

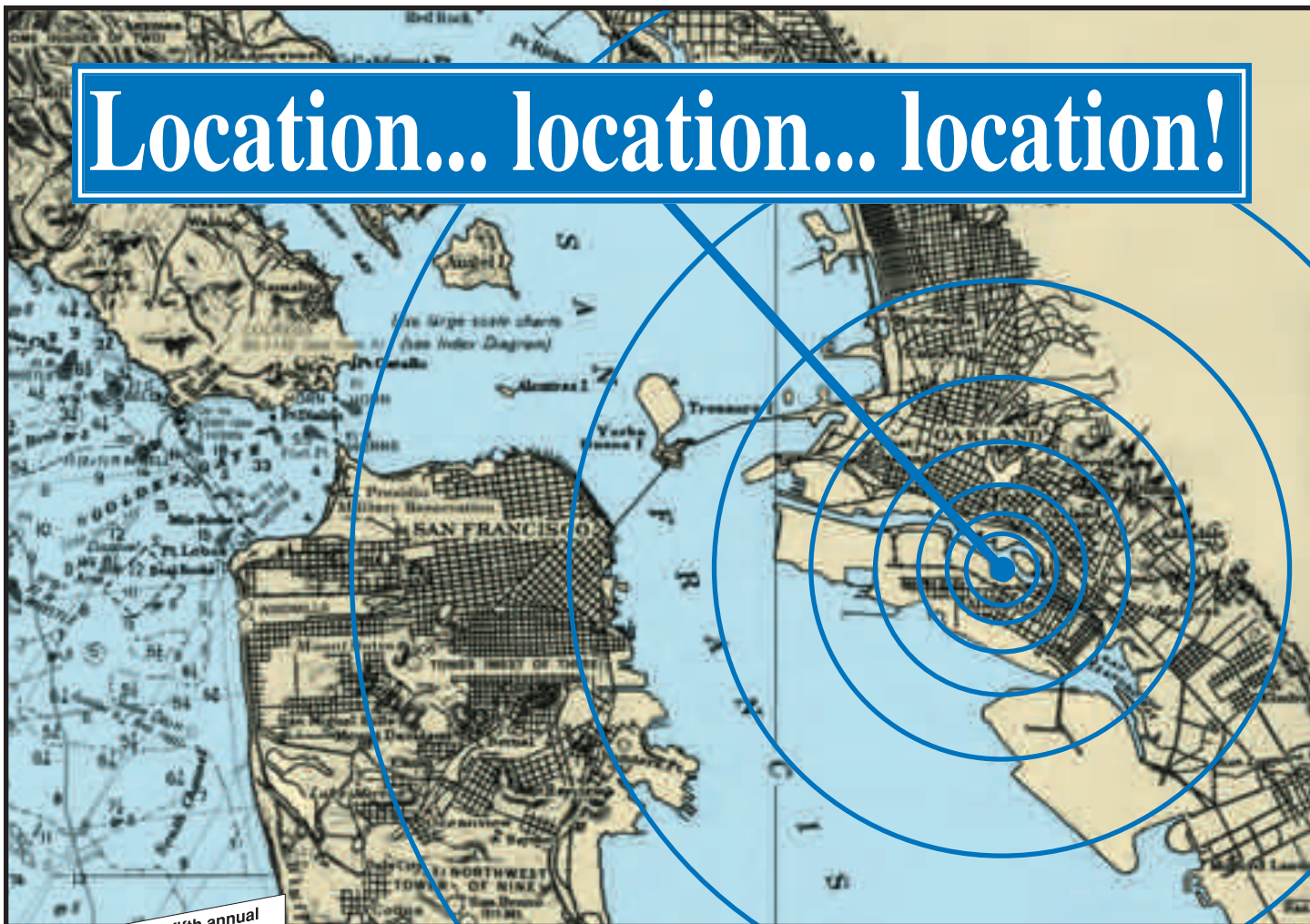
Latitude 38

VOLUME 336 June 2005

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Shameless*

Each month we get to brag shamelessly about Pineapple Sails. This month we'll let George Ellison do it for us, explaining why he and Harry Macartney chose Pineapple Sails.

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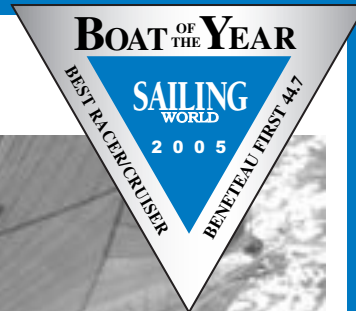
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Cover: A trio of J/24s – *Take Five* (#2223), *Rail* (#4782), and *Casual Contact* (#4526) – fly in formation down the Cityfront.

Photo: Latitude 38/Rob

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

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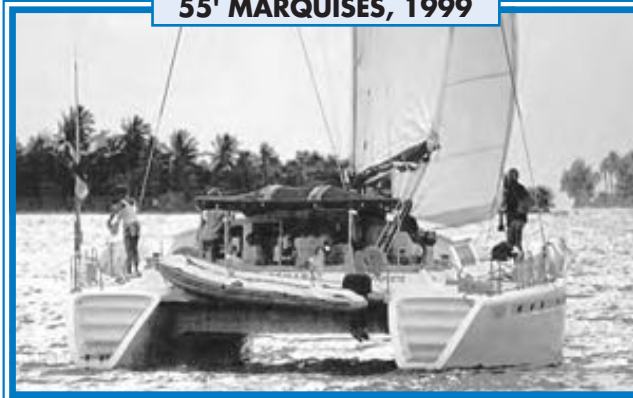
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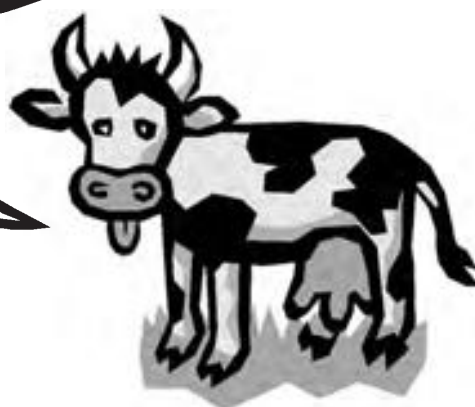


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★★★

SLOOP DE JOUR: Launching a new sailing yacht is always an exciting time and for most of us . . . not an everyday occurrence. When the sloop happens to be 130-ft long, we're now talking about something incredible. Over the past two years Ken Keefe of KKMI has been a key member in the team who developed and built *Janice of Wyoming*, a stunning design by Dubois Naval Architects. Constructed and launched at Alloy Yachts in New Zealand . . . she has just completed her sailing trials last month and is now ready for extensive world cruising. To learn more visit www.alloyyachts.com and click on 'Latest News'. WOW. . . how cool!

★★★

SPEAKING OF LATEST NEWS: The yacht brokerage at KKMI has been very busy. The past month has seen the sale of a variety of yachts. Now they don't have enough quality listings to satisfy their customers' needs. If you are thinking of selling your boat you should give Graham Macmillan a call. He will meet you aboard your boat, prepare a detailed analysis of how to market your vessel, and then implement a program that will get your yacht sold in the least amount of time. He can also find ways for you to save money while you are waiting for your boat to be sold. If you're thinking of selling your boat . . . you owe it to yourself to give Graham a call.

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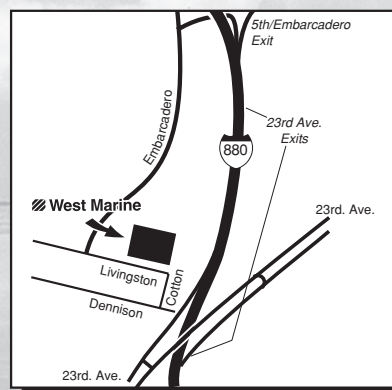
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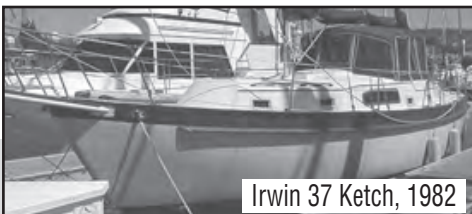
New Ocean Alexander Altus 48



Ocean Alexander Altus 42



Catalina 34, 1999



Irwin 37 Ketch, 1982



Catalina 320, 2002

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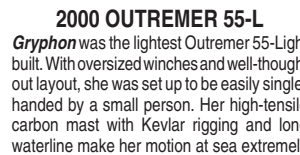
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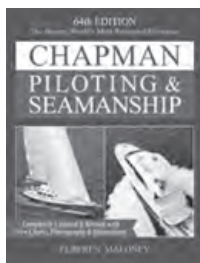
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As we often explain in these pages, the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

Prospective entrants should be clear that this offshore sailing event definitely *is not* a hand-holding service for those incapable of making this trip on their own. However, it is a fabulous opportunity to get acquainted with hundreds of like-minded cruisers as you 'cruise-in-company' along the Baja coast. The two stops en route to Cabo give even the slowest boats a chance to catch up, and allow everyone to rest and recreate.

At this writing, nearly 70 prospective entrants have already requested entry packets. To get yours, send a 9x12, self-addressed envelope – no return postage necessary – with a check for \$18 (for postage and handling) to: Baja Ha-Ha, Inc., 21 Apollo Road, Tiburon, CA 94920.

Application packets will go out the first week in June, complete with special offers from the sponsors listed in this ad. The event entry fee is \$299.

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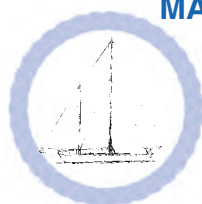
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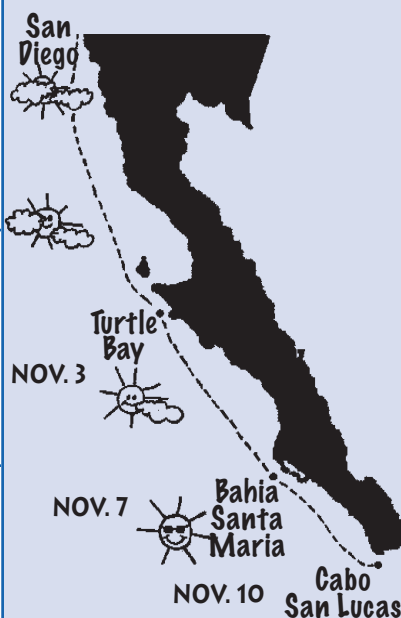


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IMPORTANT DATES

Aug 13 — Ha-Ha Preview and Potluck at Two Harbors, Catalina.

Sep 10 — Entry deadline.

Oct 5 — Mexico Only Crew List and Baja Ha-Ha Party, Encinal YC; 6 - 9 p.m.

Oct 30 — Skipper's meeting, noon, at Cabrillo Isle Marina, San Diego.

Oct 30 — Ha-Ha Halloween Costume Party and BBQ at Cabrillo Isle; co-hosted by West Marine.

Oct 31 — Start of Leg 1

Nov 12 — Awards presentations hosted by the Cabo Marina.

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There is no phone number for the Baja Ha-Ha. And please don't phone Latitude 38 with questions, as the Ha-Ha is a completely separate operation.



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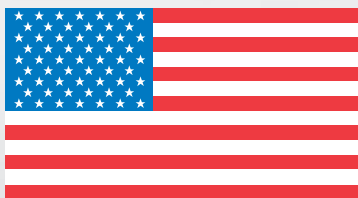


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Non-Race

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 10 — Corinthian YC Speaker Series presents Philippe Kahn speaking on "Creating Sailing Champions." Details, www.cyc.org/speakers.

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

June 11-12 — 6th Annual Catnip Cup, a no-host overnighter to Vallejo for multihulls. Info, gfsracorp.com.

June 12 — BAADS (Bay Area Association of Disabled Sailors) general meeting, 11 a.m. at South Beach YC. Details, www.baads.org.

June 15, 22, 29 & July 6 — "Boat Smart," four evenings of boating safety classes at Tamalpais High School (Mill Valley), 7-9 p.m. \$30 charge for textbook. Info and reservations, Marin Power & Sail Squadron, (415) 884-0776.

June 18 — First Annual Open House at six Alameda yacht clubs, celebrating Summer Sailstice. Make the rounds at Encinal YC, Island YC, Oakland YC, Aeolian YC, Ballena Bay YC, and Alameda YC between 2-6 p.m.

June 18 — Open House at OCSC in Berkeley, 4-7 p.m., free. Info, (510) 843-4200.

June 18-19 — Fifth Annual Summer Sailstice, founded by Latitude ad rep John Arndt. Go sailing on the longest day of the year! Info, www.summersailstice.com.

June 18-19 — Nelson Yachts Open House (Alameda), 11 a.m. to 4 p.m. Free demo sails on Hunter trailerables. Ruth Scott, (510) 337-2870.

June 19 — Fathers' Day — take the old man sailing!

June 21 — Full moon on a Tuesday night.

June 25 — Alameda YC's Marine Swap Meet and Open House at Fortman Marina, starting at 7 a.m. Info, www.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 or (415) 421-2225.

June 25 — Master Mariners Benevolent Association Annual Meeting and Party at Corinthian YC. Info, www.mastermariners.org.

June 26 — Wooden Boat Show at Corinthian YC, presented by the Master Mariners. Info, www.mastermariners.org.

July 4 — Celebrate Independence Day.

July 15-20 — *Nippon Maru II*, a 361-foot, four-masted barque, will be offering daily tours at Pier 30/32. Info, (415) 447-9822 or www.sailsanfrancisco.org.

Racing

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, always a great photo opportunity. Info, www.mastermariners.org.

May 28-29 — Memorial Day Regatta for J/120s, J/105s, Melges 24s, and J/24s. StFYC, (415) 563-6363.

May 28-29 — Whiskeytown Regatta. WSC, www.whiskeytownsailing.org.

May 28-30 — 62nd Swiftsure Race, the big one for North-

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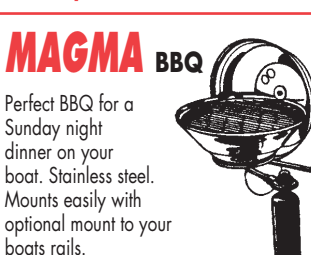
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CALENDAR

west sailors. Six different race courses ranging from 140 miles to 78 miles. Info, www.swiftsure.org.

June 3-5 — MadCap Regatta, a three-on-three J/105 team race between StFYC (skippers Chris Perkins, Phil Perkins, and Shawn Bennett) 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). Gold Country YC, (530) 273-9517.

June 6-9, 1985 — It Was Twenty Years Ago Today, from a *Racing Sheet* article called "Long Beach Race Week":

Bay Area yachts fared well at the June 6-9 Long Beach Race Week, winning two classes out of six and placing third in another. Fifty-nine entries, ranging in size from the Peterson 55 *Checkmate* to the Davidson 34 *Pendragon*, took part in the four-race event. Heavy fog added an element of adventure to the first day's racing, although clear visibility was restored for the remainder of the series.

Wall Street Duck, the 38-footer designed by Alameda's Carl Schumacher, dominated the small boat class. *Duck* took three firsts and a second to outdistance Mike Busch's Nelson/Marek 36 *Crackerjack* from San Diego. Carl had been trying to get the *Duck* to this series for three years, but TransPac preparations in 1983 and damages from hitting a rock in 1984 foiled those attempts. Owner Jim Robinson turned the boat over to Carl and several of his friends, who collectively put up the money to make the trip. Living out of a motor home and sleeping on the boat, the *Duck* group, which included Steve Jeppesen, Jim Walton, Rob Moore, Scott Owens, Billy Brandt, Hartwell Jordan, Dennis Gruidl and Jim Bateman, made the effort well worth their while.

Also victorious was the N/M 41 *Clockwork*, owned by Lee Otterson and Ray Pingree of the San Francisco YC. Using a new medium weight #1 genoa, the orange sloop was able to break away at the start with good speed. They got lost three times in the fog during the first race, but overcame that with three bullets in the rest of the series. The last race win was reduced to a second later, though. *Clockwork* had been over early, but couldn't hear the radio announcement to that effect because they didn't have channel 72 on their VHF. Skipper Pingree argued successfully that since the race committee had been late in sending him the race instructions (which noted the use of channel 72), he didn't have enough time to install the proper equipment. A 30-second penalty was applied to *Clockwork*'s time, dropping her behind the N/M 41 *Free Enterprise* in the race but still ahead on overall points.

June 10 — Annapolis-Newport Race, 473 miles connecting the two best sailing towns on the East Coast. Info, www.annapolisyc.org.

June 11 — 15th Annual Delta Ditch Run, a delightful 67.5-mile tour of the Delta. Don 'Lance' Jesberg isn't racing this year due to family commitments, so it's someone else's turn to win! RYC, (510) 237-2821.

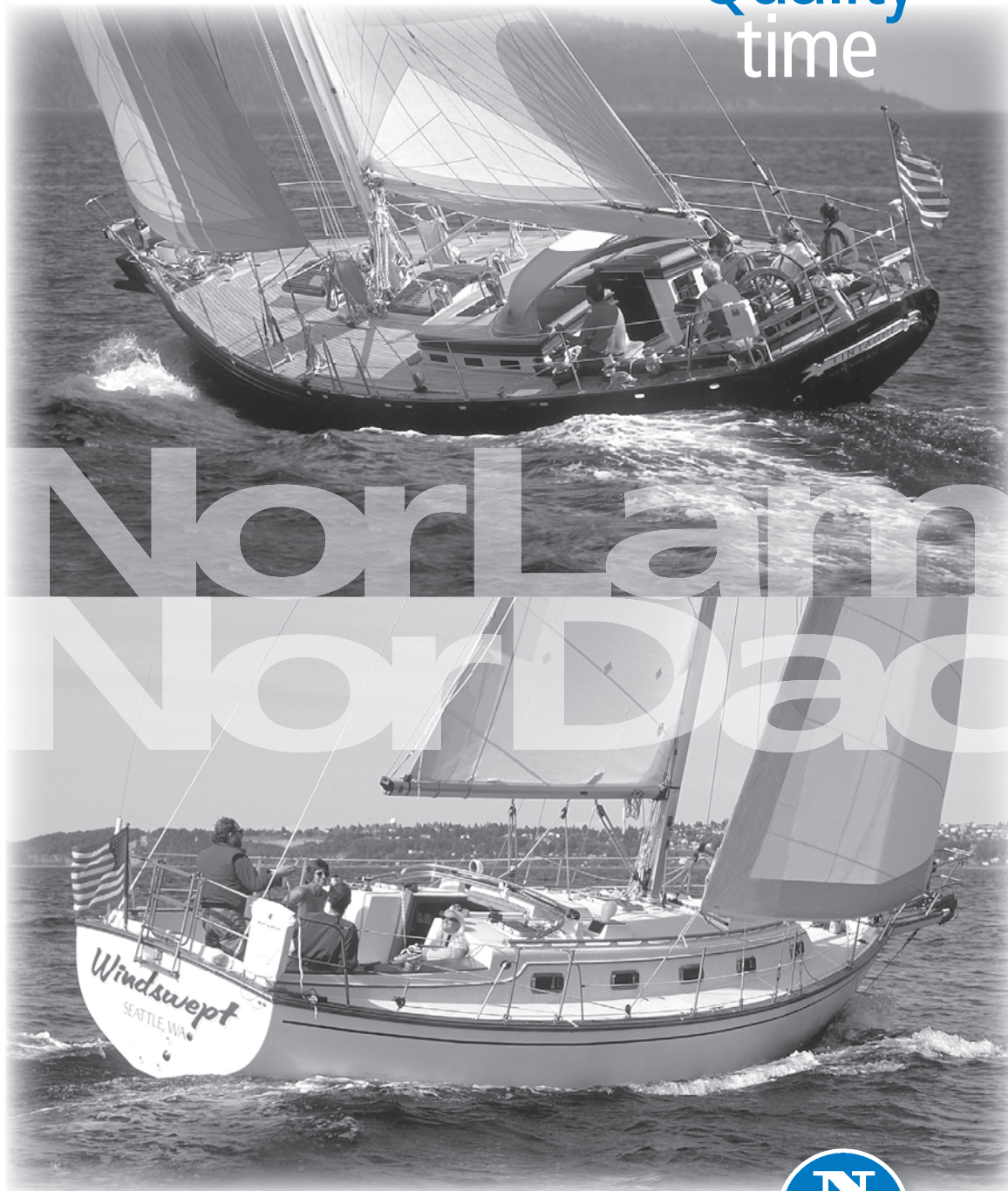
June 11 — Alameda Interclub Series #3, a 'Long Course' hosted by OYC. Details, www.sfbama.org.

June 17, 1995 — Ten Years After, from a *Racing Sheet* article titled "Catalina Race":

Metropolitan YC's Catalina Race was reborn and basically died again on June 17, when only six boats responded to the starting guns off Baker Beach. After a two year hiatus, and after repositioning the race so that it no longer conflicts with Encinal YC's popular Santa Barbara Race, hopes were high for a comeback this year. No one expected anything like 127 boats, which was the all-time high in 1988, but the six boat turnout was way below the anticipated 20-30 entries.

