsacivil.com/S2_35sailboat.htm)> (707) 252-6765 or email: aspen@rsacivil.com.

**ALLIED LUDERS 33.** Well designed, robust construction. Safe, solid. Sistership to Graham's *Dove*. Just returned from cruising. Extensive gear inventory: Monitor windvane, new autopilot, new fridge, anchoring systems, radar, etc. Reduced: \$27,000/obo. Need to sell asap. Bill (310) 831-8577 or Manukeajason@yahoo.com.

**THUNDERBIRD 32, 1965.** Excellent condition, prime location in San Diego, see more at <[www.weburchin.com/ishtar](http://www.weburchin.com/ishtar)> \$15,000. (619) 473-7648.

**DUFOUR 34, \$34,500.** Beautiful ocean-going vessel. Cruising or liveaboard. French built, 1974. Volvo MD2B. Loaded. Well maintained. Same owner since 1980. *Suzanne Marie*, berthed in A dock, Santa Cruz Harbor. (408) 482-6583. Go to: <[www.northsidemac.com](http://www.northsidemac.com)> for link.

**TARTAN TEN: 33-FT, 1979.** Legendary S&S design, Yanmar runs great, standing rigging 2002, bottom job/keel fairing 2004, beautiful navy blue topsides 2004. Spectra halyards, new Doyle spinnaker, several mains, jibs. \$13,700. Call Nick (510) 502-8901 or email: nicholas.clinton@gmail.com.



**C&C 34, 1981.** Well maintained, loaded, rigged for cruising/racing. GPS, VHF, complete electronics, roller furling, 9 sails, refrigeration, LNG stove and more. New gelcoat to topsides. \$40,000. Call (949) 496-0871.

**BLOCK ISLAND 33.** Fully restored and upgraded, *Sans Souci* is a gorgeous and stoutly-crafted vessel. She is a pleasure to sail and a true headturner wherever she goes. Her interior is extremely spacious, clean, and light, making her a wonderful family liveaboard, in a Jack London slip. An amazingly solid boat, she would make an excellent cruiser. She has too much to list, please visit <[www.geocities.com/blockisland33](http://www.geocities.com/blockisland33)> for full details, or call Nick (510) 978-3124. A sound investment at \$35,000.

**ALOHA 34 SLOOP.** Ideal boat for Bay or world cruising. New dodger, brightwork protected with canvas. 27 hp Westerbeke diesel, new Schaefer jib furling gear, 2 mains, 3 jibs, cruising spinnaker, 3 new AGM batteries, stereo with cockpit speakers, autopilot, Loran, propane stove with two tanks, teak interior, sleeps six. Fully equipped for cruising or liveaboard. Located Tiburon. Asking \$44,900. John (415) 435-2139 or jesanford7@aol.com.

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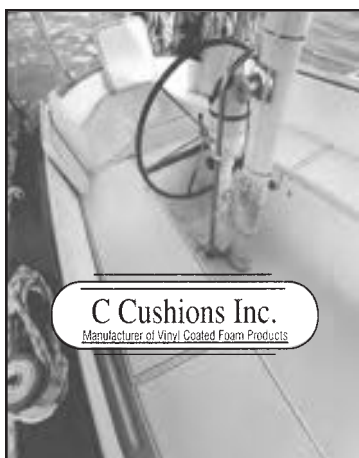
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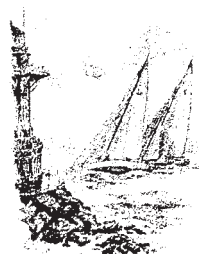
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**TARTAN 34, 1987.** Yanmar 3GM, ST winches, new since 2003: New North sails, 12,000 BTU air conditioner/heater, complete entertainment system with two plasma screens, ST 60 wind, depth, and speed, ST 4000+ autopilot, RL70 radar with 2k dome, ST600R remote autopilot, Harken RF, rigid boom vang, new prop, CNG stove, pressure water, hot water, 6 marine speakers, Fortress anchor, brand new North gennaker, Adler-Barbour refrigeration, and much more. This is the best Tartan 34 you can find, anywhere. \$78,500/obo. (650) 867-2145.



**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: shinskym@mail.com.

**C&C 33, 1976.** Race or cruise. 9 Kevlar/Dacron sails, depth, wind speed and direction, propane BBQ, CD, rod-rigging. Atomic-4 installed 2005, runs well. Recent head, batteries, shorepower. Race-winner, sails well. \$17,500/obo. See website: <http://pacerbar.com/boat/> Call (510) 517-9184 or rom\_music@yahoo.com.

**BUCCANEER 32 CENTER COCKPIT** fiberglass yawl. Dodger. Wheel. Bimini. Nice interior. Diesel needs overhaul. Needs bottom job. Sacrifice sale. First \$3,000 cash and she's gone. (650) 380-5535.



**ERICSON 35 Mk III, 1984.** Cruising ready, roller furling jib, 3-burner propane stove/oven, refrigeration, H/C pressurized water, teak interior, autopilot, dodger, wind screens, radar. many other amenities. One owner, 16 years. (310) 377-0134 or bandfowen@cox.net.

**33-FT CUSTOM STEEL SLOOP.** 95% complete. Volvo, MaxProp, double-spreader rig, Monitor vane, LPG Shipmate, Lewmars. Extensive ground tackle. Lavac head, holding tank. Located Mendocino County. Full specs and pictures: <www.stevessteelboat.com> \$42,000. (707) 895-2813.