But if this really was the end of this once-great race, it went

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CALENDAR

out with a bang: *Sayonara*, Larry Ellison's new 78-foot Farr ILC maxi, smashed the course record, finishing the 360-mile course in 34 hours, 30 minutes and 53 seconds. They lowered the old record of 35 hours, 11 minutes and 40 seconds, set by the Farr 68 *Winterhawk* in 1989 by about 40 minutes. In moderate winds that peaked at 30 knots, *Sayonara* stayed fairly close to shore, arriving at Point Conception the next morning. Because of the early time of day, navigator Stan Honey elected to take the boat down the south side of the Santa Barbara Channel, leaving Anacapa to starboard.

"We crossed the line around 8:30 on Sunday night, and motored straight back to Marina del Rey," explained crewmember David Thomson. "*Sayonara* is a 'dry' boat, as we don't believe in drinking out there, and Larry (Ellison) doesn't drink at all. But somehow a few bottles of champagne materialized from down below, and we toasted the new boat and our first record. We also celebrated my 50th birthday, which was literally that day. What a great way to remember it!"

Sayonara's crew was met by stretch limos in Marina del Rey, and then whisked back to the Bay Area in a company airplane. They were home before the next boat finished, setting a 'round-trip record' that may stand forever!

The radical *Elliott Marine*, a 52-foot Kiwi custom schooner that looks like a cross between a Melgi and a BOC boat (see *Sightings*), pulled in just before dawn on Monday morning. Their elapsed time was 42:47:49. Like the Farr maxi, *Elliott Marine* did a button hook around the committee boat and headed for Long Beach. "It was an easy trip, and we had lots of laughs," claimed crewmember Alan Weaver. "The boat handles like a dream — the faster it goes the more stable it gets!" *Elliott Marine* was sailed by two Americans (Mike Taylor was the other), two non-English-speaking Japanese ("They loved to fold sails and coil lines!" said Alan), and five Kiwis, including owner Tom McCall and his son Andrew.

Only two other boats finished behind the two TransPac-bound maxis: Lee Garami's yellow Hobie 33 *My Rubber Ducky* arrived Monday evening to post a time of 55:55:37, followed by Rick Gio's Freya 39 *Gypsy Warrior* after 60:22:10 on the course. On corrected time (applying PHRF ratings not adjusted for downwind sailing), the fleet sorted out as follows: *Sayonara*, *Gypsy Warrior*, *Rubber Ducky* and *Elliott Marine*.

The race ended with a bang, literally, for the other two boats: both *Team Gravity*, Rick Johnson's Martin 242 from Arizona, and *Coquelicot*, race organizer Bob Gray's Ranger 33, were dismasted south of Point Conception. Both boats were towed in to Santa Barbara by Navy vessels. With one-third of the fleet dismasted — surely another record — and the two big boats gone before anyone else arrived, the awards ceremony in Avalon must have been a pretty lonely affair!

June 17-20 — Laser NAs on Puget Sound, hosted by Seattle YC. Info, www.lasernorthamericans.org.

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

June 18 — South Bay YRA Summer Series #3, hosted by BVBC. Info, <http://sbyra.home.comcast.net>.

June 18-19 — Spring One Design Regatta for Santana 22s, Moore 24s, Melges 24s, SC 27s, and Olson 30s. SCYC, (831) 425-0690.

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

June 18-19 — Clear Lake Regatta for El Toros. Info, www.eltoroyra.org.

June 19-24 — Block Island Race Week XXI, one of the oldest and best race weeks in the country. Info, www.storm-trysail.org or www.blockislandraceweek.com.

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CALENDAR

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

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

June 25 — OYRA/HMBYC Race. YRA, (415) 771-9500.

June 25 — SCORE/Doublehanded Race #3. Santa Cruz YC, (831) 425-0690.

July 2 — New Boreas Race, from Half Moon Bay to Moss Landing. HMBYC, (650) 728-2120.

July 2-3 — 38th Annual Marina del Rey to San Diego Race. Info, www.smwyc.org or Orlando Duran, (626) 353-3858.

July 2-10 — 29er Worlds, with 80-100 boats from 15 countries currently expected. StFYC, (415) 563-6363.

July 4 — Brothers & Sisters Regatta, a low-key lap around the two island groups. Tiburon YC, (415) 789-9294.

July 9 — SSS Half Moon Bay Race. Jeff Berman, (415) 302-0101 or www.sfbaysss.org.

July 9 — Midnight Moonlight Maritime Marathon, a fun pursuit race from Raccoon Strait to the Carquinez Bridge and back. SFYC, (415) 789-5647.

July 9 — 42nd TransTahoe Race, generally featuring either too much or too little wind. Tahoe YC, www.tahoeyc.com.

July 9-10 — High Sierra Regatta on Huntington Lake, weekend #1 (centerboarders). Best sailing/camping on the lake circuit. Info, www.fresnoyachtclub.org.

July 9-10 — Monterey Bay PHRF Championship. Monterey Peninsula YC, www.mpyc.org.

July 9-10 — Knarr Match Races, one of very few match racing opportunities in the Bay Area. StFYC, (415) 563-6363.

July 11,15,17 — 43rd Los Angeles to Honolulu Race, better known as 'The TransPac'. See who's going from the Bay Area on pages 134-140. Info, www.transpacificyc.org.

July 16 — 21st Plastic Classic Regatta, hosted by the Bay View BC. John Super, (415) 564-4779 or www.bvbc.org.

July 16-17 — PICYA Lipton Cup Series, the annual inter-club all-star games. Info, www.picya.org.

July 16-17 — High Sierra Regatta on Huntington Lake, weekend #1 (keel boats). Info, www.fresnoyachtclub.org.

July 16-17 — Youth Regatta. SFYC, (415) 435-9525.

July 20 — SSS LongPac, a qualifier for next summer's Singlehanded TransPac. Info, Jeff Berman, (415) 302-0101 or www.sfbaysss.org.

Summer Beer Can Regattas

BAY VIEW BC — Monday Night Madness, Spring Series: 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.

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: 6/3, 6/17. Tony Shaffer, (510) 522-6437.

FOLSOM LAKE YC — Every Wednesday night until 9/28. John Poiriroo, john@poiriroo.com.

FREMONT SC — Hot Dog Series: 6/12, 6/26, 7/17, 8/14, 8/28, 9/11, 10/2. Chuck, (408) 263-5690.

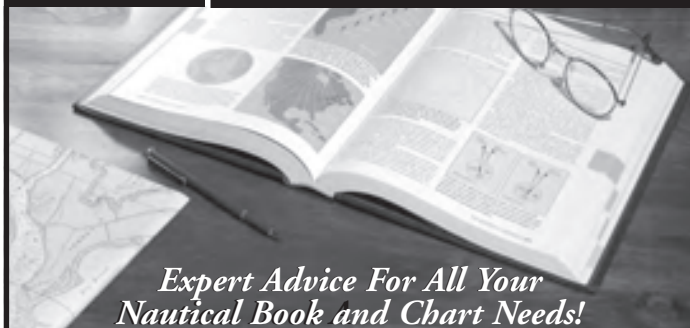
GOLDEN GATE YC — Friday Nights: 6/10, 6/24, 7/8, 7/22, 8/5, 8/19, 9/2. Gary, (916) 363-4566.

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

ISLAND YC — Friday Nights: 6/10, 6/24, 7/22, 8/5, 8/19,



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CALENDAR

9/9, 9/23. Joanne McFee, (925) 254-5384.

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

LAKE YOSEMITE SA — Every Thursday night through 9/1. Jim Stealy, (209) 383-6149, or 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: 6/1, 6/15, 7/6, 7/20, 8/3, 8/17, 9/7, 9/21. Eric Arens, (510) 841-6022.

ST. FRANCIS YC — Folkboat Wednesday Nights: 6/1, 6/8, 6/15, 6/22, 6/29, 8/3, 8/10, etc. John, (415) 563-6363.

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

SAUSALITO YC — Tuesday Nights. Spring Sunset Series: 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 through 8/30. Larry Walters, (650) 579-3641.

SOUTH BEACH YC — Friday Nights: 6/3, 6/17, 6/24, 7/15, 7/22, 7/29, 8/5, 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, and Laser Series: Monday nights through 8/29. Valerie, (530) 581-4700.

TIBURON YC — Friday Nights: 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.

VALLEJO YC — Every Wednesday night 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. 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.

June Weekend Currents

date/day	slack	max	slack	max
6/04Sat		0302/4.7E	0655	1004/3.8F
	1312	1539/2.2E	1843	2134/2.8F
6/05Sun	0018	0341/4.9E	0738	1047/4.0F
	1401	1621/2.1E	1925	2212/2.7F
6/11Sat		0129/1.7F	0402	0741/4.0E
	1143	1447/2.9F	1824	2024/1.6E
	2335			
6/12Sun		0219/1.5F	0448	0827/3.6E
	1226	1531/2.7F	1908	2114/1.7E
6/18Sat		0137/4.0E	0542	0838/2.8F
	1153	1404/2.0E	1714	2012/2.5F
	2302			
6/19Sun		0224/4.6E	0626	0929/3.4F
	1251	1459/2.0E	1802	2058/2.6F
	2343			
6/25Sat		0101/2.8F	0344	0715/5.5E
	1110	1415/4.2F	1746	2000/2.5E
	2312			
6/26Sun		0200/2.6F	0444	0807/4.8E
	1200	1506/3.8F	1832	2055/2.6E

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53' J/160, '02, *La Aventura**899,000
52' Santa Cruz, '01, *Kiapa**SOLD 498,000
46' J/46 #4, '01, *Windwalker*Reduced 419,000
44' Mason, '98, *Cia Bella**Reduced 310,000
43' Saga, '02, *Wind Shear**Reduced 275,000
43' J/133, '04Inquire
43' Tiara, '00, *Rascal**479,000
42' J/42, '99, *Fine-a-lee**309,000
42' Moody, '01, *Jezebel***Reduced 275,000
41' J/41, '85, *Sequoyah**49,000
40' J/120, '01 *Bifrost II***250,000
40' J/120, '97, *Splash Dance***Reduced 195,000
40' J/120, '94, *Mad Max**Pending
40' Farr, '86, *Rascal***149,500
40' Wilderness 40, '87, *Falcon**Reduced 46,000
38' Morgan, '93, *Bonnie Lassie**105,000
36' Islander, '78, *Zingara**SOLD 45,000
36' J/36, '81, *Impetuous***55,000

35' J/109, '03, *Jezebel**New Listing 219,000
35' J/109, '03, hull #44, *Traveller***239,000
35' J/105, '01, hull #446, *Modean***New Listing 120,000
35' J/105, '01, hull #475, *Usawi***New Listing 124,000
35' J/105, '01 *Trickster**119,000
35' J/105, '00, *Despicable**118,000
35' J/105, '00, *Pendragon**127,000
35' J/105, '01, *Snake Wake**128,500
35' J/105, '92 hull #582, *Ondine***130,000
35' J/35, '93, hull #323, *Raptor*New Listing 69,500
35' J/35, '84, *Uncle Bill***49,500
35' J/35, '85, *Fast Feather***54,900
35' J/35, '85, *Shaken Not Stirred***Reduced 45,000
35' Schock, '85, *Rivalry***34,000
35' Cal MkII, '80, *Calliope***45,500
35' Santana, '79, *Spirit of Bombay*29,500
33' J/33, '88, *Zapped***Reduced 45,000
33' Beneteau 331, '03, *La Bella**Reduced 102,000

32' Pearson 323, '82, *Libations Too!*New Listing 39,900
32' J/32, '02, *Loon**168,000
31' Dufour, '75, *Reverie***SOLD 34,500
30' J/30, '79, *Garuda***29,900
30' Santana 30/30, '83, *Snafu**19,500
29' J/92, '92, hull #10, *Triple Dog Dare*..New Listing 57,000
29' J/29, '84, *Zulu**25,000
27' Raider 790, '0380,000
26' J/80, '04, hull #675*49,900
25' B-25, '92, *Blood Vessel**Reduced 15,000
24' Melges, '93, *Tikanga***22,500
23' Boston Whaler Conquest, '01Reduced 49,500
22' J/22, *Joy Ride*New Listing 12,000

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LETTERS

↑↓HELP WITH BOAT PARTNERSHIPS

I'm writing in response to Jim Rasmussen's request for help on a boat partnership. There is — or has been — a publication for that subject titled *Yachtsman's Legal Guide To Co-*

Ownership. It was written by Dexter and Paula Odin, and published in 1981 by John de Graff, Inc., Clinton Corners, New York 12514. The publication goes into great detail about how



LATITUDE / ANNIE

Good fences make good neighbors and good partnership agreements can prevent battles like this.

and why to draw up a legal document for a partnership. I found this little gem a little late — after a partnership I had been in fell apart.

H. Bernard Quante
Ta Mana
Sausalito

↑↓BOAT PARTNERSHIPS 101

There was a letter in the May edition from a Jim Rasmussen requesting information on setting up a boat partnership. You might want to refer him to the March / April 2005 edition of *Wooden Boat*, for on page 46 there is an article titled *Boat Partnerships 101*.

P.S. I don't know how you keep up the enthusiasm, but *Latitude* sure is fun to read!

Jim Hildinger
South Lake Tahoe

Jim — It's easy to maintain our enthusiasm because we love sailing and writing about it. In fact, we enjoy writing about it so much that if they ever get high speed Internet access to caskets six feet under, we may continue even after we're dead.

↑↓HELP WITH HIGH SPEED WIRELESS AT PUNTA MITA

I read the *Lectronic* item about *Latitude* and SailMail perhaps working together to set up high speed Internet access for anchored boats at Punta Mita — and perhaps other anchorages in Mexico. What a great idea! I'll cheerfully sign up to help pay for the equipment needed for such wireless hotspots on the water. I'll go a step further and offer my son-in-law's expert services in advising just what equipment should be used — he built eBay's entire website structure!

Bob Wilson
Bobcat, Crowther 38
Brisbane, California / Melbourne, Australia

Bob — Our next step is figuring out how much the provider in Mexico would charge for an indeterminate number of users.

For the record, at this point we're still at the pre-cruising-season exploratory stage, and haven't even asked SailMail for a technology commitment. But Stan Honey and Jim Corenman of not-for-profit SailMail are good friends, and there might even be some good synergy, because if at some point there were enough hotspots at Mexican anchorages, it might take some of the load off SailMail stations, whose capacity can be better utilized for boats offshore.

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LETTERS

↑↓ CAN I GET A BERTH TO NEW ZEALAND?

I'm about to graduate from Georgia Tech in Atlanta, and once I get out of school I hope to crew on some boats. I've found a job in New Zealand, and would like to find a berth on a boat sailing there this summer. Will there be many boats leaving in late May for the South Pacific? Do you think I'd have a chance getting on a boat that would take me to New Zealand?

Brian Newhouse
Atlanta, Georgia

Brian — For both safety and pleasure, recreational boats have to follow the seasons. There won't be many boats leaving California for the South Pacific in late May because, in addition to it being rather late in the season, it would mean crossing a major hurricane zone right at the start of hurricane season. If you want to sail from North America to French Polynesia, the place to be is Mexico in February or March, when a young guy with a college degree has an excellent chance of finding a berth.

Another thing to keep in mind is that hardly any of the boats sailing across the Pacific will reach New Zealand before early November. Why? Because it's winter in the southern hemisphere from May to October and, compared to the South Pacific, the weather is dreadful.

If you don't have to be in New Zealand for your job until November, you could fly to French Polynesia, Tonga, or Fiji right now, and probably get a berth for the rest of the way to New Zealand later in the year. Papeete is the best place to find a berth because there is always a lot of crew-shuffling there.

↑↓ I'M ASKING YOU TO RISK YOUR LIFE

Blair Grinols made a very provocative statement in the interview with him in the May issue: "... 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."

I have always believed these things but haven't seen them in print until now. Grinols is risking his life(!) by saying such stuff, and now I'm asking you to risk your life(!) by following up with some investigative reporting. What seminar did he attend? Who sponsored it? Was he present himself? Who do we contact to prove his statements? This is big stuff.

Jim Hildinger
South Lake Tahoe

Jim — No kidding we risked our lives by publishing that stuff! Ever since the May issue came out, we've been followed by guys wearing sunglasses, black hats, and black coveralls with 'Big Oil' embroidered on the back. And when we got to our office this morning, there were a couple of bullets on our desk with our names scratched in them. They were resting in a puddle of oil. We're too scared to do any investigative reporting.

Blair says he attended the seminar decades ago and can't remember who put it on. But it was presented by some guy from the automotive industry in Detroit. We bet he's dead now(!), don't you? We don't have any proof that what Blair says is true, but you might be interested in the following letters.

↑↓ BLAIR GRINOLS IS WRONG ABOUT THE OIL FILTERS

In the May interview, Blair Grinols said he got "the last of the toilet paper oil filters." But that's not true. Check out the following site for a list of current manufacturers at www.wefilterit.com.

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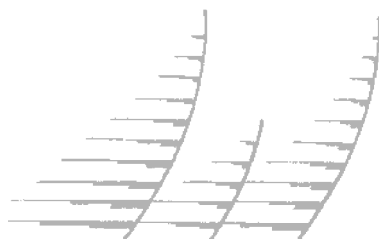
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LETTERS

P.S. Reading *Latitude* is one of the highlights of my month.

Mike Costello
Huntington Beach

↑↓ I GOT 986,000 MILES WITH A TOILET PAPER FILTER

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LATITUDE / RICHARD

... and you thought toilet paper was only for use in the head!

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Skip Hess
Java Moon, Yankee Clipper 41
San Diego

↑↓ THE ROLLS ARE FOR MY OIL, NOT MY HEAD

I have been using a 'toilet paper filter' for my fuel and oil for years. They work really well. And it's easy to get rid of the old filters — just take them to the beach and light them up!

Daryl Yeakle
Q, Willard 30
San Francisco

↑↓ THE MECHANICS OF GETTING A SLIP ARE A JOKE

Just a little response to the commentary in *Lectronic* regarding slip prices here in Santa Barbara. I guess I agree with the point of view that it seems strange that people are making money dealing in property which is state-owned. I have a 40-ft slip here occupied by my Beneteau First 40.7. My slip is purported to be worth upwards of \$60,000 at this point.

But let me ask another question: Does it seem rational that I should be paying taxes — called possessory interest taxes — on the water that my boat sits in? And is it rational that the city, who administers our slips, should collect a transfer fee — which is just being raised from \$125 per foot to \$150 per foot — to add a new owner to the slip? And that



LATITUDE / RICHARD

Santa Barbara Harbor, where the views are as lovely as the rights to the berths are expensive. Say, is that David Crosby's schooner 'Maya'?

includes adding any relative — other than my wife — to the slip lease.

To carry it a little further afield, how is it that a mooring

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in Avalon can be sold for \$200,000 or more, when the harbor is owned by the city? I don't think Santa Barbara slip owners have a corner on the absurdity of the situations created by the present shortage of certain-sized slips in certain locations.

You mention the waiting list for slips in our harbor. That waiting list is and for many years has been: 1) A joke to all who understand the mechanics of obtaining a slip for a boat in Santa Barbara, and 2) Populated mostly by either fools or people who are speculating on obtaining a slip for free and thereby getting a quick profit.

So to answer the question of whether or not it's right for someone to make a bunch of money off land owned by taxpayers, I would have to say probably not — but to rectify the situation equitably would require that we correct all the stupid rules set down by our governments. And you and I both know that's not going to happen.

P.S. I've been a fan of *Latitude* for too many years — and we enjoy seeing *Profligate* tied up at one of our million-dollar slips occasionally.

Max Lynn
Tranquility, Beneteau 40.7
Santa Barbara

Max — *There's not a point in your letter we disagree with — including the one that nothing is going to be rectified.*

Thanks for the kind words. We enjoy tying up at Santa Barbara's million-dollar slips from time to time — and we'll be doing so again in early August just before the start of the race to King Harbor.

↑↓ EXPENSIVE RIGHTS TO SLIPS IN SANTA BARBARA

I read the report in the April 19 *Lectronic* that somebody was asking \$1 million for the rights to an 80-ft slip in Santa Barbara Municipal Harbor, and that another person was asking \$200,000 for a 50-ft slip. Obviously, the demand for such slips in Santa Barbara is much greater than the supply.

I don't have a problem with people making money off of public property — as long as that was the intended purpose of the contractual agreement. After all, people and companies pay for the right to operate businesses on public land all the time.

That said, I think the idea of berth-holders being able to make large sums of money by selling the right to their slip is outrageous — because that was never an intended part of the agreement. The people were paying for a place to keep a boat, not investing in 'berth futures'.

Such an arrangement also leads to bad consequences, for as time goes on, only rich people will have slips. And as long as the berths keep going up in value, people who don't even want to use their boats anymore will hold on to them for the investment value of the slip — thereby denying others access to the ocean.