**WYLIE 34 REDUCED AGAIN.** Ready to go. Spacious, fast cruiser and club racer, in San Rafael. Dacron and Mylar sails, Yanmar diesel, marine head/holding tank, SS CNG stove. Spring is here, pictures at <http://home.att.net/~f.gondouin/wsb/html/view.cgi-home.html> \$18,200. Call (415) 279-0609 (days).

**TARTAN 34 KEEL/CB SLOOP, 1974.** Little use last four years. Looks nice. sails nice, Atomic four runs, a few blisters, clean vintage interior with nice double berth. \$12,000 or 11,000 euros, you choose. (650) 244-9619.

**35-FT J/105, NIRVANA.** Excellent, race-ready condition. Extensive sail inventory. \$122,000. Email Raja: j105nirvana@yahoo.com.

**RANGER 33, 1977.** A boat that loves to sail to its rating. Well maintained racer/cruiser. Universal diesel, pressure hot/cold water, refrigeration, propane stove. Full battened main, 6 headsails, 4 spinners, many upgrades. \$29,500. (510) 215-2304.

**PEARSON ALBERG 35.** Boat is in great condition with many upgrades. She is well equipped for daysailing and has gorgeous brightwork. Needs repowering and bottom paint. Will trade for truck or \$17,500/obo. Call Roger (510) 528-0562.



**TRADEWINDS 33 MOTORSAILER.** Built in 1962 by American Marine (builders of Grand Banks trawlers) in Hong Kong. Teak hull, copper rivets, lead keel. Teak cabin and interior trim, glass/ply decks. Ford Lehman 60 hp diesel. Cozy and somewhat cramped salon, roomy V-berth, galley, enclosed head, H/C pressure water, aft cockpit with full canvas enclosure. A salty vessel that needs lots of exterior TLC. Will sell as-is for \$19,500. Located Sausalito. (415) 336-3367 or marinexch@aol.com.

**ROUGHWATER 33.** Thomas Gilmer design. Fiberglass. Traditional double-ender. Lots of teak. Back from two-year solo circumnavigation. Strong, reliable, fun. Sloop with removable inner forestay for storm jib. Furl-Ex roller furling on headstay. Four new sails. Fleming windvane, outstanding. Tiller Pilot (electronic) TP 30 by Sim-Rad. Simpson-Lawrence windlass. Solar panel. Watermaker. Furuno GPS. Professional epoxy barrier coat on bottom of hull. Reliable Yanmar 20 hp diesel. \$34,500. (650) 851-7795.

## 36 TO 39 FEET



**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.

**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.



**COLUMBIA 38, 1966.** Solid glass. Full keel. Kept clean, teak interior. Runs well. Atomic 4 engine. Full sail complement. In San Diego. \$20,000. Call George (808) 345-9888 (cell).

**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.

**ISLANDER 36, 1976.** New (2002-2005): Running rigging, clutches, Profurl, Dutchman, canvas, blocks, autopilot, Tridata, wind, stereo (AM/FM/CD). VHF, galley, hot water, head. Main, 150, 6 bags sails, all lines aft. Rebuilt Perkins 104, serviced 2003, runs great. \$50,000. Sausalito. (415) 265-5520.



**1979 HANS CHRISTIAN Mk II CUTTER.** Spectra watermaker, Profurl, Aries, Force 10, Standing and running rigging new 2000. Dutchman system on main, good ground tackle, 6-man liferaft, Achilles dinghy with 8 hp Suzuki. BBQ. \$90,000/firm, no brokers. (760) 674-8375 or snashrambler@hotmail.com.

**UNION 36, 1983.** Classic bluewater cruiser. Double ended, full keel cutter. A well-equipped liveaboard with lots of teak cabinets. Owner leaving the area, must sell. All offers considered. (510) 551-4852.

**HANS CHRISTIAN 36, 1975.** Documented distance cruiser. New Perkins M-50 engine. New Force10 stove, custom one-piece stainless sink and counter. Adler-Barbour fridge, stainless water-heater, new Cayman windlass with custom base. Currently drydocked. \$78,000. (775) 345-9989 or email: leif@775.net.

**ERICSON 38, 1988.** For sale by original owner. Excellent condition. Fast and roomy. View at: <www.sail-cortez.com> or call (661) 444-1779.

**FREYA 39, 1984.** Strong, seaworthy, cutter rigged offshore cruiser. Well equipped, ready to go, excellent condition. Maintained and upgraded to high standards. Custom factory extended deckhouse. Quality construction and gear. \$119,000. Located Beaufort, NC. (401) 714-4154 or email: twoforsail@yahoo.com.

**ISLANDER 36, \$35,000.** New 2004: Diesel with all accessories, control panel, prop, shaft, fuel tank hoses, filters, shift cables, compass, Ballenger mast, wire, halyards. 2 mains, 2 jibs, electric head, VHF, depth-sounder, headliner. rkshroff@pacbell.net or (510) 669-9918.



**CATALINA 36, 1985** with legal liveaboard slip, SSF. New canvas/cushions, radar, roller furling, GPS, refrigeration, custom mattress, forced air heat. Excellent condition. Cruise the Bay and beyond in comfort. (650) 615-9139.

**ISLANDER 36, 1973.** Diesel, tabernacle mast, refrigeration, hot and cold water, shower, teak interior, new cushions, full boat cover, good ground tackle, autopilot, electronics, all gauges. Good sails. Runs and looks nice. Located in Los Angeles. \$34,000/obo. (310) 458-1229 or amvoyage@aol.com.

**PEARSON 365, 1976.** Highly modified. I can't go cruising, but she's nearly ready. Her shoal draft lets her go places others can't. Too much to list here. See her at: <http://home.comcast.net/~phlyphish/Shoestring.html> \$47,000. Call (510) 506-1991.



**LANCER 36.** Excellent liveaboard, sleeps 6. Propane stove, microwave, hot water, lots of beautiful teak inside. 3 sails in good condition. More details/pics: <http://www.geocities.com/jdgunther2000/> \$30,000, financing available. Jay (510) 649-7987 or email: jessgunther@yahoo.com.

**ISLANDER 36 SLOOP, 1977.** Altair. Perkins 4-108 50 hp diesel. Roller furling, Autohelm, Lewmar racing winches, racing and cruising equipment. New jib, chute, LectraSan, teak interior. New upholstery. Hauled 2/05, bottom paint. \$40,000. (510) 928-8849.

**ERICSON 39.** New: Yanmar 45 hp, Profurl furling 130, 100 and main. Will consider trade. \$25,000/obo. Email: jastwilliams@yahoo.com.

**PEARSON 36, 1985.** Three cabin layout. Clean and in excellent condition. Yanmar diesel, Harken roller furling, Raymarine instruments. Marina Plaza, Slip #80, Sausalito. \$65,000. Call (415) 279-5584.

**CAPE DORY 36 CUTTER, 1979.** Seaworthy cruiser. Autopilot, full-batten main, roller-furling yankee, asymmetric spinnaker, storm trysail, hard dodger. Perkins 4108 diesel, 3-blade MaxProp, GPS, Loran-C, radar, depthsounders, CNG stove, many extras. Excellent condition. \$74,000. (650) 349-8011.

**FARALLONE CLIPPER 38** wooden classic. Sleeps 4, enclosed head, gas, recent hull work. Made for SF. \$12,000. (415) 302-7490.



**CATALINA 36, 1983. WINDCHIME.** Excellent condition, rarely used. Dry and comfortable. Many new and upgraded components and features including Autohelm 3000, roller furling, complete new boom, standing rigging, halyards, batteries, Fortress anchor, galley, microwave, cabin sole polyurethane, cushions, curtains, stereo/CD with interior and exterior speakers. Radar, Loran, rebuilt winches, dodger, spinnaker, inflatable, recent brightwork, TV/VCR, halogen lighting, convection oven, pressure water, water heater, cockpit cushions. Dock E, Marina Bay. \$51,900. Dave (916) 826-1714 for more info/pictures. DRVII@hotmail.com.

**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.

**CLASSIC ATKINS INGRID.** 38' on deck, 45' LOA. Past Master Mariner winner. Built in Durbin, South Africa, launched in 1959. Needs TLC and lipstick. Berthed in Napa. Asking \$17,000/obo. Pictures available. (707) 939-7891.

**EXPRESS 37, 1985.** Cruise equipped, roller furling, dodger, 3 cyl Yanmar. Max-Prop, wheel steering, Alpha AP, hcpw, refrigeration, inflatable dinghy with ob, inverter/charger, radar, GPS, SSB, VHF, lots of gear, very nice condition. \$75,000. Jason (408) 732-9828 (days) or (408) 530-8488 (eves).



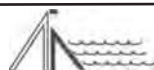
**39-FT X-YACHT, 1989.** Thoroughbred racing yacht with many wins to its credit. Carbon hull, 4 spreader fractional rig, Ockam instruments, good sail inventory. Trade considered. \$34,900. Call (360) 366-0304 or (360) 354-3407 (eves).

**FOLKES 39 STEEL CUTTER, 1986.** Serious cruiser, total refit 04/05. Yanmar 30GM. Modified full keel. Sandblasted, painted 2004. New Vetus deck grip, port lights, hatches, self-sufficient electrical system, solar, Raymarine TriData, VHF, SSB, radar, fridge. New plumbing, holding tank, 2 watermakers. Interior very spacious, sleeps 7. Varnish on all teak/holly, cedar. Stove/oven, heater, spacious head/shower. Dry bilge. Ready to go. \$65,000. Call Robert (619) 886-3940.



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**MORGAN CLASSIC 41 SLOOP, 1987.** Yanmar diesel, full batten main, enclosed center cockpit, Caribe dinghy and ob, liferaft, Ham/SSB, refrigeration, watermakers, radar arch, electric anchor, windlass, dinghy winch. Beautiful. \$83,000. In Baja. \$1,000 transportation allowance. [svmystical@hotmail.com](mailto:svmystical@hotmail.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](mailto:elliott@ardell-ca.com).

**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.

**SPINDRIFT 43 PILOTHOUSE CUTTER,** 1984. Awesome bluewater cruising boat. 2 watermakers, 4 solar, wind generator, dodger, davits, new stove/oven. Ford Lehman 80 hp. Family liveaboard and cruised 15 years. Continuous upgrades. Excellent condition. \$140,000/offers. Dave (509) 722-3878.



**CUSTOM BREWER 46 KETCH, 1972.** Teak hull, center cockpit. Major upgrades in last five years including new 76 hp diesel. Large equipment inventory. \$139,000. Located in San Diego. See details at [www.custombrewerketch.us](http://www.custombrewerketch.us)



**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](http://www.bayclassicyacht.com) Asking \$82,000. (415) 602-9534.