I think the problem is symptomatic of the fact that berth rates in Santa Barbara Harbor are too low, because they obviously aren't reflecting market value. By not having slip rates at market value, the taxpayers who paid for the marina are getting cheated out of revenue, while the berthholders who didn't have to pay for the facility reap windfall profits.

For what it's worth, I've never tried to get a slip in Santa Barbara.

Eric Artman
Cozy Lee, 36' trawler
Tiburon

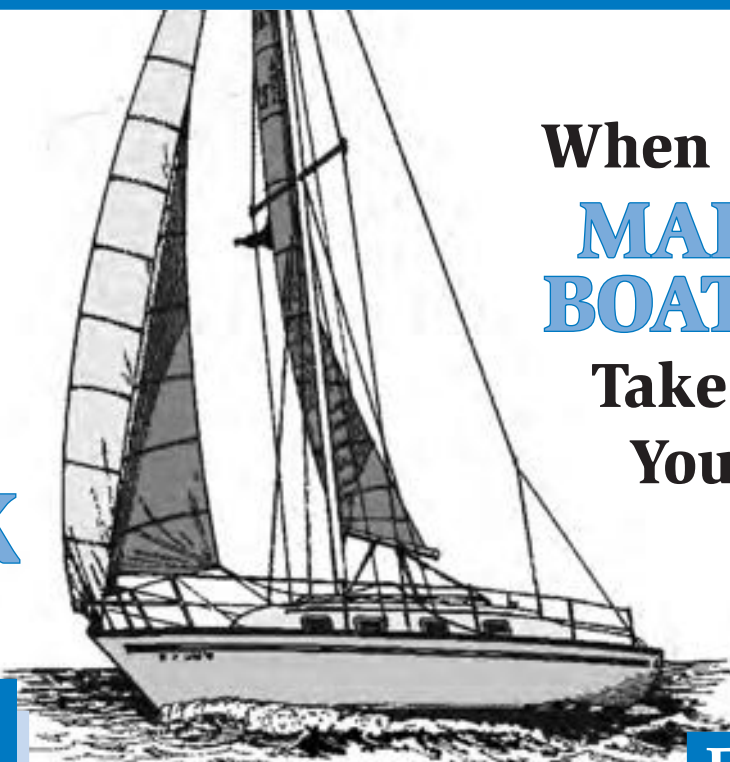
Eric — It's a thorny issue because good arguments can

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also be made for the other side. For example, if you had a boat in Santa Barbara Harbor and wanted to sell, and the slip couldn't go with the boat, it would be difficult to sell her. After all, how many Santa Barbara residents would want to buy a boat when the closest they could keep her would be 30 miles away? The idea of charging whatever the market would bear for slips isn't such a good idea either, because that also would result in only the rich being able to afford a slip. There's also the problem of people who have already paid a surcharge of thousands of dollars for their boats in order to get the rights to the slip. If the rules were suddenly changed on them, they'd suddenly experience a 'negative windfall'.

It seems as though there ought to be some kind of middle road — although we don't know what that would be.

↑↓ SLIP HOLDERS SHOULDN'T MAKE HUGE PROFITS

I'm writing in response to the report in *Lectronic* that some slipholders at Santa Barbara's taxpayer-built and maintained harbor are asking as much as hundreds of thousands of dollars for rights to the largest slips.

The problem with these marinas — and I include the Ala Wai in Honolulu and San Francisco's Gas House Cove among them — is that they have slip rates well below market. As a result, inactive boaters leave rusting and slowly sinking boats in slips for years without using them. Taxpayers literally give up revenue — meaning improved and/or properly maintained facilities — for an individual's profit. Perversely, every individual in the marina will be happy to see rates stay low and the facilities not expand — or even contract, as at the Ala Wai — as it means the value of their 'investment' is surely increasing.

But when the value of 'squatting' on a slip outweighs the value of sailing a boat, then the purpose of the marina has changed from public support of a healthy activity and ocean access, to public support of private individuals making large profits from 'squatting' on taxpayer property. That's not right.

I have a simple proposal to solve the problem. Slip fees must increase over time, but slipholders will be protected from large increases by limiting them to the rate of inflation for each year. But when a boat is sold and the slip is transferred to the new owner, the slip fee would be adjusted to market rate — which is likely to be higher than the inflation-adjusted rate. This would be effective, because the higher the ongoing cost of a slip, the lower the value of the right to transfer the slip. Some residual profit would still likely result, but not a lot of windfall profits.

August Zajonc
California

August — It's an interesting proposal, but we're not sure the differential between inflation-adjusted rates and market rates would be enough to have an effect. And then there's the inequity of one person paying X dollars for a 40-ft berth while another person has to pay X+10% for an identical berth.

We went to school at Berkeley, so our proposal is even more radical: Based on the assumption that the purpose of various governments owning marinas is to provide area residents with reasonably priced water access, how about making the berth rates inversely proportional to how often a boat is used and how many people are taken out? A median minimum usage would be established — say 12 times a year. The people who use their boats that often would pay the base rate. Those who used their boats more often, and who took more people out, would get a proportional discount off the base. But those

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who hardly ever — or never — used their boats would pay a proportionately higher fee. The formula for discounts and surcharges would be such that it averaged out, thus assuring the marina the income necessary to properly run the facility.

The beauty of such a plan is that it would: 1) reward those who actually used their slips for water access; 2) penalize those whose 'squatting' on a slip denies other people water access; and 3) provide a strong financial incentive for those who don't use their boats to store them in backwaters or on the hard until they start using them again.

One downside of the plan is that it would violate everything we believe in about individual rights!

↑↓ LONG LINES AND LONG HOURS IN MEXICO

Thank you for all the information you've been posting about Mexican check-ins. We traveled in the Sea of Cortez last year as well as several years ago, and remember the long lines, the long waits, and the long hours we had to spend whenever we travelled to a new port. We're going to be heading south again soon, and the reported change is great news! We thank Tere Grossman, of course, but we also thank *Latitude*.

Michael & Normandie Fischer
 Northern California

Michael and Normandie — Gracias. The old clearing system really was horrible, wasn't it? It made you feel as though you were being punished over and over again for visiting Mexico.

↑↓ STILL HAVE TO CLEAR IN AT ISLA MUJERES

We just left the Florida Keys and arrived in Isla Mujeres, Mexico. Just prior to us leaving Key West, it was announced over the Northwest Caribbean Net that you folks at *Latitude* had announced that domestic clearing procedures had been done away with in Mexico, and it was only necessary to clear into the country when you arrived and clear out just before you left.

However, here in Isla Mujeres on the Caribbean side, we're told that this will not be the case for a couple of months, and that we must still follow the old procedures. As of today, the port captain will only allow clearing in and clearing out through an agent. So, regardless of what was said in Mexico City, the port captains still seem to be making their own rules.

So far it has cost us a total of \$140 for the Port Captain, Customs, Immigration and, we assume, the agent's fee. Other cruisers have told us that agents have charged them up to \$200 for just their services!

Nonetheless, thanks for all your efforts in getting the changes in parts of Mexico. We're sure they'll apply to everyone, everywhere at some point in the future. Perhaps it will happen by the time we reach the Pacific Coast of Mexico. Right now we are heading for Belize, Guatemala and Panama. We hope to be in Southern California this time next year.

Chuck Baier & Susan Landry
 Sea Trek, Mariner 40
 Norfolk, Virginia

Chuck and Susan — You folks cleared in at Isla Mujeres just after the Reglamento 69 was issued and before all the port captains knew exactly what was expected of them. But there was a meeting in Mexico City on April 25 & 26 of all the important parties. During that meeting, Jose Lozano, the Executive Director of the Merchant Marine, reiterated that the directive had taken effect on April 19. He said that if any port captains were not complying, he wanted to be notified. If anyone has

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any complaints, they can send them to us and we'll see that they get to Lozano.

By the way, domestic clearing hasn't been completely eliminated. You no longer have to visit Immigration or Aduana when going to a new domestic port, but the port captain has to be "informed" of your arrival and your departure. In many places this is being done at a marina office or even over the VHF, but in other places port captains are still requiring mariners to inform them in person. We doubt the latter is going to last. With port captains' offices no longer getting money from cruiser clearing fees, we don't think they're going to want to have anything to do with us.

↑↓A DARK CONSEQUENCE OF THE NEW PROCESS?

My fear is that since the port captains won't be able to get their *mordida* from the old clearing procedures, they will now try to get it by instituting boat inspections, assessing fines for minor violations, and so forth. The *mordida* these folks were getting from each boat having to clear at every port captain's district was more than they made from their jobs. That's why the cruisers down in Mexico are telling me they are worried that new fees, fines, and worse will be imposed to replace the lost 'income'.

Here's an example. A cruiser friend of mine was stopped for speeding in a car. He paid the *mordida* the officer wanted — \$20 — and was able to walk away. Had he not done that, his driver's license would have been held until he saw the judge the next day. And after waiting to see the judge for six long hours, he would pay a \$3 fine and be on his way. But wouldn't you pay the *mordida*, too?

Unfortunately, I suspect that some maritime version of this will likely start soon. As least that's what I'm hearing from folks south of the border.

Scott Stolnitz
Beach House, Switch 51
Marina del Rey

Scott — Ouch! If you were more familiar with the situation in Mexico, you would have realized that you just falsely accused all the port captains of being crooks. If you're headed to Mexico, you might want to temporarily change the name of your boat.

Here's the deal. The approximately \$20 fee for clearing in a port and another \$20 to clear out of a port is the normal amount and is the same everywhere. In order to have checks and balances over the money paid at port captain's offices, many years ago the Mexican government changed the rules so these fees were paid to a bank, not a port captain. This was part of the clearing aggravation, for you not only had to go to the port captain, you had to go to a bank to pay the fee, then back to the port captain to show him a receipt to prove that you'd paid the fee at the bank. More recently, some port captains were able to accept credit cards. But the bottom line is that they never saw the money, so it clearly wasn't a case of *mordida*.

So when it comes to the loss of current and future clearing fees, it's not the port captains, but the Mexican government, that's losing out. But the government is willing to do it in the belief that such a policy will attract more mariners, and will ultimately generate more revenue than did the clearing fees.

Where some cruisers suspected that there might have been *mordida* involved was when port captains required cruisers to hire ship's agents to do the paperwork. With some ship's agents charging as much as \$75 per boat for clearing in and out, who is to say for sure that half of it didn't get back to the port captain as some form of gratuity? We're not saying that was the case,



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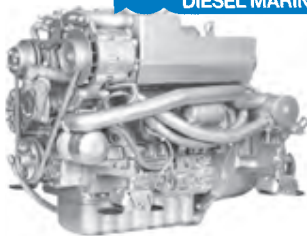


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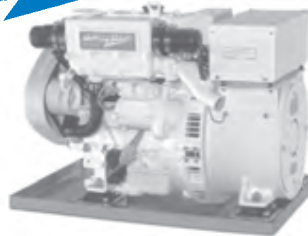
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but we are saying it was widely suspected. It was one reason that boatowners were so angry in the few places where they weren't allowed to do the clearing themselves.

Since there wasn't any mordida before — or perhaps just rarely in conjunction with ship's agents — we don't expect port captains or other officials to start putting 'the bite' on cruisers now. To date we've heard no evidence of any such thing. Indeed, we and several marina owners in Mexico believe that in a very short time the port captains aren't going to want to be bothered with cruisers at all. They'll want marinas to keep log books of who comes and goes, and be done with it.

↑↓ WE WOULD HAVE SPENT LITTLE TIME IN MEXICO

We wish to thank President Fox and the other officials who were responsible for the clearing rules being changed in Mexico. I cruised Mexico several years ago, and was put off by the necessity to check in and out of each port. We're getting ready to start a circumnavigation, and were going to spend as little time as possible cruising Mexico due to the burdensome rules. Now that they have changed, we are going to join the Baja-Ha-Ha, then cruise in Mexico for several months before moving on to the South Pacific. Again, thanks to everyone who helped with the change.

Bill Lilly & Linda Laffey
Moontide, Lagoon 470

↑↓ OUR GOAL WAS TO TO AVOID PORT CAPTAINS

Many thanks and congratulations for your great work on getting the clearance procedures changed in Mexico! When we came up the coast from Panama in 2003, we stopped at many strategic anchorages and towns along the Mexican coast, our goal being to avoid as many port captains as possible. In the course of the 2,000 miles, we managed to only have to clear in and out of Zihuatanejo — and we're very proud of it!

It would be great if you could spread the sad truth about the Galapagos Islands.

Peter Hartmann
Ahaluna
Blaine, Washington

Peter — What "sad truth" about the Galapagos are you referring to? That it so rapidly populated that there are some unsavory areas, where anything and everything can be bought — including drugs and sex with males and females of all ages? As true as that may be, we prefer to emphasize the really great stuff, of which there is a lot. By the way, did you hear they just had a pretty good volcanic eruption there?

↑↓ A SYSTEM INTENDED FOR COMMERCIAL VESSELS

I want to thank Mrs. Tere Grossman so very much for all her efforts on behalf of the boaters here in Mexico. In particular, the streamlining of the check-in and check-out procedures, which were intended for commercial shipping. The change should benefit Mexico, as many cruisers avoided ports with port captains because of this cumbersome procedure. Because of the change, I believe that many more boaters will now be inclined to visit Mexico and stay longer.

Garth Jones
Inclination
Mexico

↑↓ THE TRIUMPH OF HOPE OVER EXPERIENCE

For someone who exercises extreme skepticism at every letter written to *Latitude*, you seem to be throwing all your critical abilities overboard when reporting on the possible abolition of the old clearing system in Mexico. Could this not



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LETTERS

be another case of the triumph of hope over experience?

Because if you think about it, there must be at least 5,000 Mexicans employed at the many ports throughout the country engaged in this clearing work. And there must be hundreds more assigned to filing the mountain of paper officials collect each year. Then there would be more employed at state and federal levels for the same purpose. This, of course, would require thousands and thousands of square feet of office space. Then there are computers, vehicles, file cabinets and copy machines by the hundreds.

If the government indeed gets rid of check-ins and check-outs at each port as we've known them, it might be short-lived when it becomes apparent what they've done to the lives of thousands of bureaucrats and others. I can imagine a real tsunami gathering and lashing back at the officials who put in this new policy.

So I recommend keeping the champagne on ice for a few months or more. If things have changed and stayed changed by then, it would be time to celebrate.

Taj
San Jose

Taj — We weren't as skeptical as in the past because a reglamento (directive) had indeed been issued, and stated that the change had gone into effect that day. Previously, it was all just talk about legislation everybody hoped would work its way through Congress, but which was always blocked by special interest groups. So this time it was different.

And in the month since the directive was issued, virtually everything seems to have changed. Mariners report being able to check into new ports with the greatest of ease, the folks at Immigration and Aduana offices are telling them they don't have to visit their offices anymore, and the Executive Director of the merchant marine has asked to be notified if any port captains aren't abiding by the new directive.

What the new policy represents is a triumph of what is good for all of Mexico as opposed to archaic rules that profited just a few. The more altruistic and intelligent people in government are well aware of this, which is why Fox issued the directive.

While it's true that the special interests who profited from the old system can't be happy, we think the new policy will stick. Nonetheless, we think it would be prudent for everyone to take a minute and write an email that says something to the effect of: "Thank you for being a part of changing the clearing regulations for recreational boats in Mexico, as it will encourage me to visit Mexico with my boat, and/or stay longer than I otherwise would have. In addition, I expect that I'll spend as much if not more money than before, and will have more friends come down to join me." Something like that, but in your own words. Keep it very short.

We suggest you send your short and sweet message to ammt1@prodigy.net.mx, which is the email address of the Mexican Marina Owner's Association. Tere Grossman, a member of that group, will then forward all of your email messages to Mexico's Secretary of Communications, the Secretary of Tourism, the President and the Secretary of the Treasury. Hopefully that will 'seal the deal' for the rest of cruising history in Mexico.

↑↓WAAHOOO! CLEARING IS NOW FREE AND EASY!

I couldn't believe my eyes when I read that the clearing procedures have been completely changed in Mexico!!! *Latitude* and Tere Grossman should be proud of yourselves. Waahooo!!! The trickle down effect of eliminating the paperwork means more leisure time to spend cruising the cities, sightseeing, and

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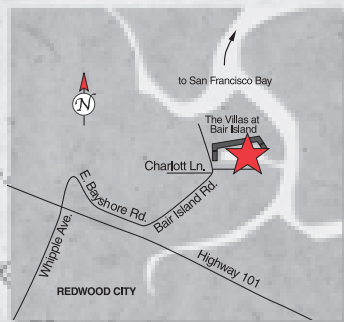
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Joe Moore
Tattoo
Oceanside

Joe — We at Latitude would love to be able to take credit for the change, but in all honesty, we have no way of knowing how much — if at all — our efforts helped. Our guess is that Tere Grossman and the Mexican Marina Owner's Association played the major role, and we provided helpful support. We really don't care, as we're just so delighted the change has been made.

↑↓ WE'LL PROBABLY STAY IN MEXICO ANOTHER YEAR

We're currently anchored off of Loreto, catching up on emails and phone calls after we spent two weeks coming up from La Paz. We have to say the attitude is much more relaxed down here now that the new simple and easy clearing procedures are in place. When we left La Paz, the port captain still required a normal check-out, but that was to change in the next few days.

We stayed in Puerto Escondido last night, and simply had to notify the local harbormaster that we would be leaving. As we were going to leave before office hours the next morning, he simply wished us a good trip.

Our plans for when we return to our boat in San Carlos next fall will probably change because of the change in rules. We most likely will stay in Mexico another year rather than head to the Pacific, as it's now so much easier to get around to see the places we had bypassed because of difficult check-in procedures.

We want to thank *Latitude* and everyone else who helped on this issue. Cruising Mexico will certainly be easier and cheaper than before.

Steve & Susan Tolle
Last Resort, Tayana 37
Loreto / Seattle

Steve and Susan — Thanks for the kind words. We recently spoke to Mary Shroyer of Marina de La Paz, and she confirms that things have indeed changed in La Paz since you left. She reports that when people arrive or depart from her marina, she merely notes the information in the marina's logbook — for free — and that's all there is to it! No visit to the port captain, no visit to immigration, no visit to the bank.

↑↓ CONGRATULATIONS ON A JOB WELL DONE

I'm sure there were many people and organizations involved in lifting the yoke of the old clearing regulations in Mexico off the neck of cruisers, but I think *Latitude* deserves a large share of the credit. Congratulations on a job well done and on showing the power of an activist press.

Mac McDougal
Babalu
Tuna Pete's Harbor

Mac — We did bust our butts on that issue for many years, but assume ours was just a supporting role. But no matter, we're as thrilled as had we been leading the charge.

↑↓ WHY DIDN'T THEY DO IT LAST YEAR?

At the risk of sounding like a whiner, oh man, why couldn't Mexico have changed the clearing procedures last year when we were down there?! Although I'm the one who said that

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LETTERS

clearing in and out was "just another Mexican experience that added to the adventure," it didn't really, at least after the first couple of times.

On the other hand, I have to wonder if you're sure they've been changed. After all, we've heard again and again that the Mexican government was going to eliminate 'domestic clearing', only to find out it never really happened. In fact, I still don't believe it. I just hope that all the people who have interpreted this to mean that you only need to check into the country once, and out once when leaving, don't end up losing their boats because they misinterpreted the new directive. I would certainly advise caution, especially to all the new cruisers headed south.

Karen Whittaker Crowe
Pearson 422, *Sogno d'Oro*
Alameda

Karen — Read this month's Changes and you'll see that cruisers in Mexico have been checking into new Mexican ports either via marinas or by VHF with no problem. Some have gone to Immigration and Aduana offices to get the confirmation that they no longer have to check in there and that their 10-Year Temporary Import Permits are still good.

Yes, there were a lot of false starts with getting rid of the old clearing procedures, but they were caused by special interest groups thwarting the legislation in Congress. President Fox finally got fed up with it and issued a Reglamento or directive — which didn't require congressional approval — to get around Congress.

↑↓NOTHING TO DO WITH BITING WOMEN'S FANNIES?

Your explanation of the boat name *Tabooma* is really far out. It makes for a good story, but it wasn't what the Columbia 26 *Tabooma* was named for. She was, in fact, owned and named by the late great Wayne Bartlett of the Richmond YC. I don't know the exact dates he owned her, but I think it was in the '70s and '80s. Wayne and I both worked for Merrill Lynch; he in San Francisco and me in Los Angeles.

'*Tabooma*' does stand for 'take a bite out of my ass' all right, but it's an old acronym used by the wire operators when all stock and bond orders were handled by wire. That's where Wayne got the name.

As far as *Tabooma* having Bora Bora for a hailing port, I think it was just Wayne's twisted mind that came up with that. As far as I know, the boat was never in Bora Bora — in fact, it was never much out of the Bay Area.

I don't know when Wayne sold the boat, but I know that he was transferred to New York in the '90s and retired from there. He finally made his way back to the West Coast, and passed away about 10 years ago. He might have sold the boat before moving to New York or it might have been part of his estate.

Wayne was a character in the true sense of the word, and did love his boat. I hope this information helps out Mr. Schujman, *Tabooma's* new owner.

Pete Addison
ex-owner of *Windbreaker*
San Pedro

Readers — Everybody loves knowing about the history of their boat — and even boats they no longer own. For example, we just got a long letter from Peter Prowant telling us that his family used to own the Ocean 71 Oceanaire, which we later bought and renamed Big O. Although we haven't owned her since '97, his report still made for fascinating reading. And

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then just last week Doña de Mallorca was in St. Barth for a wedding and had dinner with Bruno Greaux, the longtime harbormaster. He told her that he remembered when our ketch was one of the biggest boats tied up in Gustavia. Times have changed, of course. Now she'd have to be more than twice as long to achieve that status.

↑↓GOOD WEATHER SITES FOR FREE

I suggest everyone add the following to their list of useful weather websites: <http://www.wrh.noaa.gov/mtr/>. Then they should try 'Weather Planner - Experimental'. By fiddling with it, readers should be able to obtain some very localized — lat-long — hour-by-hour forecasts for wind direction, wind speed, and so forth.

I think that the 'weatherbuoy.com' — which you at *Latitude* recommended — is a great site. Weather junkie that I am, I'll probably still subscribe. At \$30 a year, it's cheap enough. But hey, the dot-gov site is free, and might be all that some folks need.

Leslie and I still sail in Southern California as well as Northern California, and have blocked out the August 13 weekend in Two Harbors, Catalina, when the Ha-Ha folks will be putting on a Ha-Ha preview.

Ron Sherwin
Carmel

Ron — The basic stuff at weatherbuoy.com is free. For example, we spent a lot of the winter on the hook at Punta Mita stalking surf. Each morning we'd go up to the Internet cafe and check out weatherbuoy for the surf and weather forecast. It was reasonably accurate — and it was free.

↑↓IS MY BOAT SUITABLE FOR THE HA-HA?

I'm the owner of a 1995 Catalina 30 MKIII, and have been dreaming of sailing south to join the Baja Ha-Ha. I've had lots of experience sailing from Puget Sound north to Desolation Sound on the Catalina 30 as well as on a Catalina 25 and a Catalina 27. I'm wondering if it's insane for me to think that a Catalina 30 would be safe for the trip down to the Ha-Ha start and later for whatever the Sea of Cortez might throw at me?

I've looked through the results of past Ha-Ha's and noted that some older Catalina 30s have participated, but none of them from the Seattle area. Is my boat up to making the trip down? Would I need to make upgrades? I just don't want to be a Baby Boomer who has to face retirement in a motorhome watching the boats go by.

Dave Elmore
Port Orchard, Washington

Dave — In order for us to answer that question intelligently, we'd have to know how skillful a sailor you are, what condition your boat is in, and what kind of weather you'd encounter. If we can operate on the assumption that you're an experienced offshore sailor, that your boat is in good condition, and that you don't get hit by severe weather, we think your chances of making it are good. But if your boat isn't in good shape and/or you get caught in 45-knot winds for a day or two — which is possible between Washington and Pt. Conception — you might find yourself in trouble. As for the Sea of Cortez — and, in fact, all of Mexico — a Catalina 30 would be a fine boat — as long as you can avoid the worst of the Northers that blow down the Sea in the winter and you don't do a Baja Bash in wicked conditions.

By the way, neither *Latitude* nor the *Baja Ha-Ha* give



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specific recommendations as to what skippers and boats are suitable for the Ha-Ha. If anyone has the least bit of doubt, they are required to get a trip survey from a recognized marine surveyor.

↑↓ **HAGAR THE HORRIBLE'S WIFE IS MY ROLE MODEL**

I just returned from my boat in Baja once again. Boy, I wish I was retired and could stay down there all the time.

You may remember that the Grand Poobah awarded me a Viking helmet at the end of the 2004 Baja Ha-Ha for being "the toughest woman skipper." I never whined, did I? I accepted the helmet with pride, and wondered how you guessed that



LATITUDE / ANDY



JEANNETTE HEULIN

The 'toughest female' horns on Jeannette's head... and serving a more functional purpose atop her radar.

Hagar The Horrible's wife has been my role model.

Anyway, I have been scratching my head — which isn't easy to do with the helmet on — ever since, trying to figure out where to put this darn thing on our 32-ft boat. In fact, I nearly chucked it overboard a couple of times, but was stopped each time by my sailing buddy Anh.

But I finally found the perfect place for it — as you can probably see from the accompanying photograph. Can you guess why? If not, here's a clue — if the helmet isn't as effective as I hope it will be, I may have to move to Mexico permanently and start a fertilizer business!

Jeannette Heulin

Con Te Partiro, Bristol 32

San Francisco Bay / Baja, Mexico

Jeannette and Anh — We're delighted to hear that you gals are having such a great time cruising in Mexico. But if you think birds are a problem, be thankful you don't have transom steps and that your boat is in Newport Beach. Those sea lions are lovely to look at . . . from a distance. Up close, they smell as bad as whale's breath.

↑↓ **HOW CAN I CONTACT HIM?**

In December of last year, Dick Boden of *Calamity* wrote you a letter about buying a PDQ 32 in Florida and having it shipped to Mexico. I'd like to do the exact same thing, and would like to contact Mr. Boden to ask about his experiences with his PDQ and the shipping process. Could you relay this request to him?

Howard Torf

Possible PDQ 32 Buyer

Howard — We can't possibly honor all the requests we get to put people in contact with other people, plus, it's against our policy to give out such information.

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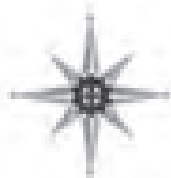


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LETTERS

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↑↓ **INTERNATIONAL CALLS FOR TWO-CENTS A MINUTE**

We've been down here cruising in Banderas Bay, and have a money-saving tip plus a caution.

First, in order to save money on international calls, we've been using SKYPE — skype.com — as our method of calling. SKYPE is freeware. If you call from a computer with SKYPE to a computer with SKYPE, it costs absolutely nothing. But if you have SKYPE on your computer and the other computer doesn't, it costs a whopping two cents a minute to anywhere in the world. Let's see, that's \$1.20 an hour — which is what I call dirt cheap. We've had incredibly good reception — as opposed to just good to excellent reception — even when the Internet shows low.

The only thing you need to buy to get set up is a \$25 headset with a microphone. I suggest getting an even better quality one for about \$10 more, then setting up your audio and speaker correctly in Windows, and leaving SKYPE as is. Windows defaults should normally work fine.

Now for the caution. There has been a general recall on all Elliot liferafts made up until and including September 2004. The pressure valve may corrode and become faulty, particularly in tropical climates. We have a six-man Elliot liferaft that we've been told we'll have to haul off to Mazatlan — or maybe even back to the States for a recall repair. This seems like a rather expensive 'repair' for the consumer, so we're going to apply a bit more pressure on the manufacturer to see what comes of it. In any event, we'd hate to have our \$6,000 marvel fail when our lives depended on it.

Lisa Parker
Solar Planet, Beneteau 50
San Francisco

Lisa — While there have recently been some relatively economical ways of phoning home from Mexico, nothing touches the two-cents-a-minute rate. Imagine, if we get the high speed Internet working out in anchorages such as Punta Mita and La Cruz, possibly for free, you could call home from your boat and talk all day long. Then again, would that really be a good thing?

It's ironic that with the approach of nearly free international phone calls, other phone service seems to be getting so much more expensive. For example, rates for calling home from the ubiquitous pay phones in tourist areas of Mexico are outrageous. But we're not even sure if those rip-offs top some phone rip-offs in the States. While at a pay phone at Seattle's Pike's Place Fish Market last month, we got a quote on a pay phone for a call to our office in Mill Valley, CA. They told us — and we're not making this up — \$13.90 for the first minute!

↑↓ **THE FISH THAT DIDN'T GET AWAY**

I read with interest Rick Strand's fish story — catching a big dorado in shallow water by herding it ashore — published in the March issue. It brought back memories of the Sea of Cortez Sailing Week back in 1986. As *Latitude* mentioned in their response to Strand's fish story, the same thing had

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LETTERS

happened at that Sailing Week. I know it did, because those involved with herding the fish were myself and the fine crew of my Vagabond 47 *Muddy Water*. The crewmembers included



LATITUDE ARCHIVES

Can you believe how naughty and politically incorrect we were back in the 1980s? Scandalous, but fun.

We went on to sail *Muddy Water* from Mexico to the Marquesas, Tonga and New Zealand. Naturally, we have lots of stories to tell — but one of the best is about the fish that didn't get away.

Malcolm Brown
Ben Lomond

Malcolm — Things sure have changed over the years, haven't they? If we remember correctly, nobody had GPS back then. And as for the politically incorrect behavior at Sea of Cortez Sailing Week, we're sure that you'll remember that the Wet T-Shirt contest had about 25 entries — and that didn't even include the 30 or so men eager to wiggle their butts in the Men's Wet Buns Contest.

↑↓NO, WE DON'T

You don't keep logs?! That's not very seamanlike, is it? And as for 'seat of the pants sailing' with two GPS units and radar — how is that 'seat of the pants'?

Duncan Babbage
England

Duncan — When we started sailing up and down the coast in the '70s, there was no electronic navigation, so keeping a log made sense. It also made sense in the days of Loran, which wasn't always so accurate, and SatNav, which had long gaps between positions and wasn't very reliable. But with multiple GPS units accurately recording one's track, in normal circumstances we don't see the need for keeping a log. If you do, could you please explain why? It's true that we require our crew to keep a log, but that's primarily to keep them occupied and help them stay awake at night.

Despite having two GPS units and radar, we indeed consider ourselves to be 'seat of pants' sailors — because the GPS units we use are so old they have relatively small b&w screens and because we don't spend all our time diddling with the knobs on the radar. When we sail our boat, we sail it, rather than monitor a bunch of controls like a video game. For an American,

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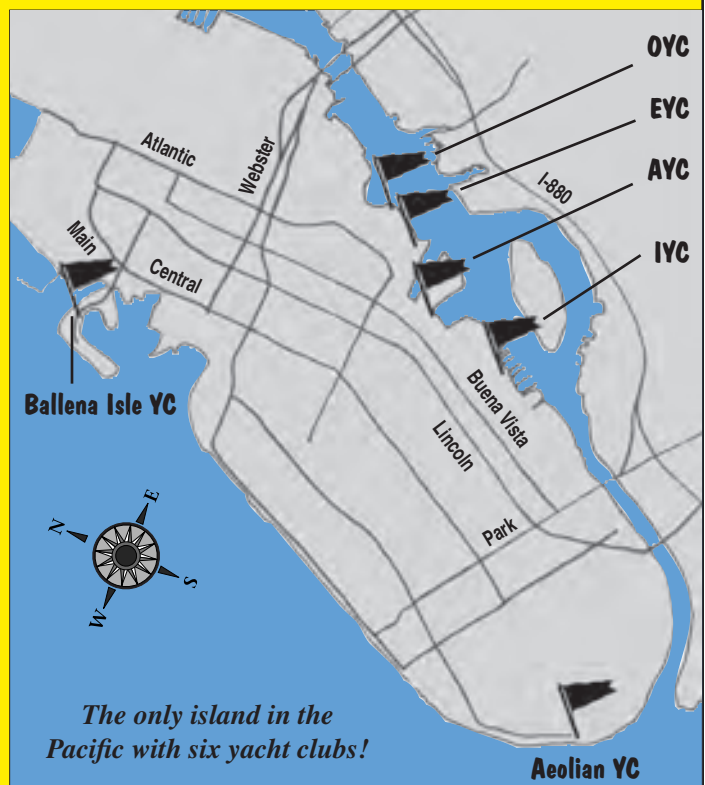
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LETTERS

we think that's pretty 'seat of the pants'.

↑↓ THE ABILITY TO SAIL MADE THE MOVE PALATABLE

There's a sailing treasure in Oakland, as the city runs a sailing program on Lake Merritt. You can rent a Capri that accommodates six people for just \$12/hour. What's more, a nice young man will rig it for you, patiently help everyone aboard, and cast you off. Because it's a keel boat, it would

be virtually impossible to flip. A canoe paddle is provided for pushing off if you run aground.

The afternoon wind on Lake Merritt is reliable, and it shifts enough to keep things interesting. The views of the city from the lake are terrific, and it's fun to sail near the shore and interact with the joggers. You're also certain to see plenty of ducks, cormorants and Canadian geese, as well as many other more exotic species.

While the lake is great for young sailors, it's terrific for older



DAN MARSHALL

The ability to sail on Lake Merritt eased the transition for Joe Marshall.

sailors, too, because there are numerous retirement homes around the lake. In fact, based on my father's experience, I can recommend Piedmont Gardens and Lakeside Park, which specializes in Alzheimer's care.

For many years Joe Marshall, my Dad, loved sailing and racing his Ariel on San Francisco Bay. When the time approached to move from his home into a retirement home, he was full of dread, as almost everyone in that position is. Realizing that he could still sail on Lake Merritt made the move much more palatable.

Dan Marshall
Northern California

↑↓ I NEED PRE- AND POST-BITE RELIEF

We've just flown home after a year of cruising from San Francisco to Cartagena, Colombia. We will return to our boat, which is now at Panamarina in Panama, to continue the adventure. However, much of paradise was lost on me, as bites from no-see-ums and mosquitoes kept me itchy day and night. When I return, I would like to have a less itchy experience. Perhaps some readers who are savvy in repelling the beasts, as well as itch relief, could share their wisdom. The best itch relief I have found is ammonia followed by Ben Gay. Until I find a solution, you can call me sleepless in San Blas.

Carol Wellins
Felicia 777, Esprit 37
San Francisco

Carol — No matter if you mean sleepless in San Blas, Mexico, which is the mosquito capital of the universe, or sleepless in the San Blas Islands of Panama, where we've never had a problem, we recommend the old standby of Avon's Skin So Soft or products with DEET (30 to 100%). But we've never really had a problem ourselves, so perhaps other readers have better suggestions.

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LETTERS

↑↓ EACH ROUTE HAS PROS AND CONS

We appreciate your critical comments on our *Exploring the Pacific Coast* guidebook. Please let us explain.

You are correct about our having poor scales on our 'decorative' chapter maps. As a user of mercator projection maps and charts for over 50 years, I always measure distance with dividers, using the latitude tick marks, and the latitude tick marks on our chapter maps appear to be fine. But using a single distance scale for such maps doesn't work well on this projection. So in the new edition — to be released next fall — we will correct what was apparently sloppiness and use of an improper scale bar on page 76.

The Proven Cruising Routes© are uniquely selected GPS waypoints that Réanne and I choose as meeting our safe navigation criteria. These routes, composed of our GPS waypoints, are based upon our own actual experience in sailing from 60°N to 56°S. (See *Cape Horn: One Man's Dream, One Woman's Nightmare* ISBN 0-938665-83-9 for an example of our 160,000-miles of cruising experience.)

If you had read the page following the Bluewater Route, you would have found details on two other very popular routes, closer inshore, that we also recommend. One is the Express Route, preferred by many delivery skippers, which has the advantage of avoiding thousands of crab pots (the crabpot-free tow zones). The other, which Réanne and I prefer, is the Inshore Route that allows our slow *Baidarka* to play the backeddies, to 'keep one foot on the beach' all the way north or south, and to be anchored by afternoon every day. Each of these three routes has advantages and disadvantages, which we discuss throughout the book.

Let me assure you that the Bluewater Route remains a favorite of short-handed sailors and singlehanders who prefer to run 24 hours per day. And it is certainly the preferred route running downwind, either north or southbound, when time and simplicity are important. The Bluewater Route is more forgiving for inexperienced watch-standers or single-handers, and/or on boats that are not highly electrified.

Réanne and I would like to hear from *Latitude 38* readers about any other discrepancies so we can correct them, as well as any kudos, of course. Bon voyage.

Don Douglass
FineEdge Productions LLC
Anacortes, Washington

Don — We're sorry, but we think it would be irresponsible of us not to call you on the purported popularity of the so-called Bluewater Route. You say it's a favorite of shorthanded and singlehanded sailors who prefer to run 24 hours a day. If that's true, name five. Frankly, we don't think you can, because it would often be a stupid route.

Here's one reason. As we write this response on May 16 at 10 p.m., it's blowing a nasty 20 to 29 knots with 10 to 15 foot seas outside the Channel Islands on the so-called Bluewater Route, while it's blowing a pleasant 7 to 11 knots with 3- to 5-foot swells inside the Channel Islands on what we'd call the Common Sense Route. And as you surely must know, there will often be a similar disparity in weather conditions for the next six months. So when you claim the Bluewater Route is faster, more simple, and easier for inexperienced watchstanders, you're dead wrong on every count. In fact, it would normally be harder, slower, and more dangerous than the Common Sense Route.

Indeed, the whole 'Proven Cruising Route' business seems like a gimmick to sell books to sailors who don't really know what they are doing — and a potentially dangerous gimmick



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at that. For, given all your sailing experience, surely you know that, given any particularly strong weather conditions, some sailing angles are much better than others. If it's blowing 25 knots with 15-ft seas from aft, it would certainly be safer to sail on a broad reach rather than DDW because there would be less chance of an uncontrolled gybe that would knock your block off or cause severe damage to the rig. And the broad reach would be faster. But there are plenty times when your 'proven' route would dictate that a boat sail on just such an unsafe and slow course.

Further, a sailor would have to have an I.Q. lower than the water temperature off Point Conception to be unable to create his/her own route between San Diego and San Francisco. And naturally such a route would continually be subject to change due to changes in the weather. You say there are three routes up or down the coast. We say there are a million of them, and if you have any brains, you pick the best one based on the weather conditions, not a bunch of waypoints published in a book.

And what's this major emphasis about crab pots? They may be a considerable problem off the coast of Oregon and Washington, but Profligate goes up and down the California coast like a yo-yo every year, and crab pots have never been a problem. On the last trip, only two were spotted in 400 miles along the Common Sense Route.

We think there's a lot of helpful information in your cruising guide, but unless you ditch that Proven Cruising Route nonsense in the next edition, we'd be hard-pressed to recommend it.

↑↓ **I FELT THEY WERE A POOR VALUE**

I read with interest the 'Lectronic piece about *Exploring the Pacific Coast, San Diego to Seattle*, by Don Douglass and Reanne Hemingway-Douglass. After reading their book, *Cape Horn, One Man's Dream, One Woman's Nightmare*, I was surprised to find cruising guides written by them. In the book she whined and bitched so much about sailing that I didn't think she'd ever step foot on a boat again.

They've also written a guide to our area, meaning the British Columbian coast, but it costs \$60. I checked their guides out while I was in the store, but feel they are a poor value. I'd be interested to know what other people think.

Chuck Oliver
Vancouver, British Columbia

Chuck — We've seen worse cruising guides than *Exploring the North Coast of British Columbia*, and as it's nearly 600 pages, they certainly put in some effort. However, they've got some very stiff competition, for Waggoner's *Cruising Guide* covers the entire Northwest from Puget Sound to Prince Rupert, has lots of color photos instead of just black & white, and has helpful ads from local businesses in each area. The deciding point might be that it sells for one-third the price. But everyone should decide for themselves.

By the way, when we were up your way last month, we were reminded of how beautiful the area is. Vancouver is a lovely city. We were impressed with how clean it was and how nice the people were compared to San Francisco.

↑↓ **AN INTERPRETIVE ACTIVITY . . . WITH A CANNON**

It is with some interest that I have read the recent spate of letters regarding the docking and mooring policies at Angel Island. Although the level of enforcement present in Ayala Cove may strike some as excessive, most of your readers are probably not aware that Angel Island is subject to intermit-



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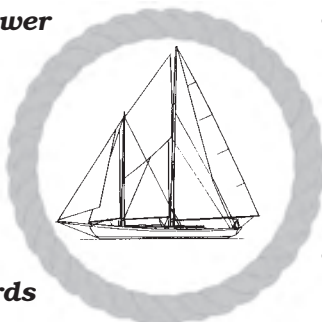
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tent raids by a most virulent band of pirates. And I do mean the cutlass and cannon variety.

To clarify, the California Department of Parks and Recreation operates Angel Island State Park, including the Ayala Cove docks and mooring field. Your humble correspondent, however, has the honor to belong to the Angel Island Association,



Cannons roar as a mock Civil War battle is staged at Angel Island.

a nonprofit organization that assists the park by raising funds and performing interpretive activities that provide the visitor with a better understanding of the island's natural and cultural history. Some of

us who volunteer with the Angel Island Association are also boaters and avid readers of *Latitude*.

Among the many ongoing events performed by the AIA are weekend cannon-firing demonstrations that are held at the former military post of Camp Reynolds on the west side of the island. We also turn out our cannon from time to time in order to repel the assaults of the pirate vessel *Royaliste*. For those of you fortunate enough not to have encountered this fearsome craft, the *Royaliste* is a 65-ft gaff-rigged square-topsail ketch which is armed to the teeth and crewed by the blood-thirstiest gang of buccaneers it has ever been my displeasure to encounter. On numerous occasions the dread *Royaliste* has exchanged volleys of artillery and small-arms fire with our heroic garrison on Angel Island.