**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.

**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. Email: [thomasspon@yahoo.com](mailto:thomasspon@yahoo.com).



**COLUMBIA 45 SHOAL KEEL KETCH, 1972.** Hull #3. Solid and clean motorsailer. Perkins 4-107 with 425 hours. 200 gal fuel, 200 gal water. Independent hydraulic inside steering station. Paneled wood interior throughout. Tiled shower, galley and heads. Great liveaboard or go anywhere. Additional photos and info at: <http://www.msnusers.com/Columbia45Hull3> \$65,000. (415) 420-4299 or email: [eprincipe01@hotmail.com](mailto:eprincipe01@hotmail.com).

**BENETEAU FIRST 47.7, 2001.** Fast, fun, ready to race or cruise. Many upgrades, extensive electronics, 3 cabin/2 head layout. Slip at Pier 39 cityfront also available for lease or purchase. Must sell, divorce. Sacrifice at \$250,000. Tina (408) 379-6117 or tinadhawley@yahoo.com.

**42-FT PILOTHOUSE CUTTER SLOOP.** Bedford design. True bluewater constructed Blue Seas Yard for world cruising. Now in charter fleet, income/tax write-off benefits. Shelter Island, San Diego. Vacation condo use, fractional ownership considered. (949) 400-5782.



**CUSTOM STEEL CUTTER.** 50'6" x 11'6" x 6'4". 64 hp Ford diesel, propane stove, diesel heat, hot and cold pressure water. Separate head, shower. Insulated hull, new construction, needs ceiling and rig. Documented. \$60,000. Coos Bay, OR. (541) 888-0930.



**HACKET 45 CLASSIC, 1961.** Marconi sloop, liveaboard/cruiser, full keel, carvel-planked mahogany/oak. Volvo 36 hp diesel. Canadian registered, moored Cowichan Bay, BC, Canada. See: <<http://www.acradata.com/boat/>> \$69,500 CDN. (250) 746-8333 or email: mexicomac@telus.net.



**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. barcablanco@hotmail.com.

**1977 NW-BUILT FG SEAWIND 41** cutter rigged sloop in La Paz, Mexico. \$75,000. This boat is roomy, beefy and fast. These ads are too expensive for the details, if interested, email for some pics and a spec sheet: thomasireton@hotmail.com.



**CUSTOM COLUMBIA 50, 1993.** *Sea-ductress*. Custom deck resembles Santa Cruz 50. Beautiful Sterling navy blue cutter with Schaefer roller furlers. New Quantum sails 2004, main, 135% jib, staysail on self-tacking track. Radar, GPS stereo, CD, TV with VHS. 400' 3/8" BBB chain, capstan, autopilot. Teak and holly sole, tile counters, king-sized V-berth, forward head with bath tub. Large double aft cabin with head, lots of storage. Easily sailed by two, often do singlehand races. Lots of trophies but world-capable cruiser. This is the newest Col 50 around. Everyone looks at her as you go by, prettiest girl at the dance, ask anyone who sails in Long Beach area. \$165,000. Terry Hanna (714) 840-2383 (hm) or (714) 421-3973 (cell).

**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).



**CAMPER NICHOLSON 42** center cockpit ketch. Most everything new in 2003. Pictures available at: <[www.usedboats.com](http://www.usedboats.com)> (ad #405926). \$130,000. Presently sailing. Email: hdstabler@aol.com. (Response may be delayed.)

**STEVENS 40 CUSTOM CUTTER.** Center cockpit, 2 staterooms, 2 heads, separate shower stall. Solid bluewater cruiser, never chartered, new leather upholstery. Kept in perfect condition. Professionally maintained, custom mattress, modern electronics, stereo with MP3. Must be seen to appreciate, non-smoking vessel. \$149,000. See vessel details and lots of photos at: <[www.bushwacker.net/ss40](http://www.bushwacker.net/ss40)> or call (408) 529-3831.

**TASWELL 43, 1992.** Center cockpit cutter. Excellent condition. New dodger, Autohelm 7000, Furuno 24-mile radar. ICOM SSB, GPS, chartplotter. Balmar smart charger, inverter. Glacier Bay refrigeration, watermaker, davits, dual racors, liferaft, oversized electric windlass, cruising spinnaker. Sausalito. \$299,000. (650) 804-6218.



**FARR 44, 1994.** Fast, comfortable, luxurious, performance cruiser. Custom, one of a kind quality and ingenuity. Ready to cruise. Excellent condition. \$225,000. Photos: <[www.dessick.photosite.com](http://www.dessick.photosite.com)> (805) 340-5316.



**CT 41 GARDEN KETCH, 1974.** Beautifully maintained and recently surveyed. Great bluewater cruiser and comfortable liveaboard. Volvo Penta 75 hp engine. Many recent upgrades including: New standing rigging, Wallace 3000D diesel heater, TrueCharge multi-stage battery charger, duplex Racor fuel filters, 2 new 36 gallon polyethylene fuel tanks, Jabsco diaphragm waste pump, Norcold TEX dual-voltage ice box, and more. See website: <<http://www.stanford.edu/~mmills/torrens/index.html>> \$65,000. Call (650) 368-2587.



**BALTIC 42 DP, 1981.** Racing/cruising sloop. Equipment inventory and sailing gear were upgraded for the 2002 Pacific Cup, including new standing and running rigging, major engine overhaul, new sails. This pedigree Baltic is perfect for the serious racer or family cruiser. Spacious teak interior throughout with teak and holly sole. Recently surveyed. \$139,000. This boat must be sold. Will consider all offers. (831) 684-0802 or (831) 234-6788.

**PETERSON 44, 1980.** Yacht Club condition, loaded and completely refurbished. Located Puerto Vallarta. Photos and specs, see: <[www.peterson44.org](http://www.peterson44.org)> in 'Boats For Sale', Yacht Mamouna. \$145,000. mamounatsea@hotmail.com.