Obviously, such a spectacle is not something one sees every day, and the Angel Island Association would like to invite your readers to view our next engagement, which shall be held on the weekend of June 11 & 12. This event will be a full-fledged mock Civil War battle with infantry reinforcements, exploding pyrotechnics, and activities for children. Details about this and all our other events may be found on the Angel Island Association's web site at www.angelisland.org.

After one has witnessed just how much havoc and mayhem the brigands aboard the *Royaliste* can cause, it becomes clear why security has been stepped up on the island!

Chris Burgin
Angel Island Cannoneer & Crew
Shadowside, Allied Mistress MKIII
Coyote Point

↑↓ A FULLY-OPERATIONAL SEAGOING MEMORIAL

On the off chance that you might sometimes feature a stink-pot — in this case a very big one — I'd like to tell you about the *Lane Victory*, a World War II cargo ship that is based out of San Pedro. She's owned by an all-volunteer group of mostly seniors, who restored her and continue to maintain and operate her.

World War II ended 60 years ago, which is when *Lane Victory* was built. She was one of more than 530 Victory cargo ships built late in the war to replace the hundreds of merchant marine ships that had been lost to enemy attacks. These ships were designed to become the backbone of the postwar Ameri-

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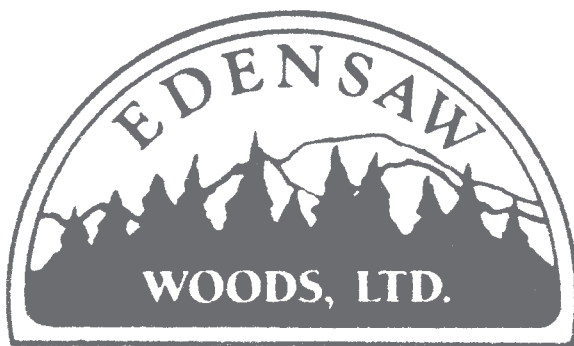
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LETTERS

can merchant marine fleet. *Lane Victory* hauled munitions in the South Pacific at the close of World War II. During the Korean War, she ferried troops and evacuated 7,000 civilians as the Communists advanced on Inchon. She was called for



LATITUDE / RICHARD

The 'Lane Victory' under aerial attack off of Catalina Island.

duty a third time in Vietnam, and then was laid up in 1969.

The *Lane*, deeded to the United States merchant marine veterans of World War II in 1989 by then President Reagan, was towed to San Pedro Harbor where restoration began. An all-volunteer group of dedicated seniors, made up of former merchant marine, naval armed guard, and others restored the ship. She is a designated Historical Landmark.

Today the *Lane* is a fully operational seagoing memorial to all civilian merchant marine and naval armed guard lost at sea in time of war. The ship is supported by six summer day-cruises off Catalina Island each year. The day-cruises begin early, with a continental breakfast and departure at 9 a.m. as we head down the main channel at San Pedro and out to sea. The ship's crew and interested passengers can watch the U.S. Navy Sea Cadet Honor Guard participate in a memorial service to remember a merchant marine ship and crew lost at sea in World War II. During the passage to Catalina, everyone is invited to take a tour of the engine room, visit the wheelhouse, and 'man the big guns'. There are two great museums to enjoy. The main museum is dedicated to nautical memorabilia of the merchant marine, with many large models of the merchant ships of that period. The centerpiece of the second museum is the triple-expansion engine from the movie *Sand Pebbles*. Guests get to watch it in operation.

The *Lane Victory* has been featured in many movies and on television, including *Titanic*, *The Thin Red Line*, *Outbreak*, *Jag* and *X-Files*, to name but a few.

A great catered buffet lunch is served set against the magnificent backdrop of Catalina Island. Plenty of seating and shaded areas are available, and live music of the World War II era is played throughout the day.

Turning away from the island, the ship is 'attacked' — weather permitting — by 'enemy' aircraft. During this time a general alarm is sounded and the naval armed guard man their guns. When enemy planes are spotted by a sharp-eyed passenger, their response to the attack begins. Despite the response of the big guns, the situation is perilous — until American planes come to the rescue by attacking the enemy planes. When the aerial attack is over, the planes form up and fly the length of the ship. At this point everyone should have their cameras ready.

Finally, as we approach the harbor, Stearman aircraft make several fly-bys, and as we return to the dock the passengers

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LETTERS

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Jan Michaelis, Volunteer
SS Lane Victory

Jan — While sailing from Two Harbors to Newport Beach one sunny Sunday last summer, we happened to cross paths with the Lane Victory as she began to head home from Catalina. A few minutes later the aerial attack began. It was a terrific show. We wish we had known about these trips a couple of years ago before our father passed away. A World War II Navy vet from the Pacific, he would have loved it.

↑↓ SCANDINAVIA IS NOT APPROVED IN THE U.S.

While shopping around for insurance quotes, we were offered coverage at what seemed to be a very good price by a California broker representing Scandinavia Insurance. It sounded a little too good to be true, so we got a second opinion from another agent. This is what he wrote us:

"I am familiar with Scandinavia Insurance, which is a relatively new 'insurance company' based in Russia. I'm not sure why they adopted the 'Scandinavian' guise, but perhaps it's because the insurance business in Russia is largely unregulated. Scandinavia is not rated by any of the major financial rating organizations — A.M. Best, Standard & Poors, Moody, Fitch, and so forth — nor, as far as I can determine, have they got any reinsurance support. They certainly don't in the London and other major European markets. They may well have the financial strength to pay some claims, and indeed have the goodwill to do so, but as far as I am aware, none of their 'assets' are held in G7 countries, so effectively they are 'judgement proof'. This means that the people they insure will have to rely on Scandinavia's desire to pay claims as opposed to normal legal obligations to do so.

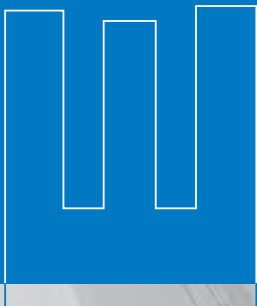
"For our part, we would not place business with them, as we will only work with well-known, well-rated, well-established insurers with the highest reputation. Unlike the people we represent, Scandinavia is not approved anywhere in the United States, the United Kingdom, or the European Community.

"It is the Insured's decision if he/she wants to take a risk on security to make a small savings in premiums, but we would always recommend that they only place their business with rated insurers. I hope this advice proves helpful."

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Readers — Every time we talk to people who have had to file a claim with an insurance company, they all seem to have the same regret — they wish they had read the policy more carefully before they bought the coverage. We don't know if it would be wise or unwise to be covered by Scandinavia, but we do know that everybody should read any policy carefully so they understand exactly what it is they are buying and who they are buying it from. 'Let the buyer beware' is true of insurance more than most things because the amounts can be so high.

Having said that, sometimes insurance really does work like it's supposed to. A couple of months ago, we were rear-ended on the 405 in Los Angeles while driving one of Mr. Hertz's cars. The impact sent us slamming into the car in front of us. All three cars suffered about \$2,500 in damages. We all had insurance like we were supposed to, and traded our information. About a month later, a representative from the company insuring the



Jacques Vapillon/Pool DPPL/Vendee Globe

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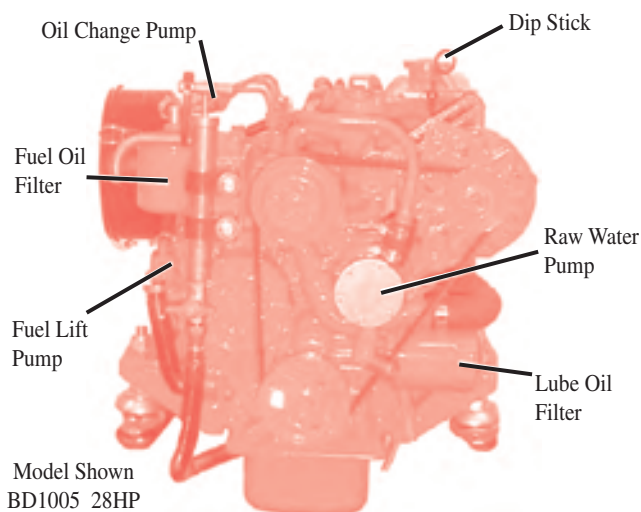
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LETTERS

guy who started the collision called to report all three cars had been taken care of, and he wanted to make sure we hadn't suffered any lasting injury. All we were suffering from was shock that the system had worked like it was supposed to.

↑↓AN IMMUTABLE AND UNCHANGING LAW OF THE SEA

When it comes to whether crew are responsible for costly mistakes on boats, I believe there is a well-established protocol — at least in the case of winch handles dropped overboard. In such cases, the crewmember has a responsibility to replace the winch handle with one of equal or better quality at the earliest opportunity, then present it to the owner as soon as possible. I believe it's the 3,646,125th Law of the Sea, which all good sailors accept as immutable and unchanging. However, I could not find it in a search through Google.

In the case of other mishaps, no matter if of greater or lesser magnitude, I agree with *Latitude* that the owner is responsible.

Rob Murray
Flat Out, Ericson 39
Vancouver, B.C., Canada

Rob — Your letter just made us realize that we're sexist. If somebody dropped a winch handle off our boat, we wouldn't expect them to replace it. However, if a male crewmember dropped one over and replaced it, we'd say, "Thanks, that's cool." But if a woman replaced it — as Suzie Barnes once did — we'd be so embarrassed. Disgusting, isn't it? We're going to sign up for some insensitivity training.

↑↓DAYS OF REASONABLE CANAL TRANSITS ARE OVER

We just completed our southbound transit of the Panama Canal aboard our Hallberg-Rassy 46 *Indeed*, and found the Canal's new way of handling sailboats to be quite different from what it used to be and what the cruising guides say. Not only was it different, it was much more expensive.

We used ship's agent Tina McBride to do our paperwork, and we think she did a great job. However, the new fees really jack the cost up. The 'new thing' is that sailboat transits now start around 5 or 6 p.m., and even sometimes later at night. Your mandatory Advisor then takes you as far as Gatun Lake, where you moor to a big mooring buoy for the night, and he goes home. Actually, just three sailboats go through on a normal day, and they are all rafted to the same buoy.

The next morning you get a new Advisor to complete the transit. So far, this is all fine if you just had to pay the normal \$600 transit fee and the \$850 'buffer', which is to be deposited if you don't cause any delays or damages.

What's not fine is the new charges that we were hit with:

Delay fee for taking two days to do the transit — \$440

Mooring fee for rusty buoy at Gatun Lake — \$100

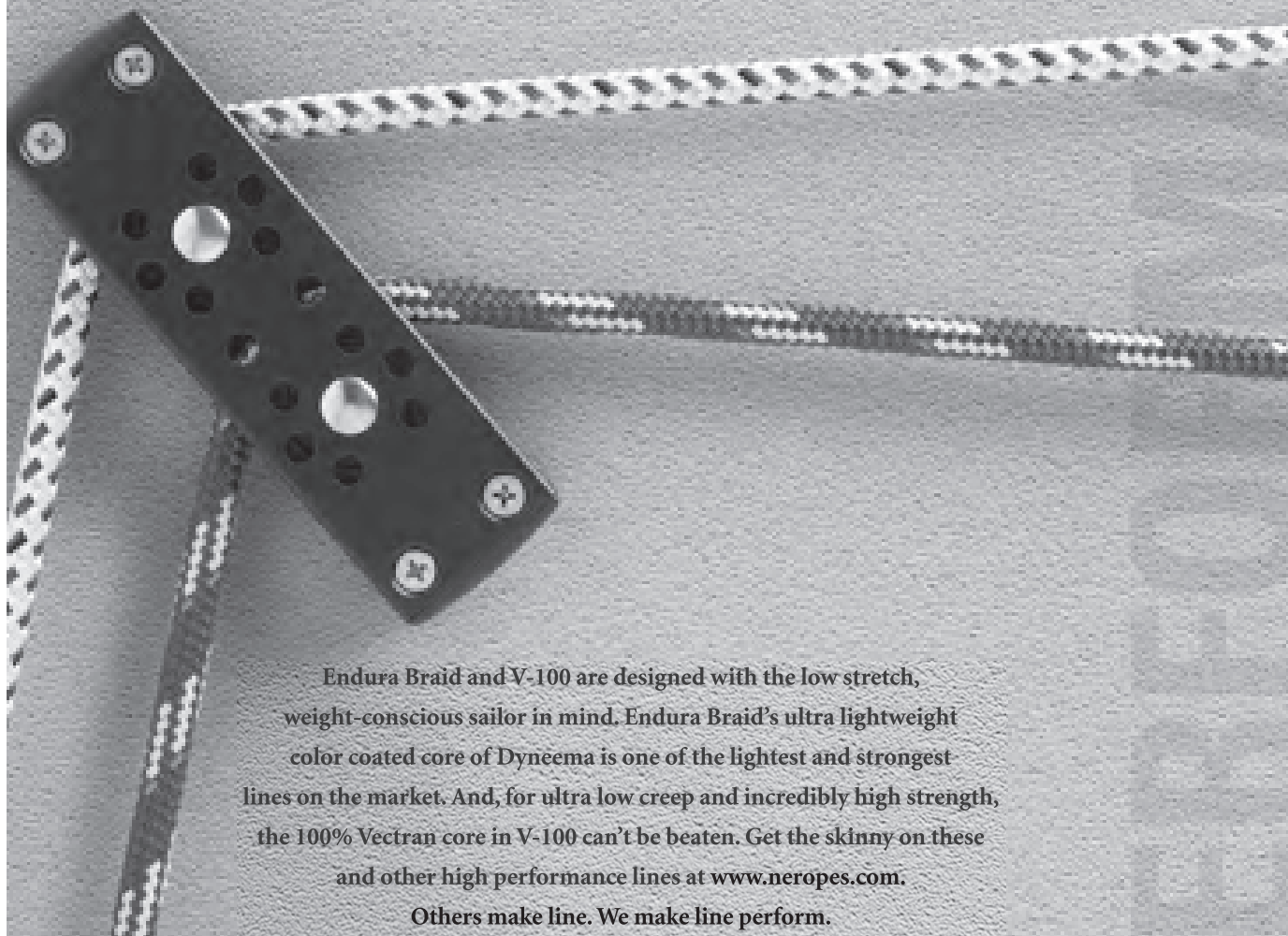
Launch fees for Advisors — \$320.

So the reported \$600 transit fee suddenly adds up to a whole lot more, particularly when you add in the \$500 for the ship's agent, and the various other charges such as the cruising permit, visas, and such.

Then there is the wait for a transit slot, which this season was anywhere from 10 to 19 days, with 15 days being the average. Of course, you don't have to wait for 15 days in lovely Colon, for you can request that your transit be supervised by a Pilot rather than a mere Advisor. If you do this, you can pick almost any day to transit, and you might be able to complete the transit in one day rather than two. The only hitch is that there is a \$2,250 fee for taking a Pilot rather than an Advisor.

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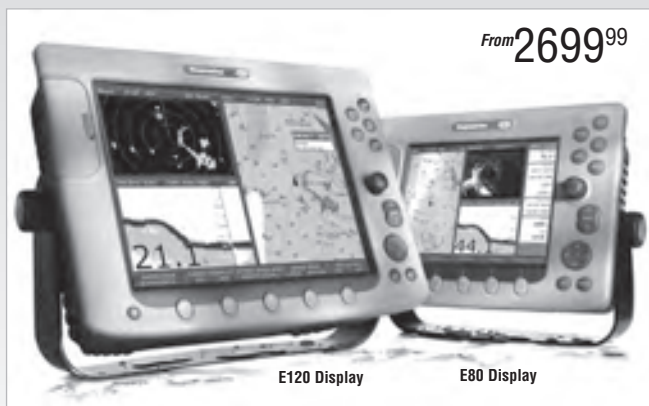


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LETTERS

Clearly the days of transiting the Canal for \$500 are gone for good!

Although we're from San Diego, our boat has never been there. We took delivery of her at the Hallberg-Rassy yard in Sweden, then sailed her across the Atlantic in the 2003 ARC, then around the Caribbean, up to Bermuda, and as far north as Newport, Rhode Island. Then we headed down to New York City, Annapolis, Hampton, Virginia, did the Caribbean 1500 to the British Virgins, then sailed to Panama. We are now in the Galapagos and will be headed to the Marquesas in a few days.

Giorgio Cagliero
Hallberg-Rassy 46, *Indeed*
San Diego

Giorgio — We don't doubt that you were smacked with those charges, but based on what other people are reporting, they haven't experienced any increase in Canal fees.

↑↓ WE DON'T THINK THERE'S BEEN A PRICE INCREASE

Like *Latitude*, I read *Indeed's* report on increases in Panama Canal fees with surprise. We transited in early March, and the fees were still the \$600. And someone I know went through just three weeks ago and didn't pay any more than we did.

As for it taking 15 days to get a transit date, that's the time the Canal Authority often quotes. However, most cruisers who hang around get bumped up to an earlier slot. For example, the boat we went through on only had to wait about a week.

As you can guess, this means we didn't take our own boat through the Canal. We've left her down in the tropics, but will be going to British Columbia this summer anyway. In fact, we're joining a 38-ft monohull in Sitka on July 4th to slowly sail south to Oregon. We're looking forward to it!

Richard Woods
Woods Designs Sailing Catamarans
Plymouth, United Kingdom
Jetti Matzke, Oakland

↑↓ THE TOTAL COST OF OUR TRANSIT WAS \$800

I just read the item in *Lectronic* about *Indeed* having to pay



Tom Conerly and his partner aboard 'Hapai'.

much more money for their Canal transit. That doesn't jibe with the experience we had transiting with our 42-ft cat *Hapai* or *Cheyenne*, the boat I linehandled for. Yes, we did start at 4 p.m., and yes, we had to spend the night on a mooring on Gatun Lake. But we were not charged an overnight fee because the scheduling had been done by the Canal Authority. Nor were we charged for the mooring or a pilot pickup fee, and for the same reason. By the way, we thought it was a plus to spend the night on the lake. The lake was

LATITUDE / RICHARD



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LETTERS

calm, it got us out of Colon, and it was fun to hear the howler monkeys and parrots in the morning.

We had to wait 14 days for our transit. *Cheyenne* — a Wylie 34 from Sausalito — had to wait 11 days.

When it comes to getting the paperwork done, we would highly recommend Rudy, a fast-moving taxi-driver. He got us through the procedures for \$50, got us our tire fenders at \$3 each, and the four lines at \$15 per line.

So the total cost of our transit was \$800. Jim on *Cheyenne* managed to get his tires for free, so his cost was a bit lower.

When you think of the Canal, you think of the locks, of course. But for me, the highlight was the pristine beauty of Gatun Lake. I enjoyed both of the transits we did, and both went smoothly. A Panama Canal transit is nothing to be feared.

Tom Conerly
Hapai, Venezia 42 cat
Santa Cruz

↑↓ WHY NOT A SUBMERSIBLE BARGE IN THE CANAL?

I just read Girogio Cagliero's report in *Lectronic* about the astronomical fees for transiting the Panama Canal aboard *Indeed*. With costs so high, I wonder if anyone has considered setting up a floating drydock that could be towed through the Canal by tug. What I'm envisioning is a submersible barge where you simply power in, divers install jackstands, and the barge is then floated. Boats could actually be rafted up for a while with the barge submerged until enough boats are present to make the transit worthwhile. This shouldn't take too terribly long — almost certainly less time than the 10-19 days mentioned in that letter to *Lectronic*.

Dave Benjamin
Island Planet Sails
Portland, Oregon

Dave — We've long said that the Panama Canal is too major an asset to be used to get boats under 50 feet from one side of the Canal to the other. It's like using a missile to do a job that requires nothing more than a BB gun.

But we think the same would be true of your plan to use a submersible barge to transport boats from the Pacific to the Caribbean and vice versa. Such barges are very expensive and the labor would also be very high.

The thing to realize is that all but a mile or two of a Canal transit consists of motoring across a lake that's 84 feet above sea level. So the real problem is just getting the boats around the locks and up or down 84 feet. This could be best accomplished using a hydraulic trailer — such as is used to truck boats from San Carlos, Mexico, to Tucson, and at many boatyards. Such trailers are much less expensive than a barge, and using them would require only a couple of workers.

It never made a lot of sense to use the Canal for small boat transits. But with the development of hydraulic trailers to lift out and transport boats, and with the growing congestion and lack of advisors in the Canal, it's a no-brainer. Such an operation could be up and running in a couple of months.

By the way, you can see from the previous letters that the astronomical fees charged to *Indeed* were apparently an oddity.