**BENETEAU 423 42, 2004.** Purchased new April 2004. Volvo 55 hp, all furling sails, Raytheon radar/plotter, Tri Data, ST6001 AP, stereo CD changer, microwave, refrigerator/freezer top front load, ultra leather, lots more. Absolutely Bristol. \$199,000. Call (650) 906-7293.



**43-FT MOREA SPINDRIFT.** Equipped for long range cruising or liveaboard. 300 gallons diesel, new mast and rigging, recent haulout, extensive equipment list. Very clean. Must see. Details and photos at: <<http://corpusboats.com/S43>> \$161,500. (361) 510-5099.

**SERENDIPITY 43.** *Running With Scissors*. Peterson IOR design, Ockam instruments, computer, VHF, 1,500w inverter/charger, race interior. 50 hp Westerbeke. 12 sails plus blooper. New bottom 5/04. 1st Place SPYC Beer Can season 2004. See: <<http://www.runningwithscissors.org>> \$38,000. Chris (415) 269-6893.



**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](http://www.endeavour40.com)> (530) 412-0144 or cbellasail@aol.com.

**MORGAN 462, 1981.** Rare West Coast opportunity. Spacious, bulletproof, blue-water, center cockpit ketch. Not an Out Island. 62 hp Perkins, genset, huge master cabin, bathtub, plentiful storage, new bottom and running rigging, genny, 8 knot hull speed. Perfect Bay cruiser/liveaboard or upgrade her for an ocean passage. 9/04 survey states "excellent condition" and values at \$120k. A steal at \$112,000. Dinghy and outboard negotiable. Perfect Ha-Ha and beyond boat. Lying in Vallejo. A very special boat. (707) 227-2570 or steve@wayfinders.biz.

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**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.

**COLUMBIA 43.** Owned for almost 10 years, solid boat, primarily fiberglass exterior, low maintenance, teak interior. Westerbeke 40 diesel, AC generator, propane stove, Heart AC/DC inverter, sloop, keel version. \$41,000/obo, moving. Photos and specs: <<http://www.ifntech.com/columbia43>> Dan@ifntech.com or (260) 437-2132.



**HUNTER 466, 2002.** 4 cabins, 3 heads and shower. Spectra 16 gph watermaker, 2,000w inverter, 100amp charger. Northern Lights 6kw genset. Stainless double arch with bimini and dinghy davit, bow thruster. Doyle sail package. Dual ST 6001+ autopilots, 10" color GPS/chartplotter with 40 mile radar at the helm. Dual Ray 230 VHF, forward looking sonar. More than 440k worth of open ocean voyaging for \$296,000. (310) 228-7560 or (619) 523-3671 or Mike@H-TV.com.



**KETTENBURG 41, 1967.** 41' x 10.4' x 6'. Fiberglass hull, aluminum rig, refit for Mexico 2001. Much new, beautiful lines, all teak and blue velour below. Fun Bay boat. Diesel, dodger, furling, fridge, windlass, radar, leather wheel, new canvass, BBQ, full batten Hood main and 150, etc. Excellent cosmetics and mechanical. \$49,500. (707) 865-1767.

**40' CENTER COCKPIT CRUISER, 1984.** FG, two large staterooms, furling main and jib. New 55 hp Volvo 2004. Electric windlass, radar, GPS/chartplotter. Baja vet, Makes for great liveaboard. Recent survey. San Rafael. \$59,000/firm. (415) 215-5121.



**HUNTER PASSAGE 450, 2001.** *Catalyst* is an extraordinary 45' center cockpit for family cruising. Main and jib furling. 76 hp Yanmar, 135 hours, and 8kw Kohler gen, 115 hours. Two-zone AC and heat. 2 FPD TVs, 2 DVDs and PlayStation 2, Sony stereo. Raymarine ST60 electronics, RL70CRC+ color Radar/GPS, 2kw Radome, Autohelm 7000+. Fully integrated at chart station and slaved computer with Raytech Navigator software. Course can be plotted and steered from the computer. DSL hardware, wireless network and printer making a perfect remote office. Avon and 4 hp Merc and much more. Better than new and only \$239,000. Call for full details: (925) 447-6442.



**MARINER 48 KETCH, 1979.** Center cockpit bluewater sailer. George Stadell design with spacious traditional teak interior, dual heads, 2 large staterooms. In good repair with new fuel tanks, many extras and ready for ocean passage. Located in Alameda, CA. \$125,000. (925) 787-2497.

**ERICSON 41, 1969.** New Profurl, just hauled and surveyed. New bottom paint and boot stripe, Perkins diesel. New Force 10 stove/oven. Fridge/freezer, engine or 110v. Needs floor/ head sail for new roller furling and has many superficial cracks in gelcoat on deck. Priced for immediate sale. Seller out of state. As is/where is. \$19,500/non-negotiable. On the hard in Alameda. (707) 254-5846.

## 51 FEET & OVER



**SAMSON 55 FERRO CEMENT SLOOP.** Project boat. New, never been on water. Built new in Half Moon Bay. On gigantic trailer. New 85 hp diesel engine, 200 gals fuel, 150 gals water. Hydraulic steering, windlass. Dry storage available. \$20,000/firm. Call (650) 224-1462.

**60-FT FIBERGLASS NAUTICAL KETCH,** 1982. *Southern Comfort*. Leyman diesel, 4 cabin layout plus crew sleeps 10 in comfort, A/C, 12kw Northern Lights generator. New jib and mizzen on self-furling. Fully found for world cruising or charter, currently in Caribbean. Great location to start cruising from St. Thomas, USVI. Purchase at \$270,000. Possible trade for Cal real estate, possible long-term crewed charter. Email: Captmike@realestatecenter.vi or call (340) 775-1717.

**BUEHLER 64 STEEL STAYSAIL** schooner, 2002. Wonderful liveaboard/cruiser, flush deck, 135 hp Perkins diesel, 5 sails, complete electronics. 13-ft inflatable, cruising equipped, beautiful queen stateroom. Change of plans forces sale. Asking \$135,000. Call (650) 773-6327.



**1960 GARDEN KETCH.** Cedar planks over oak frames. Great liveaboard. Needs TLC. New engine. Price reduced for quick sale. Priced way below market value. Can email survey and pictures. \$50,000. (949) 633-2701 or dennymikus@cox.net.

**1998 AMEL SUPER MARAMU.** 53-ft. 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/obo. (775) 265-5767 or (775) 720-3912.

**57-FT CHINESE JUNK.** Fully equipped liveaboard, all-electric galley, dishwasher, 19-cu.ft. refer, washer/dryer, shower, head. 2 Gardner diesels, Espar diesel heat, red Dacron sails, 3 masts. Liveaboard slip, safe marina. \$99,000. Call (510) 914-5166 or see at: <<http://photos.imageevent.com/deantaylor/deantaylorfirstalbum/>> then email: Taiwonon@mac.com.



**ALDEN 54 CENTERBOARD YAWL, 1970.** Master Mariner, 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. (510) 633-2125 (hm) or (510) 332-4900 (cell). No brokers.

**98-FT MOTORSAILER.** Great condition, many extras, great liveaboard, 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.



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**ALASKAN PILOTHOUSE.** Skookum 47 motorsailer, Lehman-Ford 80 hp diesel, cutter, ocean cruiser and liveaboard, 3 staterooms, flush deck, spacious interior. For more details see: <[www.sailnet.com/boatsearch/listing/display\\_details.cfm](http://www.sailnet.com/boatsearch/listing/display_details.cfm)> listing number 14438. (907) 321-3157.

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**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 \$50,000. Call Kevin (415) 331-8802 for info and pictures.



**CLASSIC CHESAPEAKE 32, 1962.** *Camelot*. Philip Rhodes design, fiberglass, full keel, tiller, 2nd owner. Meticulously maintained, great condition inside and out, new interior 2004. Jib, genoa, main, spinnaker. Fantastic Bay and ocean sailer. Tillerpilot, VHF, depth/speed meter. Volvo Penta diesel, 10 years old. Hot water maker, much more. Slip in Sausalito. \$36,000/obo. Serious inquiries only. (415) 505-8610. For more info, visit the Chesapeake Owners Association at: <<http://www.geocities.com/chesapeake32ownersassoc/>> (Picture on homepage is *Camelot*.)

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**50-FT YACHT, 1946,** 1-1/4" cedar planking on oak, brass fastened, running 671, Allison 2:1, galley, head, flybridge, partial restoration. \$25,000 invested. Project boat. As is, \$15,000/cash. Call Mike (925) 325-6301.



**48-FT LOA MAURICE GRIFFITH** designed ketch, built 1946, Johnson and Jago. Mahogany on oak and ready for the ocean. Well kept, top of line steering, autopilot, heater, and tankage, re-fastened. Must part ways. \$25,000. Call (650) 794-9519.



**SHIELDS 30, 1976.** Sparkman and Stephens classic. Elegant simplicity, wickedly fast. Nissan 3.5 outboard on removeable bronze bracket. \$10,000. (707) 642-6765.



**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 robmickel@msn.com.

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**BROWN 31.** Solid wing model. New Honda 9.9. New main, 2 good headsails. At the Cliff House Marina in Rio Vista. \$15,000. Call Jeff (707) 974-6069.

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**SEARUNNER 34 TRIMARAN.** Cutter rigged. Seven sails, new Yanmar 2GM diesel, less than 25 hours. Radar, 3 GPSs, inflatable dinghy and hard dinghy, 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: chuckphelan@cox.net.

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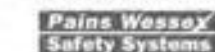
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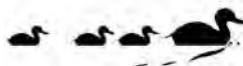
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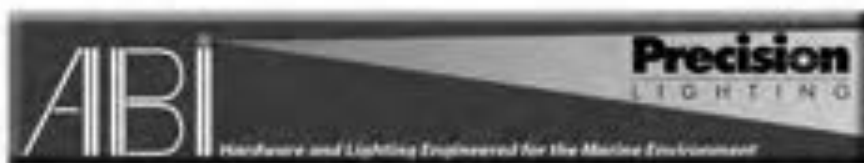
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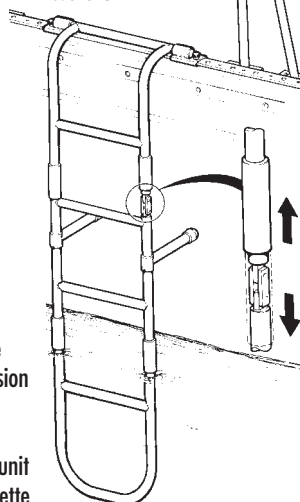
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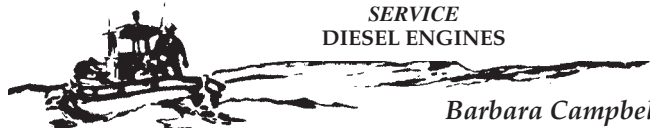
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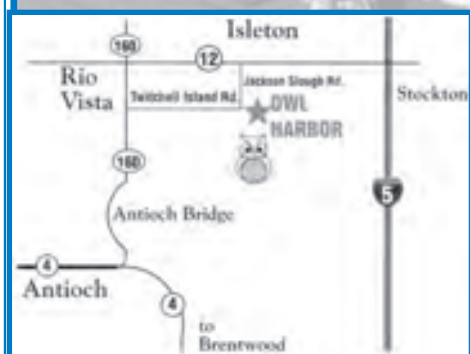