↑↓ HE GAVE ME A REPLACEMENT FREE OF CHARGE

I want people to know how thankful I am for Don Melcher of HF Radio on Board in Alameda. We've had nothing but trouble with our ICOM 502 VHF. The command mike in the cockpit hasn't worked from day one. We had it fixed — I won't

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LETTERS

go into how unhappy I was with ICOM, which initially refused to honor the warranty — before leaving on last year's Ha-Ha. But it broke again in Mexico. Not confident about getting it fixed, I figured I'd have to buy another radio in Mexico — not the best place to buy marine gear.

Then I unexpectedly had to return to San Francisco for two days, but couldn't bring the radio with me. Don didn't care. He offered to replace the radio free of charge. He said he'd deal with ICOM directly, and I didn't even have to give him the bad radio until I returned in a couple of months. Needless to say, this was beyond the call of duty, but it made me a very, very happy customer.

By the way, the material Don puts together for SSB purchasers is wonderful. It's so good, that by using it I was able to help people get their radios and email up and running!

Audrey Schnell
OZ, Talisman 37
Port Townsend, WA

↑↓ I HAD TO EXPLAIN TO U.S. CUSTOMS WHAT TO DO

The life of foreign boats in the United States is not easy. We had our *Talofa* in San Francisco Bay from '78 to '89 when we lived in Oakland. Since my wife and I are foreign nationals (and permanent residents), we could not document the boat, so she was registered in the state of California. However, according to U.S. Customs regulations, the nationality of a boat is not determined by its flag, but by the nationality of its owners. Therefore our boat — although flying the U.S. flag — was considered a foreign boat. This meant that we had to clear-in at San Francisco when we arrived.

Clearing-in meant not only a trip to the Customs office, but it also meant that the Customs office took away our boat's documents — meaning our California registration — with the understanding that the documents would be released upon departure! The regulations specified that the boat can move freely within the area of the specific Customs office. This means that we could have sailed to Half Moon Bay or Monterey without any problems, but if we sailed down the coast we had to clear out of San Francisco, clear in to Santa Barbara, clear out of Santa Barbara, and so on for Los Angeles and San Diego.

It's true — as someone suggested — that sometimes the Customs officers themselves were unaware of the legal requirements. As a matter of fact, I always had a copy of the law with me when I cleared in so that I could explain to the customs officer what they were supposed to do.

When we arrived in Hawaii on our return from the South Pacific, we cleared in at Hilo, and then we cleared out and back in at Oahu. However, we were going to leave from Kauai for the States, and Kauai was part of the Oahu Customs Office. So we sailed to Kauai, and then we had to have our boat documents mailed from the Oahu Customs Office to a Kauai office so we could get them before our departure!

U.S. citizens should not be too fast to criticize other countries about boat clearing regulations.

Cesare Galtieri
Oakland

Cesare — Before we stop criticizing the old policy in Mexico, please tell us, did the U.S. folks charge you as much as \$110 every time you checked in and out of a port? Did you also have to go to a bank before and after visiting the port captain? As with just about everything, we don't think the U.S. is perfect — but it's still better than most countries.

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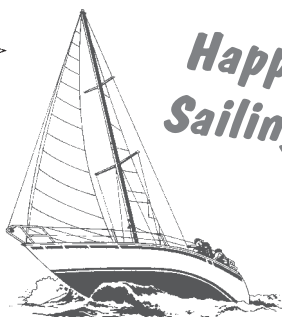
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LETTERS

↑↓ **HE SAILED A CORONADO 25 TO THE NORTHWEST**

A recent letter inquired about information for cruising north from San Francisco. I recommend *Cruising The Northwest Coast, From the Golden Gate to Port Angeles* by George Benson. This recently published 144-page book is an aid to near-shore cruising along the Northwest coast, and is available for \$20 from George Benson, 16700 Highway 96, Klamath River, CA 96050. The author can also be contacted at gbdesign22@att.net.

George is a good writer and an excellent sailor. After looking for a larger boat to replace his Coronado 25 *Teal*, he finally just decided to add two feet to his current boat — and did a beautiful job. *Teal* is the boat that he sailed north to Puget Sound, and his email accounts of that voyage convinced me to order his book — even though I have no intention of sailing that far north.

Chuck Graser

Columbine (a mountain flower, not a tragedy)
Truckee

Chuck — We call such boat-stretching 'Pyzelizing' — after Mike Pyzel, who stretched the Cal 28 he sailed from Santa Barbara to the Santa Cruz Islands several hundred times to a 30-footer. We'd never do anything like that, but admire folks who can. We'll have to give that guide a look.

↑↓ **BARBED WIRE SHOULD DO THE TRICK**

A diver in Monterey — who also has problems with sea



Sea lions are harmless, but can become annoying.

lions climbing on boats — told me once he laid barbed wire on the decks of an old tug. The sea lions couldn't quite get comfortable, so they'd move on to smoother pastures. Carpet tack strips might also work.

Brad Belleville
California

Brad — We'll keep those tips in mind for when we return to Newport later in the summer.

↑↓ **A LINE PARTING WAS THE BEGINNING OF THE END**

I was aboard *Altura* when the 83-ft *Windward* ended up on the beach at Yelapa, Mexico, those many years ago. We had three anchors — *Windward's*, *Sea Drift's* and also one that *Eight Bells* had lost — to work with for that final attempt to pull her off. The heaviest line, which was like 1.5 inches in diameter, led through the anchor hawse on the bow back to the mainsheet winch, which was a Herreschoff the size of a samovar, in the cockpit. I was to do the grinding. The other two lines came through bow chocks to two of the four foredeck winches. Each of these lines went from winch to winch to a tailer, so there were six guys on the foredeck. In addition, there were four of us in the cockpit, and six to eight Mexicans with buckets down below ready to bail.

We worked *Windward* off the beach and into the surf until she was standing up and bouncing on her keel with the rise and fall of each wave. Then one of the smaller lines parted.



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LETTERS

That was the beginning of the end, as two of the other lines quickly parted, too. *Windward* slewed around, and the 10-ft seas put her right back on the beach. At that point the garboard was so open that it would have been impossible to get her to a boatyard even if we could get her off again. In retrospect, the lines parted for the same reason that the anchor chains did.

By the way, I'm delighted and surprised to hear Bob Dickson is alive and kicking.

Joe Miller
Cyberspace

↑↓WE'VE REPEATED THE CEREMONY FOR 15 YEARS

I enjoyed April's *Ten Tips For New Boat Owners*. It's been a long time since we christened *April Dancer* for the first time, but reading your Tip #1 about using champagne prompted me to offer an alternative suggestion.

When Tessa and I took delivery of our Fairweather Mariner 39 *April Dancer*, we were concerned, not only about broken glass, but about the BCDC bitching about fish, SUI. So instead of breaking the bottle on the bow, we stood on the foredeck, popped the cork of a bottle of bubbly plonk, and sprinkled a few drops on the deck. Then we drank a toast to all three of us and, slightly inebriated, took the bottle and glasses below for a giggly cuddle. In fact, because we needed regular practice to hone our skills, we have continued the tradition every time we're on board together. After 15 years, we're definitely getting better at it.

Incidentally, unless the product actually comes from France, it's not good to refer to bubbly-plonk as champagne. Otherwise the French get their knickers in a twist, and a twist-knickered Frenchman is not a pretty sight.

Lyn Reynolds
San Jose

Lyn — We know the distinction between champagne and sparkling white wine, but as long as it does its job — give pleasure — we don't think Pierre should be so uptight about it. In fact, his time would be better spent trying to figure out how France's socialistic tendencies can possibly survive the onslaught of the Chinese and Indians in the new global economy.

↑↓A PUBLISHING FANTASY

After all the stuff about Alcatraz being a floating island, you run a letter in the May issue about a tunnel to Angel Island — give us a break! Maybe you should do some minor checking before publishing fantasies such as that.

John Meyer
Point Richmond

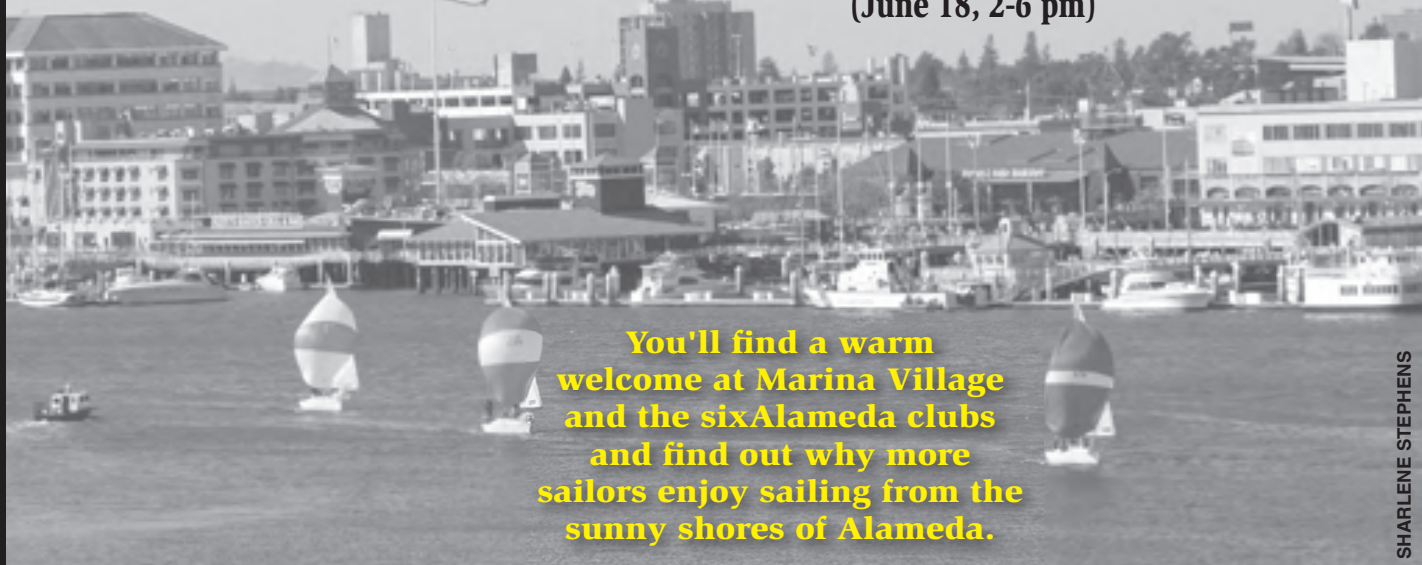
John — It was reader E.J. Koford, not us, who reported on the tunnel from Tiburon to Angel Island. We don't know anything about it — other than the proposal to double the toll so they can bore another hole.

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. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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LOOSE LIPS

Eight bells.

We are sad to report the passing of Leon Kenneth 'Ken' Shaff, Jr., who died on May 18.

Ken was a man of many talents and interests, and un-



Ken Shaff in one of his sports cars.

bounded good cheer and generosity. He was a car restorer, entrepreneur, Korean War veteran, writer, publisher, husband and father. He is probably best known to Bay Area sailors for founding *Bay and Delta Yachtsman* in 1968 and running the magazine until 1995.

Much is made these days of 'media rivalry.' When *Latitude* published our first issue in 1977, it was definitely in the shadow of the well-established and popular *Yachtsman*. But Ken was always gracious, friendly and helpful to us new kids on the block. He was a class act all the way.

Ken also sailed, served or consulted on many marine projects and, while president of the Northern California Marine Association (NCMA), put on the first-ever boat show at the Moscone Center.

Ken leaves behind Jeri, his wife of 54 years, five daughters, and eight grandchildren.

During his illness, Ken wrote the following:

"I have been very fortunate to have lived the most interesting and terrific life. Anyone who knows me could never be sad for me. I've worked and played, traveled, sailed and raced. I've built and realized more than a few dreams and have no regrets. Not many have been so lucky as I to have worked at something they loved. I've taught the things I know which have brought me joy. My family are my treasures, as are my friends. Hold me in your hearts, dear ones, as that is where I have always held you." — Ken

The family invites friends to celebrate Ken's life at Fantasy Junction (1145 Park Avenue, Emeryville) on Saturday, June 11, from 10 a.m. to noon. In lieu of flowers, the family requests that any donations in Ken's memory be sent to: Hospice of Contra Costa, 3470 Burkirk Ave., Pleasant Hill, CA 94523, (925) 887-5678.

Cal 40 raft-up.

A raft-up at Encinal YC is planned for June 4. Boats should try to arrive by noon. The plan is to side-tie bow-out at the main dock. Dinner is at 6:30. All Cal 40s are invited to attend. Contact Rod Pimentel at Rodney.Pimentel@CH2M.com to RSVP or for more information.

Sailmaker merger.

UK and Halsey-Lidgard sailmakers officially became UK-Halsey last month. The merger unites 51 lofts and service centers in 20 countries, and two very experienced staffs. We're not positive, but we think that ups the new enterprise to third largest in the world behind industry leaders North and Doyle. Both UK and Halsey-Lidgard have been players in the international arena for years. (The sails on Steve Fossett's



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LOOSE LIPS

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Charles 'Butch' Ulmer will remain president of the new company, with Andy Halsey assuming the role of Technical Director. The new website of UK-Halsey is www.ukhalsey.com.

Busy Patrol.

The Coast Guard Cutter *Boutwell* returned to the Bay last month after an eventful 90-day Eastern Pacific patrol. Highlights included seizing almost 18,000 pounds of cocaine off two ships (one 300 miles west of Mexico, one off the Galapagos) and chancing upon a Mexican national who had been adrift on his disabled fishing boat for 23 days. Found 150 miles west of the Galapagos, he was treated and returned home.

The cutter *Munro*, a sistership to *Boutwell* that is also normally homeported in Alameda, was also busy keeping law and order on the high seas. Among other duties, in March she helped take control of a hijacked fishing boat in the Gulf of Aden in North Africa.

Both *Boutwell* and *Munro* are 378-foot high endurance cutters. Their primary missions are counter-narcotics enforcement, alien migration interdiction, and search and rescue.

Singing the blues.

You've all heard it: the ocean looks blue because it reflects the color of the sky. But why then do oceans and lakes sometimes remain blue even when the sky is gray? The precise explanation is that water itself is slightly blue (check out the water cooler sometime), and the more of it you look through, the deeper the blue.

Fact meets fiction.

You may have read about this in either a scientific journal, an old Ray Bradbury novel, or both. But yes, it is possible and maybe even practical for spacecraft to travel through space powered by huge 'sails' that capture solar winds — which are actually streams of charged photons. As far as we know, no existing spacecraft use this technology yet, but NASA has invested about \$30 million to date in exploring future applications of it. Scientists are optimistic that solar sails could power missions "around the buoys" (to the sun and inner planets) and even beyond our solar system within a decade. ATC Space Systems in Ohio is on the forefront of the technology, and is presently testing sails in a vacuum chamber. The fabric, which resembles Mylar, is a spinoff of technology used to develop spacecraft paint. When deployed, the sails could actually be trimmed to slow down or speed up a spacecraft. Acceleration would be slow, but with no drag to contend with in the vacuum of space, top speeds could reach tens of thousands of miles an hour.

Did you know. . .

That swordfish, tuna and some big sharks have a special system that warms the blood supply to their eyes? The purpose of the 'heating blanket' effect was unclear until recently when Australian scientists heated up the dissected eyes of 10 swordfish, then tested their retinal response to flashes of light at various temperatures. The verdict: When broadbills warm their eyes (18 to 27 degrees Fahrenheit above the surrounding water), they can discern movement up to 10 times faster, helping the fish see and catch dinner.



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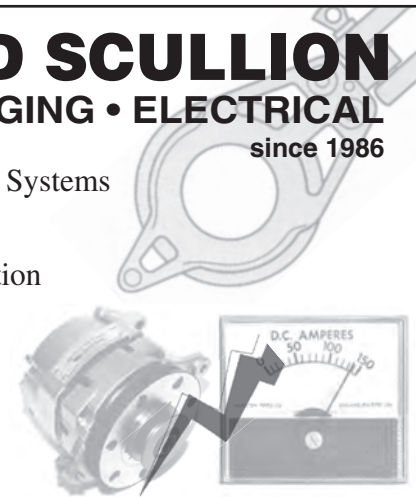

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SIGHTINGS

the loss of fast forward

After running the story of the grounding of Dan Benjamin's Aerodyne 38 Fast Forward on Point Bonita last month (on the homeward leg of the April 16 Singlehanded Farallones Race), we received a number of inquiries as to the details of the unusual loss. Dan was understandably reluctant to talk about it until he had settled with the insurance company. That was wrapped up last month and, as promised, Dan was kind enough to submit the following detailed account . . .

"Well, this isn't working either," I concluded after shutting off the engine. A quick look at how fast California was approaching and I knew it was time to call *mayday*. I had run out of options and open water. The uninviting and treacherous rocky coast of Point Bonita was converging with me at close to 8 knots. *Fast Forward* was being pulled on her side by a spinnaker that had me pinned over and unable to steer.

I had entered *Fast Forward* in the Singlehanded Sailing Society's Farallones Race. The course takes you under the Golden Gate Bridge and out onto the Pacific Ocean approximately 28 nautical miles to Southeast Farallon Island and back.

After rounding the island, I reached to windward of the direct course back to the Golden Gate Bridge, favoring a more conservative approach rather than my usual 'keep the hammer down' philosophy. I left the reef in the mainsail, roller furled the jib, and set the smaller asymmetric spinnaker. The boat was making 7.5 to 10 knots. The wind strength was approximately 14 to 16 knots. Reaching along easily, the boat was fully under control. I was having such a good time I called my wife, Carol, to report my progress.

Shortly after hanging up, I bore off on a wave, the boat accelerated, and I overran the spinnaker. It twirled and wrapped around the headstay and furled jib. With the boat on autopilot, I spent about 30 minutes attempting to unwrap the spinnaker, which was tightly wrapped in two places: at the top, above the headstay to the top of the mast where the halyard exits the mast; and at the bottom around the headstay just out of arm's reach. Between these wraps, the sail remained full and drawing. Even after releasing the halyards, I was unable to lower the spinnaker or jib. The tack of the sail was at the end of the extended bow pole so I retracted the pole, untied the sail, and tried to unwrap the bottom of the spinnaker. The clew was caught up inside the wrap, so releasing the spinnaker sheets had no effect on the trim of the sail.

I'd been here before, and I knew I couldn't unwrap the spinnaker until I got back into the sheltered waters of the Bay. At that point, the boat was under control and still on course, so I decided to return to driving.

As I approached the entrance channel buoys, suddenly the stern of the boat was lifted by a passing wave and thrown to starboard. This caused the boat to heel excessively and I lost steering control. %&#@!!! Just what I needed — a roundup! The boat went over onto her starboard rail. And just stayed there. The wind was now up around 16 to 19 knots, and the spinnaker was holding the boat over and dragging it sideways.

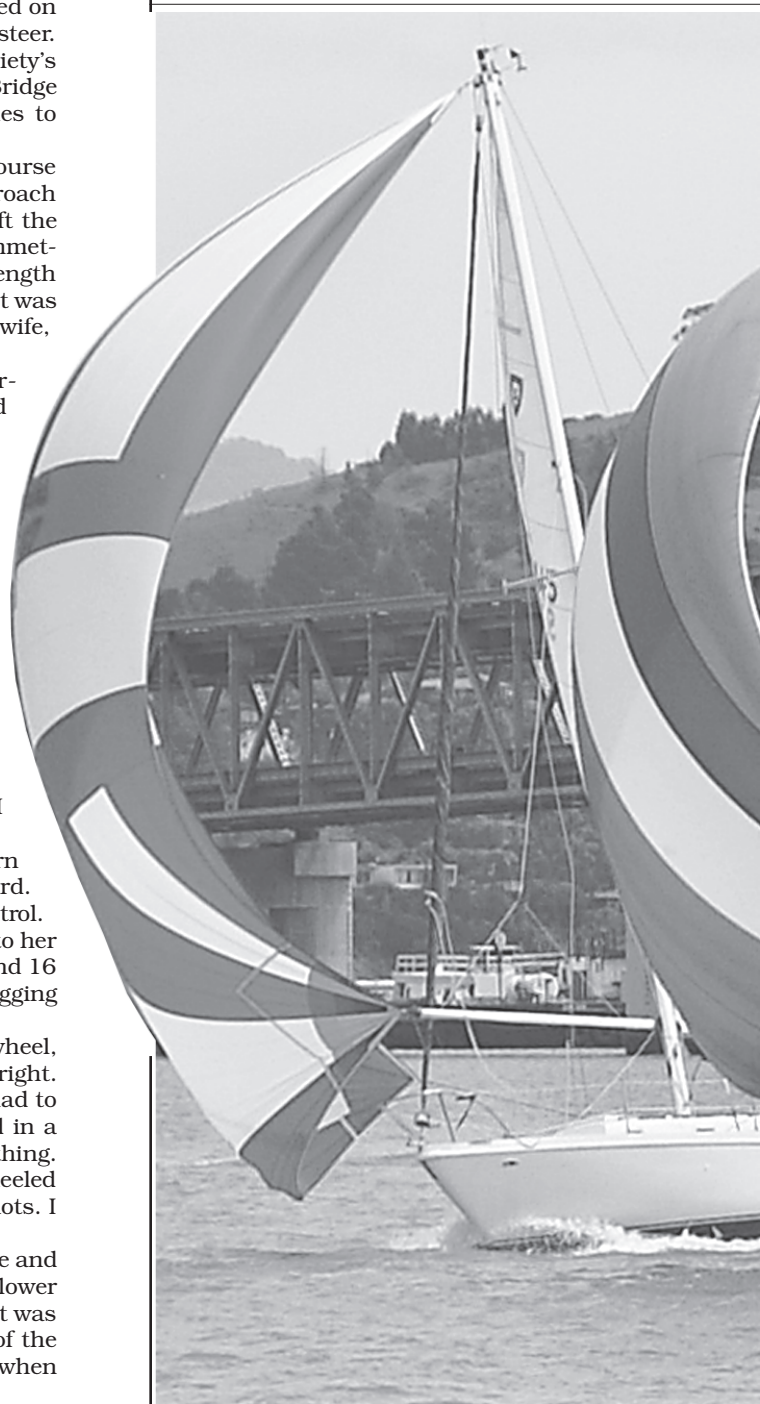
I tried waiting for the right moment, then tugging the steering wheel, hoping the rudder would bite and I could get the boat to come upright. Nothing happened. After several more failed attempts, I knew I had to try something else. I already had a reef in the main, so I pulled in a second reef, and tried again to 'steer' the boat upright. Again nothing. I pulled the main down and tried again. The boat remained in its heeled position, drifting to leeward and slightly forward at about 4-5 knots. I was still between the channel buoys and passing east of them.

What next? I duct-taped a rigging knife to the end of a boat pole and went forward to try to cut through the spinnaker sheet and the lower part of the sail. Moving around the boat to the bow was difficult. It was heeled over so far that I had to hang from a fitting on the side of the boat pointing toward the sky and hope my lifeline tether held me when

continued on outside column of next sightings page

seeing is

"Google recently added satellite pics to their maps, which could be quite useful to sailors moving up and down the coast," writes David Kramer. "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 future, I'll be printing out paper copies of interesting places and tucking them into my chartbook. The photos of the U.S. coast and Canada seem to be high resolution,



believing

while those of Mexico, Central America, and the Caribbean aren't quite as good. The resolution for the rest of the world seems pretty lousy right now. In any event, these aerial views can be accessed by going to maps.google.com, then clicking on 'satellite'."

We presume that most people have seen this by now, but it's truly astounding. With a couple of clicks of a mouse, in just a few seconds, you can zoom from a

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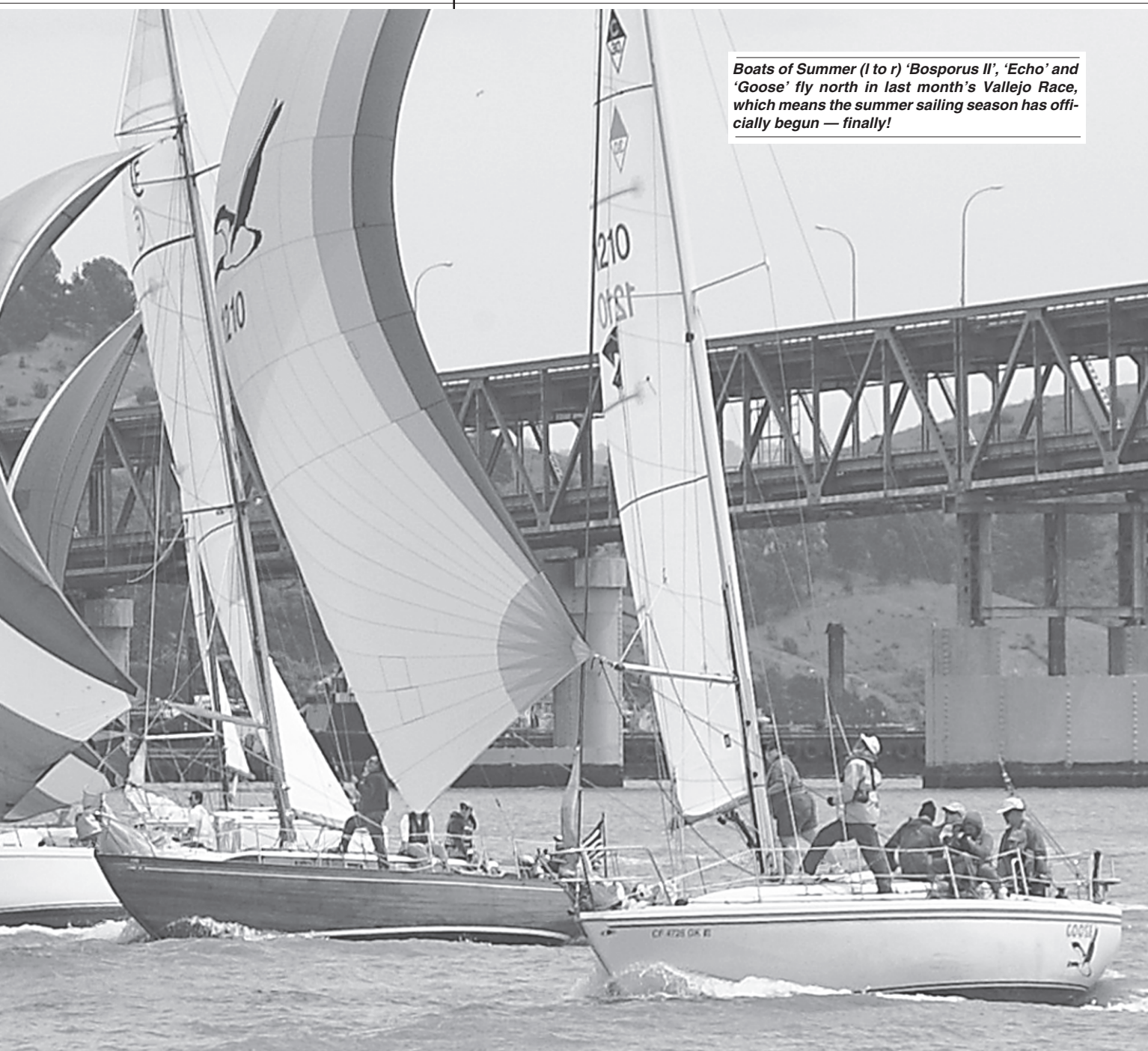
fast forward — cont'd

I dropped to the lifeline below, just kissing the water near the bow pulpit. Waves occasionally swirled around the bow and dragged at my boots and legs. Once there, I was frustrated to discover I couldn't cut through either the high-tech synthetic sheet or the nearly new 1.5-oz sail cloth.

Then it hit me — I hadn't tried the engine yet! The engine started, but the boat was heeled over so far that the folding propeller wouldn't bite. I ran the engine until I observed no cooling water was coming out of the exhaust, probably also due to the excessive heel of the boat.

I was pretty much out of options at this point. I had been working over an hour and issued my *mayday* call to the Coast Guard at 1655.

Boats of Summer (l to r) 'Bosporus II', 'Echo' and 'Goose' fly north in last month's Vallejo Race, which means the summer sailing season has officially begun — finally!



SIGHTINGS

fast forward — cont'd

They responded immediately and took my information, including the GPS position. They told me that a rescue vessel would be on its way. I responded that I would continue to deal with my situation.

Struggling along the high side to the bow, I deployed my Fortress anchor with 40 feet of 3/8-inch chain and 150 feet of 5/8-inch nylon rode. The depth sounder indicated approximately 56 feet. I was still west of the North Bonita Channel. The anchor streamed out to windward and behind me with no effect at stopping the boat.

When the Coast Guard vessel arrived at 1710, I pointed out the anchor line on my windward side. They stayed well clear and instructed me to cut it. I asked if they could pull either my stern or bow into the wind. They responded that they would not. I went below and got another knife and proceeded back to the bow. As I held the knife to the line, I called one more time on my handheld radio — should I cut the

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seeing

view of all of North America to where you can pick out your home. From the North America start, all you have to do is type in "15 Locust, Mill Valley, California, USA", and you'll instantly be able to make out the *Latitude 38* office. It's a mind-bender. It's not in real time, but that's probably only a matter of, excuse the pun, time. The miraculous thing about it is that you can move around so quickly using your cursor. Even zoomed in fairly close, you can scroll your way right up the coast.

While these satellite views are very helpful, we think Kramer is right, they are certainly no substitute for charts. Well, it

Sad end to a good boat — the last mortal remains of 'Fast Forward' get hoisted onto a flatbed truck.



— cont'd

depends on what kind of charts we're talking about. For example, this Google feature is a terrific way to double-check the accuracy of some charts in cruising guides. For example, pull out all your cruising guides to Mexico, go to the page with the San Juanico chartlet, and compare it to the satellite image from Google. You'll quickly see that some cruising guides really mean it when they say their charts shouldn't be used for navigation.

We also got a kick out of looking at the satellite views of Ha-Ha stops at Turtle Bay, Bahia Santa Maria, and Cabo. The

continued middle of next sightings page

fast forward — cont'd

line? When the crew put their hands across their throats, the answer was clear. I cut the anchor line away. At that point, I knew the boat was going to slam into the rocks.

By this time, the boat had drifted across the North Bonita Channel and, according to the Coast Guard, was traveling at about 8 knots toward shore. They advised me that I needed to abandon the boat immediately and to jump into the water. I went below and looked around. What do you grab? It must be like a fire in your house — you just get out. I grabbed my wallet, climbed back on deck and made my way to the stern rail and over the lifelines. When I looked down into the water, I could see the rudder, almost horizontal, just below the surface.

I jumped clear of the rudder. I was wearing full foul weather gear and seaboots, along with polypropylene underwear, top and bottom. The water came in much like when wearing a wet suit, cold but not really. I went completely underwater. Once back on the surface, I pulled the ripcord on my inflatable life vest and harness and began to swim toward the Coast Guard vessel. It was only 50 feet away to windward of me, and they maneuvered closer. Ten feet away, two crewmen tossed a lifering and pulled me the rest of the way. With a swift combined pull of the crewmen and some kicking of my own, I was hauled into the Coast Guard boat at 1716. Total time in the water was only a few minutes.

When I turned around to look, the boat was fast approaching land. At my last sight of her, she was drifting to the south toward a pile of rocks at the south end of a small rocky beach. I thought she would go ashore there. The tide was still rising and the waves breaking on shore appeared to be 3 to 5 feet high. The Coast Guard vessel turned and we proceeded back to their dock at Coast Guard Station Golden Gate at the north end of the Golden Gate Bridge, arriving at 1735.

The Coast Guard was very professional and efficient from their first radio contact. They treated me with great respect and sincere concern for my well-being, even after I was safely ashore. I called Carol, who was standing by at the finish line at the Golden Gate YC. She knew something had gone wrong when I didn't finish in the order expected.

At the skippers' meeting the Wednesday before the race, I had been part of a panel of skippers who talk about the race. I spoke about preparation and safety. How many articles and photos have I seen with boats smashed on the rocks or lying on their side on a reef or beach? Now it was my turn.

After Carol arrived at the Coast Guard station, we immediately began to make telephone calls to diving and towing companies. Darkness was two or three hours away and the tide was still rising. My hope was that we might get lucky and be able to snag the boat before she went ashore. But it was a Saturday, and we either got a busy signal, or a firm without a vessel large enough to help. A call to Vessel Assist finally secured a boat to go out from Alameda to survey the situation. Time passed slowly while we waited for word. Finally it came: the boat was on the rocks, and they could provide no further assistance.

Before we left the Coast Guard station, an official confirmed the grounding with a digital photo. *Fast Forward* was on her side in a small cove near the Point Bonita lighthouse. Our hearts sank. There had been a small window of opportunity when the boat was working its own way down the rocky coast. That window was now clearly shut. As it was by now dark, we felt there was nothing more we could do and went home.

Finally home, but still gnawing on the problem, we called John McKean, a sailing friend and tugboat operator. John called the San Francisco Marine Exchange to get in touch with Parker Diving. Terry Politi responded in quick order. The number we had been given earlier for Parker was wrong! He'd had a crew and boat that afternoon! Oh, the anguish!

Sunday morning, my wife and I drove to Point Bonita Lighthouse National Park. John and Terry had contacted the park rangers before we arrived, and they all met us. John Sherman and Robert Mitsuyasu led us through the locked door at the tunnel and along the path to the

continued on outside column of next sightings page



MICHAEL ROSSKOPF

SIGHTINGS

fast forward — cont'd

Lighthouse. The first look down was stunning. The boat lay on her port side in the tight cove, directly beneath the pathway and bridge to the lighthouse. Sheer rock walls and the ocean waves lapping at the keel bulb meant we couldn't get down to her. The boat appeared to be mostly intact except for the missing rudder and a small hole in the port gunwale at the cockpit area. Even the mast seemed undamaged. I held out hope that maybe we could still wait for a high tide and pull *Fast Forward* off the rocks.

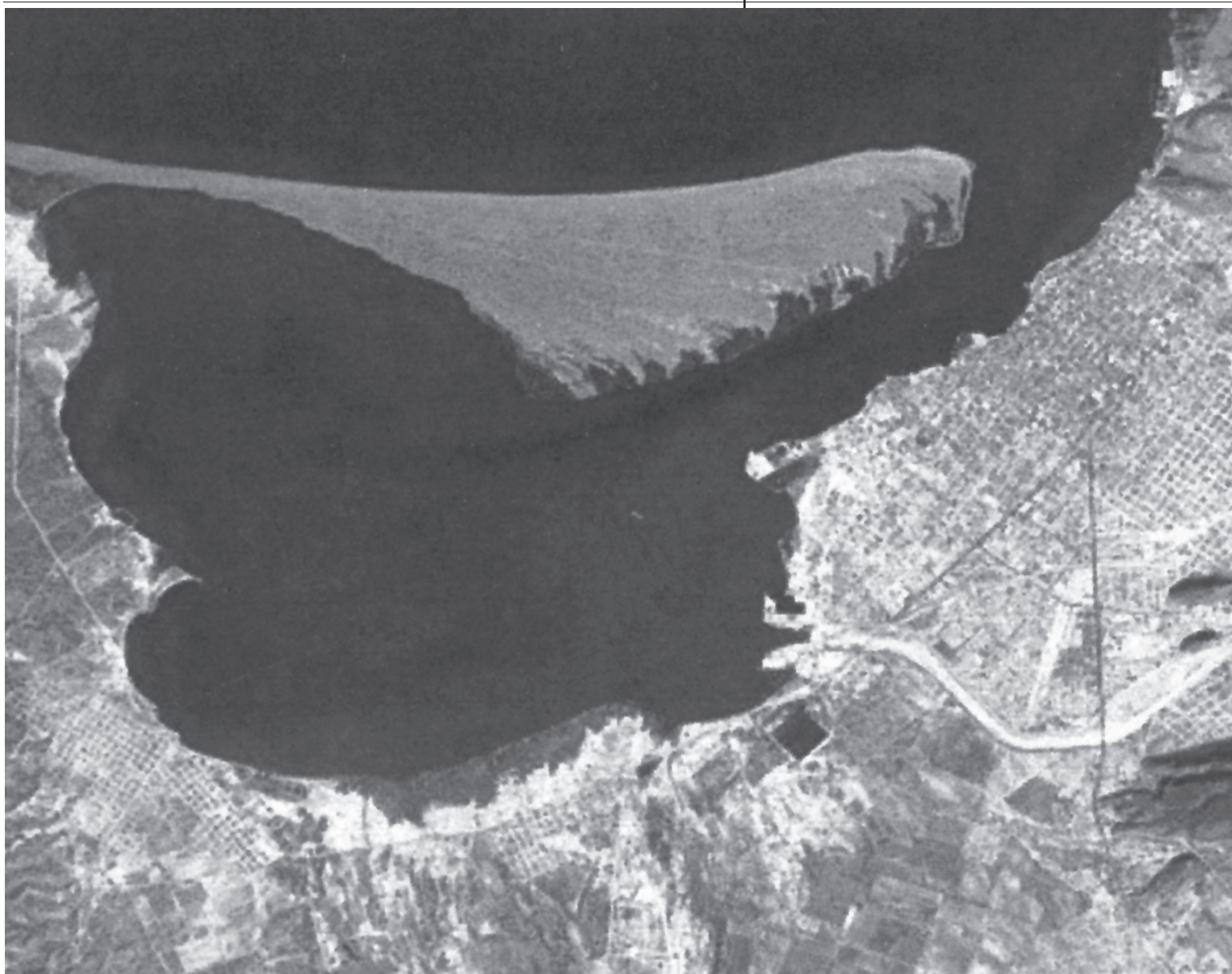
We discussed recovery methods. It would be hazardous from the water — if the hidden rocks, breaking waves and surge weren't bad enough, there was a forecast for more bad weather. Terry thought the safest approach would be from the air. Discussion of helicopter payload capacities and availability — and of cutting her up into small pieces — began. In the end, Terry concluded the boat would be a total loss, if she wasn't already, by the time a recovery could be performed. Carol and I couldn't take that in; surely we'd just float her off the rocks and, with a little repair, have her ready for the new race season. But it was Sunday, and nothing more was going to happen until the insur-

continued on outside column of next sightings page

seeing

overview of the entrances to the former two were particularly helpful. The surprising thing is that this satellite feature is so fast. In a matter of 10 minutes, we 'stopped' at every significant anchorage in all of Mexico, from Ensenada to Cabo. Then, in less than a minute, we visited our old haunts at St. Barth, Antigua and the Panama Canal. After that, we zipped up to New York City, Newport and Block Island. We were disappointed in Europe, however, as the resolution is still poor. Well, until tomorrow.

One can only imagine how this will be improved in the next few years. It would not surprise us in the least, for example, to learn that a couple of years from now, you'd be able to zoom in on your boat in the middle of the ocean.



— cont'd

The one caution is that the aerial views seem to cast a cold analytical 'eye' on these spots. They are much more warm and inviting from lower down. But check it out — it's free — and you'll love it.

fast forward — cont'd

ance company was available on Monday.

The insurance company assigned a claims representative who called a local surveyor, Dana Teicheira, to act as their representative. Dana met us at the lighthouse the next morning. The boat had now gone further up on the rocks and was against the bottom of the rock bluff.

The mast was bent about three feet. The aft port corner of the boat was impaled on a large rock and further damage was visible. It was evident that it wouldn't be long before the ocean would simply break the boat up into big red splinters and scatter the remains up and down the coast of California. With that thought in mind, we, Dana, the insurance company and the Park Service wanted *Fast Forward* removed as soon as possible. With time and the tides working against us, we set up the recovery for the next weekend. Unfortunately, Parker Diving was pre-scheduled for salvage work on the north coast. Ultimately, Global Inshore out of Rio Vista would perform the removal. Kevin Pehle suggested a large-capacity helicopter to lift the boat out in one piece.

The following Saturday, the recovery crew went in by rubber inflatable boat to stabilize the rigging. They cut the mast off above deck level and secured it and the boom on top of the boat using our Anderson winches and miles of high-strength lines. Lifting slings were test fitted and runners left in place for the next day. As they made their way off the beach, it became clear why recovery by water was to be avoided. With the tide coming in rapidly and waves building, their rubber boat was nearly flipped over several times. On shore, the crew reported gaping holes and general destruction along the port side.

Sunday morning, April 24, the Skycrane helicopter, hired by Global Inshore from a southern California company, arrived over the park and waited for the recovery crew to rig the lifting slings around the hull. When ready, the helicopter lifted off and only 10 minutes later appeared over the bluffs with a forlorn boat hanging beneath it. At one point, the fog and clouds hung so low that the helicopter was invisible, and for a few moments the boat seemed to be floating through the sky on her own.

When the helicopter brought the boat to the landing area, we saw the full extent of the beating she had taken. The entire port side was ripped open from the stern to the chain plates. Gusty winds forced the helicopter to quickly lay the boat over on her side and depart. The entire helicopter saga was over in minutes.

For the first time since jumping into the ocean I could actually touch my boat again. The damage was overwhelming. A large can opener and a sledgehammer couldn't have done more damage. I crawled inside the boat and started to recover personal belongings. The navigation station on the damaged side was broken apart. I could stand on the ground where the station had once been. Bulkheads had pulled free from the hull. By contrast, there was little damage to the starboard side, and most of the equipment was still in place. The sea had done its surgical job of plucking objects out of the boat with each in and out rush of the waves. We filled the family vehicle with stuff. What do you do with all of this aftermath? The engine, winches, instruments, remains of sails, and fixed equipment all remained behind with the hulk.

Global Inshore returned on Monday with a mobile crane, a truck and a crew from Lee Boat Hauling. The haulers spent half a day loading *Fast Forward* onto the trailer. It wasn't until the keel fin was cut in two that I finally absorbed that the boat was really gone. The insurance

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The resolution on Google's new satellite photo site is incredible. Spread, La Paz. Above, Pier 39 — you can even see the seals!