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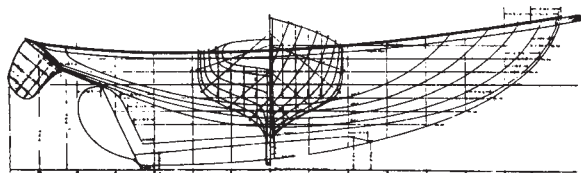
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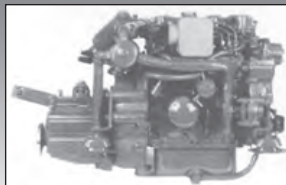
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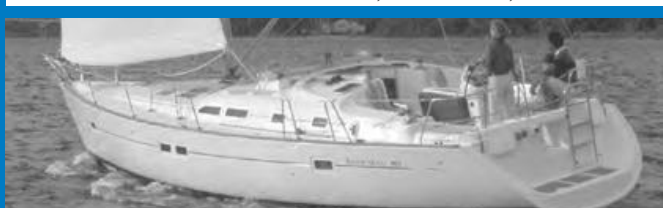
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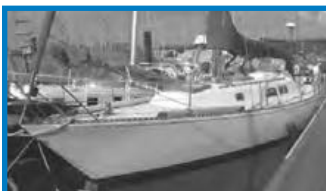


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51' Baltic.....'80 249,000	36' Islander.....'76 50,000	45' Fellows & Stewart '26 65,000
51' Jeanneau.....'94 190,000	36' Columbia.....'69 25,000	45' Chris Craft.....'69 49,900
50' Gulfstar, Mex.....'77 89,000	36' Custom schooner '72 47,000	44' Sea Ray 440 Exp. '95 225,000
49' Gus March Cust.. '91 195,000	35.5 Hunter.....'94 72,000	43' Hatteras MY.....'73 139,500
48' Hughes Yawl.....'72 Offers	34' Catalina.....'88 45,000	42' Chris Craft.....'68 99,000
48' C&C.....'73 199,000	34' Islander.....'75/'85 31,500	42' Grand Banks.....'67 89,900
48' Celestial.....'86 79,500	34' Hunter.....'85 41,000	42' Post S.F.....'81 97,000
47' Gulfstar.....'79 142,500	33' Newport.....'84 36,500	42' Uniflite MY.....'84 169,000
47' Vagabond.....'80 150,000	33' Ranger, nice.....'77 29,500	40' Pacemaker.....'76 149,000
43' Slocum.....'84 149,500	32' Pearson Vanguard '63 24,000	38' Mediterranean.....'98 199,900
42' Custom schooner '72 39,000	30' C&C Mki.....'76 21,500	38' Stephens.....'48 36,000
42' S&S.....'70 57,500	30' Catalina (3) '77 & '85 18,900	38' Californian.....'76 69,000
42' S-7 Beneteau.....'99 195,000	30' Isl. Bahama....2 from 20,000	38' Hatteras MY.....'69 59,500
42' Bavaria.....'05 235,000	30' S-2 CC.....'78 28,000	38' Bayliner.....'87 106,000
41' Ericson.....'69 29,000	30' Pacific.....'71 15,000	36' Sea Ray SF.....'80 79,000
41' Newports.....'79 60,000	30' Catalina.....'83 29,900	34' Bayliner Avanti....'87 38,500
41' Morgan OI.....'79 70,000	30' Nonsuch.....'82 57,500	34' Uniflite.....'77 Offers
41' CT ketch.....'71 57,500	30' Baba.....'79 60,000	34' Sea Ray.....'86 56,000
40' Brewer PH.....'88 159,000	30' Pearson.....'85 36,000	34' Sea Ray Sedan....'83 59,900
40' Columbia.....'65 39,900	29' Van der Stadt.....'69 16,000	33' Silverton.....'90 79,000
40' Cheoy Lee MS.....'75 95,000	28' Islander.....'78 19,000	33' Hunter.....'61 22,000
40' Pearson 303.....'85 36,000	28' Isl. Bahama.....'82 19,000	32' Bayliner, diesel....'89 79,900
40' Newporter.....'62 25,000	28' Herreschoff.....Inquire	30' Sea Ray 305 DB....'88 59,900
38' Ericson.....'81 45,000		30' Sea Ray Sedan....'79 20,000
38' Ingrid.....'74/84 95,000		29' Silverton.....'85 26,000
38' Colin Archer.....'51 58,000		27' Sea Ray.....'83 14,000
37' C&C 37R.....'89 79,500		26' Star Fire.....'86 25,000
37' Irwin CC.....'80 40,000		26' Lobster Boat.....'86 35,000
37' Cooper PH cstm.. '87 99,000		24' Bayliner.....'98 24,000
37' Endeavour.....'79 59,000		24' Regal 242, trailer.... 37,000

## 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



**47' GULFSTAR, 1979**  
Luxurious center cockpit,  
large accommodations below. **\$142,500**



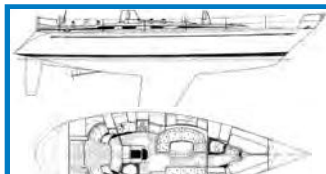
**40' BREWER PILOTHOUSE CUTTER, 1988**  
Ted Brewer design, large open salon area with galley. Cruise  
equipped pullman berth plus V-berth. **\$159,000**



**BENETEAU 42s7, 1999**  
Price just reduced by another \$10,000.  
Owner moving inland and is motivated.  
Outstanding vessel and fully equipped.  
Price just reduced by another 10k - **\$195,000.**



**CELESTIAL 48, 1986**  
Priced to sell but needs TLC.  
**\$76,000**



**SWAN 43, 1986** Only one on the west coast. Ron  
Holland design, deep draft. Asking **\$239,000**



**30' BABA, 1979**  
New set of sails incl. cruising spin. Brand new  
motor and berth in Sausalito. **\$60,000**



**MOTOR YACHTS:**  
**HATTERAS 58, '73, \$360,000** (pictured)  
**54' TROJAN, '76, \$349,000; 53' GRAND BANKS,**  
**'77, 225,000; 44' SEA RAY 440 EXPRESS,**  
**'85, 225,000; 42' UNIFLITE, '84, 169,000**



**80' LOA 66 LOD KT**  
Thornycroft, England. Berth Sausalito. **\$399,000**  
Also: 57' COCK ROBIN ALDEN 31...\$189,000



**SLOCUM 43 & PASSPORT 42**  
Same hull. 1984. Turnkey cruiser.  
**\$149,500**



**HYLAS 47, 1986**  
Ultimate bluewater performance cruiser.  
Hard to find.  
**\$229,000**

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## GULFSTAR 50

**50' GULFSTAR KETCH.** Center cockpit. Loaded w/ cruising gear, much new—too much to list. Dsl, dodger, genset, radar & much more! A big, comfortable bluewater cruiser in great shape w/all the amenities! **Ask \$124,500**



**35' MARINER KETCH** by Wm. Garden, N.A. '66 Far East Yachts launch. Major refit just completed. Copper-riveted, dsl, wheel, etc. Well-built lovely traditional bluewater cruiser in beautiful shape. **\$29,000 Ask**



**41' ISLANDER FREEPORT.** Ctr cockpit ketch. Aft stateroom. Less than 100 hrs on new 100 hp Yanmar dsl. Radar, GPS/chart & more! Big & comfy & looks great! **Try \$79,950**



**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. **\$44,900 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**



## ANGELMAN KETCH

**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**



**42' ED MONK CLASSIC CRUISER.** Launched by Washington's famed Tacoma Shipyard in 1942. Low hours diesel. Full boat cover. Just cruised Alaska to S.F. Oil heat, radar, etc. Great condition & charm. **\$59,900**



**39' ERICSON.** Completed circumnavigation last year & ready to go again. Bruce King design. Lots of gear & big sail inventory. Dsl, radar, vane, AP & more! Big cruiser/low price. **Asking \$39,950**



## NEW ENGINES

**28' SEA RAY SUNDANCER.** New (10 hrs rep) V-tec twin 330 hp V8s. Full canvas, trailer, shower, galley, GPS/plot, autopilot and more. Very clean. Much new. **Asking \$35,000**



**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 potential & priced very low... 86,000

40' NEWPORTER ketch. Perkins 4-108 diesel. Big, lots of potential. Ask 27,500

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/B, GPS, Autohelm, spinn, nice, clean... 10,500

30' ALBERG SLP. F/G ..... Ask 5,950

29' ERICSON. 1/B, 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 slp, Rhodes/MacCarty, O/B, main, jib, genoa, all glass... Ask 3,500

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

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 LIVEBOARD 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 ..... REDUCED — Try 8,000

36' CHRIS CRAFT SPORT FISHER, fiberglass, flybridge, twin V-8s, radar, VHF, dual helms, aft enclosure, shower, galley, autopilot & more! ..... Asking 35,950

36' USCG PATROL CRAFT. 671 diesel. Loaded and in beautiful shape. All wood, radar, etc ..... Asking 30,000

36' EGG HARBOR F/B SPORTS SEDAN Twin 350s. Vastly upgraded 1960 classic, much comfort ..... Asking 39,950

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' BERTRAM SPORT FISH. Fiberglass, twin 200 hp Volvo 6 diesels. Great sea boat for the serious sport fisherman. Radar, etc. Great potential ..... Try 12,500

31' TOLLYCRAFT EXPRESS. Twin V8s, shower & much recent upgrading. Ask 21,000

30' MONTEREY TRAWLER. Loaded and very nice! S.F. berth ..... Ask 27,950

29' TOLLYCRAFT EXPRESS cruiser. Twins, good boat, runs well, great potential... 3,250

28' CHRIS CRAFT Cavalier. Nice ..... 12,000

28' MAXUM 2700 SCR EXPRESS CRUISER. Under 100 hrs, 350 V8, full canvas, shower, fast & super clean Ask 37,500

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

CALL NOW TO  
LIST YOUR BOAT!



**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**



## IDEAL CLASSIC LIVEBOARD/CRUISER

**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 and more. A BEAUTIFUL BOAT. **Asking \$30,000**



**39' BENETEAU OCEANIS 390 SLOOP.** Performance cruiser. 2 private staterooms, diesel, wheel, roller furl, radar, A/P, inflatable, full galley & more. A great sailer from an outstanding architect and builder. **Asking \$76,000**

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