SIGHTINGS

fast forward — cont'd

ance company and surveyor had long since declared it a constructive total loss. The boat passed through the Marin Headlands tunnel and was hauled off to Global Inshore's yard. What we have left is memories of a fun, red boat, some new life experiences, and a few lessons learned. Some big ones:

— After much thought, we still don't know what more could have been done about the spinnaker. One suggestion that's come up is to have used a flare gun to ignite it. I don't know if this would have worked, but what a sight that would have been!

— Salvage contracts are usually time and materials. Don't sign any contracts for salvage without the insurance company involved. Neither Parker nor Global Inshore pressed us, but that's not to say others wouldn't.

— Two numbers to have handy in a similar situation are for the San Francisco Marine Exchange and Parker Diving Services. The Marine Exchange is always available and has contacts (including after-hours) for all services available in the local marine industry. Parker was recommended to us over and over again; they have equipment large enough to handle big boats that the smaller companies don't readily have.

Carol and I can't begin to express our appreciation and indebtedness to all who helped us through this ordeal. Everyone was incredibly helpful and concerned. I would especially like to thank the crew of the Coast Guard Station Golden Gate Motor Lifeboat *MLB 47245*. And thanks to all our sailing friends and competitors who have expressed their condolences and relief at my safe return.

That Saturday afternoon, after the recovery crew had rigged the boat for lifting and we had all left the park, my wife suggested that we go look at boats, sort of a 'back in the saddle' approach. So we spent the afternoon walking the docks. None measured up to *Fast Forward*, but I know there's one out there whose helm will feel right to my hand.

— dan benjamin

long time coming — launch of the frank edmund

Irving and Electra Johnson fired the imaginations of countless young people with their stories of travel and adventure aboard their famous brigantine, *Yankee*. One was Leland Parsons, whose dream to build his own boat and sail around the world was born in 1957 when, at age 17, he saw *Yankee* sail into Gloucester Harbor. It took awhile longer than he planned, but Parsons, now 65, realized that dream early last month with the launch of the 65-ft LOA schooner *Frank Edmund* in Mission Bay, San Diego.

The design for the *Frank Edmund* was inspired by the gaff-rigged schooners still fishing out of Gloucester when Leland was growing up. Wanting a boat big enough to have all the comforts of home — and big enough to take along his wife Cecily and his ever-growing family — Leland decided a schooner around 50 feet would fit the bill. When he was in his 30s, he carved a half-hull model with the hull shape he wanted and spent a couple of years visiting various boatyards and boatbuilders to find someone to draw the plans. When Leland met William Davidson he knew he'd found the right guy. Davidson had no formal training as a naval architect, but Leland actually considered that a plus: "He was self-taught like me." Davidson's plans produced a boat 54 feet on deck and 65 feet overall. She's got a beam of 16 feet and displaces 56,000 pounds. A 75-hp Ford Lehman engine provides auxiliary power. The sail plan provides for a 54-ft mainmast and 47-ft foremast, which together carry about 2,400 square feet of sail.

Originally thinking he would build the boat using the traditional plank-on-frame method, Leland changed his mind when he observed some commercial fishing boats being built using cold molded construction. He decided that was how he would build his, too. Having worked

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STEVE AREHART

Above, Leland and Cecily Parsons. Spread, after 29 years, 'Frank Edmund' finally splashes down.



info on *seminole*

If they ever start canonizing those saintly folks who rescue and restore classic yachts, our nomination for the first conclave is Elizabeth Meyer. Among the many derelicts she's brought back to splendid life is the magnificent J Class yacht *Endeavour*. Meyer sold that 130-footer a few years ago, but continues 'missionary' work on lost and forgotten boats. She emailed recently to say that temptation came calling again a few years ago

continued middle of next sightings page

frank edmund — cont'd

in boatyards as a teenager, Leland knew a boat of *Frank Edmund's* size typically took a professional crew eight or nine months to build. "I figured doing it mostly alone, it would take about five years," he recalls.

Construction began in 1976.

Leland set up shop in his backyard in Poway, about 20 miles north of San Diego, and started on two identical yachts. (The second hull was for friends Michael and Norma Oliver. The deal was that the Olivers would provide the materials and the Parsons would supply the labor. The Olivers later sold their hull, and it now sits in another backyard in Alabama.) Building progressed quickly at first. Both hulls were com-

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STEVE AREHART

SIGHTINGS

frank edmund — cont'd

pleted and turned upright in a little over a year. After that, Leland admits that large chunks of time went by without significant progress.

"There has to be a balance between dream and family," Leland notes. The balance wasn't always easy to find — in addition to his full-time construction business, Leland and Cecily raised eight children.

"Blend the dream and the family," Cecily advised. Eventually, as they got older, the five girls and three boys all took part in the building of the boat. Two neighborhood kids, Bob and Don Mancini, also spent many hours in the Parsons' backyard helping any way they could. Under Leland's tutelage they became professional carpenters themselves and still work in the construction business today. "Go out and bang your head on the boat awhile" became a family mantra when someone was having a bad day.

As the five-year estimate came and went, Leland realized the project was going to take longer, much longer. By then, the boat was something of a neighborhood landmark and Leland had become 'Noah' to the neighborhood kids.

A windfall from a business partnership in 1989 had Leland hopeful he could have the boat professionally finished. He even moved it to a San Diego boatyard. When the deal fell through, the Parsons moved the boat back to the backyard. To add insult to injury, \$5,000 worth of equipment was stolen off the boat while it was in the boatyard. Cecily recalls this as the most difficult time of the project.

Leland persevered. And last month, his persistence paid off. To the cheers of his now-grown children and many neighbors, the *Frank*

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seminole — cont'd

when friends told her about a rundown 1916 George Lawley gaff yawl that was being auctioned off in Oceanside. Sight unseen, she put a bid in and won the boat — for \$1! Trucked to Steve White's Brooklin, Maine, boatyard, *Seminole* recently emerged from a two-year restoration and was relaunched on May 28.

"Now I want more information on her history," writes Meyer.

Seminole's dimensions are: LOA — 60', LOD — 46' 4", LWL — 33', Beam — 13', Draft — 4' 10" (board up). She is a gaff yawl with a bowsprit and boomkin, and has no topmasts. Her known owners are: Julian Harris (1916-1920, Detroit), Elisha Cooper (1921-1927, Essex and Lyme, Connecticut), T. Dwight Partridge (1928-1934, Los Angeles), Arthur Westmark (1935-1942, Los Angeles) — large gap, and then — Timothy Rhodes (1983?-1996, Oceanside), and Elizabeth Meyer (1996-present, Newport, RI).

If you can fill in any gaps in *Seminole's* history, including former owners, voyages and so on, email them to mjw@jclass.com.



frank edmund — cont'd

Edmund was finally lowered into the water in Mission Bay on Monday, May 2. Named after Cecily's father, Frank Edmund Garretson (who, at 87, was also on hand for the launching), the boat was recently appraised at just under \$3 million. The Parsons figure they probably have about \$300,000 invested in the project. Well, not counting labor.

Leland hopes to sail the *Frank Edmund* for the first time this month. Then it's seatrials over the next several months and — if all goes as planned — heading south in late October. Next year, Leland would like to sail the boat into his old hometown of Gloucester just like *Yankee* did all those years ago. "We'll sail up the river at high tide and tie right up to the dock behind the house," he says.

Sometime after that, the Parsons will set off on a five-year cruise around the world.

— steve arehart

For more on the *Frank Edmund*, including the possibility of going along for part of the trip, go to www.schoonervoyage.com.

america's cup entries close

The next America's Cup is now two years away and counting. And the final deadline for entering occurred on April 19. Despite naysayers who predicted few syndicates would emerge to challenge the two deep-pocketed powerhouses, *Alinghi* and *BMW Oracle*, there are now 11 teams from 8 countries officially vying for sailing's oldest prize. That's pretty average — up from 9 teams from 6 countries in the 2003 series (in New

Zealand), par with the 11 syndicates from 7 nations in 2000 (also New Zealand), and also up from the 7 teams from 5 countries in 1995 (San Diego — where there were also three American teams in a Defender series).

The 11 teams for '07 are notable in several respects, perhaps the foremost of which is that Dennis Conner is not among them. As far as we can recall, this may be the first America's Cup in which Conner, who will turn 63 this year, has not participated since 1974. Also not among them, the *Sausalito Challenge*. The fledgling local effort — which made news last year by putting a title sponsorship package up for auction on *eBay* — was able to find lots of supporters, but not the crucial title sponsor.

Secondly, AC 32 will be noted for first-ever entries from the countries of Germany, China and South Africa. And in a bit of role reversal, there are three Italian teams this time, but — for the first time in a long, long time — only one U.S. entry.

Thirdly, there will be a lot of familiar faces when the Cup wars start up next year with the Louis Vuitton Challenger Trials. Here's a look at each of the syndicates in the order in which they entered, some of the 'usual suspects' — with particular note of Bay Area personnel — who will be sailing with them, and the pertinent website, if there is one yet.

BMW Oracle (USA) — Even at this early stage, it would be hard to argue that Larry Ellison's powerhouse *BMW Oracle* team has the best chance of any team to bring the Auld Mug back to American shores — and San Francisco shores, at that: *BMW Oracle's* yacht club of record is our very own Golden Gate YC. Formed

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Below (l to r), 'K-Challenge', 'Le Defi' and 'Emirates Team New Zealand' in one of the fleet racing 'Acts' leading up to the next Cup. 'Le Defi' and all its boats and equipment have now become 'China Team.' Above, artist's rendering of 'United Internet Team Germany's Version 5 boat.

SIGHTINGS

america's cup — cont'd

in 2000, this syndicate showed very strongly in New Zealand in 2003, beaten only in the Challenger finals by *Alinghi*, which went on to wrest the Cup from *Team New Zealand*. Chris Dickson, who has skippered Ellison's big boats for more than a decade, is back as team leader. Also aboard will be Gavin Brady and the Bay Area's John Kostecki. (www.bmworacleracing.com)

Team Shosholoza (South Africa) — Sounding a bit more like a Sesame Street character, the South African Challenge will be all business when it comes to sailing off Valencia. Founded by Salvatore Sarno, chairman of a Durban-based shipping company, the team is proudly culling sailing talent from its local waters. These include helmsman Ian Ainslie and skipper Geoff Meek, both of whom have compiled enviable records in the international sailing arena. On May 20, *Team Shosholoza* (the name comes from a South African work song and means 'go forward') became the first syndicate to launch and sail one of the new 'Version 5' IACC yachts. (www.sachallenge.com)

Emirates Team New Zealand (New Zealand) — After the devastating and embarrassing loss of the America's Cup in 2003 in their home waters, the New Zealand team is back with a whole new pool of talent led by Grant Dalton, who is to Kiwi sailing what George Patton was to the American 3rd Army. Skipper Dean Barker is back, no longer the moody youngster who crumbled in the '03 defense. Barker has been upstaging even his old mentor and nemesis Russell Coutts in recent events like the Congressional Cup. In short, there there seems to be enough black magic left that *ETNZ* may have a shot at bringing the auld mug down under — again. (www.emiratesteamnz.com)

Luna Rossa Challenge (Italy) — Skipper Fernando de Angelis, mercenary syndicate head Patrizio Bertelli and the classy silver-and-red boats of the Prada fashion empire are back for their third straight Cup challenge. And that in itself is worth pondering. In 2000, you may recall that this team won the Challenger competition, only to be shut down by *Team New Zealand* five-zip. Last time, they didn't even make the finals. But with the addition of former Aussie skipper James Spithill and American *wunderkind* Charlie McKee to the afterguard, and some battle-tempered experience in their corner, and the fact that they were the first team to set up their base in Valencia, the third time may indeed prove charming for this team. (www.lunarossachallenge.com)

K-Challenge (France) — The K-Challenge was launched before the last America's Cup with a grand plan to study that event and acquire some good boats before committing to this Cup. That they have done, including securing *Team New Zealand's* winning boats, intellectual property and technology from their triumphant 2000 campaign. They have also secured the talents of seasoned America's Cup skipper and Olympic gold medalist Thierry Peponnet as primary helmsman, and the Bay Area's Dawn Riley as General Manager. Dawn remains the only woman ever to have run an America's Cup campaign (*America True* in 1995),

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volunteer and

It's one of those weird fall-through-the-cracks things that drive magazine editors to drink: an event that happens at absolutely the worst time in the publishing cycle — too late to cover and too early to preview. That's happening with the Master Mariners Regatta, which will occur on Saturday, May 28 — a week after we go to press and a day after this issue hits the streets. That makes it too late to cover and too early to preview. Look for our usual multi-page photo celebration of this colorful event in our July issue.

In the meantime, we're dropping back to punt with quick profiles of a couple of neat wooden boat projects. The first is a classic schooner coming up from Pillar Point for its first-ever Master Mariners. The second is a veteran Master Mariner which, while she's not quite ready to race again this year, has recently emerged from a breathtaking restoration.

The former is **Volunteer**, Ken Lundie's 60-ft (LOD) Edson Schock schooner. Built in 1935 at the Wilmington Boat Works in Southern California, she's about as traditional as you can get — verticle grain fir planks over 3-inch oak frames, Sitka spruce masts (the original ones are still in the boat) and teak decks. Per old school



the witch

building techniques, Ken notes that the fir planking was aged for 20 years before it was used in her construction.

As with any old boat, *Volunteer* (launched as *Zoe H*, after the first owner's wife) has had many owners and many adventures over the course of her 70 years. She has participated in four TransPacs starting in 1936, winning Class B in 1939. She also served as a Coastal Patrol boat during the war, sailing back and forth off Catalina looking for enemy subs. But perhaps her most intriguing role was that of ghost ship. . .

That tale begins in the '70s when her then-owner, an airline pilot, was sailing her to Panama on the first stage of a planned around-the-world cruise. He made it as far as El Salvador, where he ran the boat aground on a sandbar. As the story goes, she was eventually washed over the bar into deeper water, but was so damaged that the pilot just abandoned her. For years it was thought she had sunk, but eventually word made it back to the States that a local official in El Salvador had salvaged the boat, patched her up and renamed her *Tradicion*. One of the more rabid *Volunteer* fans flew down and

continued middle of next sightings page

america's cup — cont'd

and the only woman to have sailed on a winning America's Cup team (*America³* in 1992). (www.k-challenge.com)

Victory Challenge (Sweden) — This is the second campaign by Hugo Stenbeck's *Victory Challenge*, and Sweden's fifth attempt at bringing the Cup to Scandinavia. About two-thirds of the '03 team will be back, including skipper Magnus Holmberg, and the team has kept their skills and development sharp by refining their two '03 boats. One of those, SWE 63, has been rebuilt to Version 5 specs and was due to arrive in Valencia last month. The team will also build two new Version 5 boats, designed by German Frers, before 2007.

Desafio Espanol (Spain) — 2007 marks the fourth time Spain has competed in the Cup wars (the only one they sat out since 1992 was the last one), and like a good cabernet from the Iberian peninsula, they seem to get better with age at every appearance. This time around, *Desafio Espanol* is already sailing boats obtained from Seattle's 2003 *OneWorld* campaign, and *America True's* 2000 boat, and their new boats will be designed by the San Diego firm of Reichel and Pugh, who have been on a winning roll for about a decade now. (In a bit of early controversy, the Bay Area's Phil Kaiko was disallowed from being on the design team.) Homecourt advantage — the Valencia site is right in the Spanish Sailing Federation's backyard — can't hurt, either.

Mascalzone Latino Capitalia Team (Italy) — This is the second appearance of Italian shipping magnate Vincenzo Onorato's team, which scored high on the likeability factor in the last Cup races, but at the bottom of the barrel performance-wise. Well, they aren't the newbies anymore. Partnering with Capitalia, Italy's fourth largest banking group, they have acquired trial horses USA 66 and 77 from Dennis Conner's 2003 *Stars & Stripes* team, and talented Kiwi Hamish Pepper to supplement the almost-all-Italian crew. Harry Dunning, senior designer for

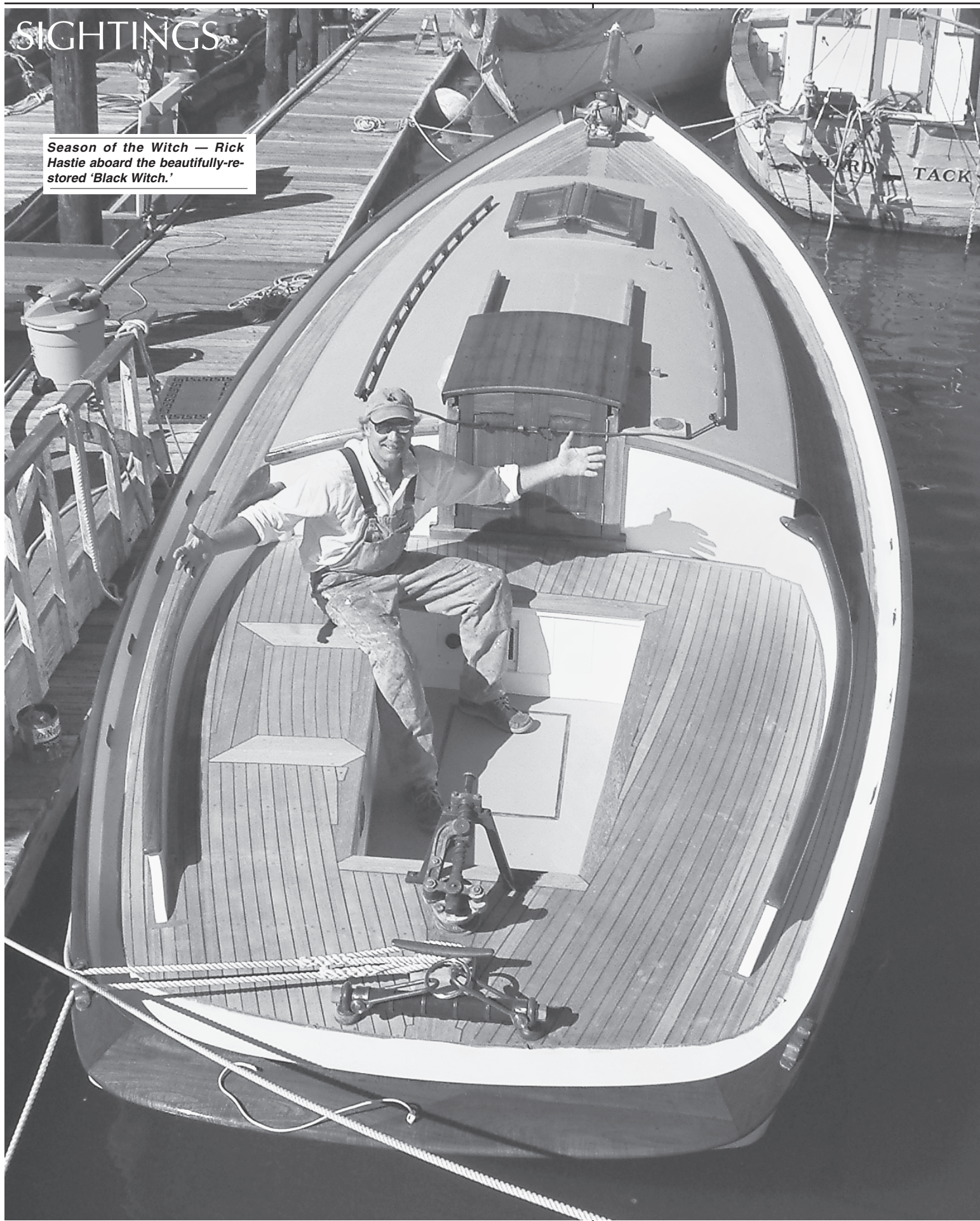
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Above, Ken Lundie. Spread, 'Volunteer' sails into the Bay for the second time — in 66 years.

SIGHTINGS

Season of the Witch — Rick Hastie aboard the beautifully-restored 'Black Witch.'



volunteer and witch — cont'd

confirmed the 'ghost ship' was indeed *Volunteer*. It took him two years to convince the guy to sell, and three more years before he could leave the country because officials thought he was trying to use her to run guns.

Within days of her arrival back in Marina Del Rey, a scout from Universal Studios spotted the ragged-looking boat and felt she'd be ideal as a 'prop' in a new TV series about a big city coroner. For the next seven years, *Volunteer* was home base for Jack Klugman's character in the weekly *Quincy* series. But that's another story.

Lundie, a 30-year veteran of the San Francisco Fire Department, acquired the boat 11 months ago and keeps her in Pillar Point. He's been a big fan and spectator of the Master Mariners Regatta for years and is really looking forward to finally taking part. Although he admits he's a novice sailor, he's looking to the boat's captain, veteran shipwright Tim McDonald, to assemble a crew and teach him the ropes. Also on board for the regatta will be Kimberly Clark. The remaining crew spots had not been filled at this writing.

This is actually *Volunteer's* second trip to San Francisco Bay, by the way. She was here 66 years ago for the start of that 1939 TransPac — the race in which she won her class. It was the only TransPac that ever started from San Francisco Bay, moved here from Los Angeles as part of the 1939 World's Fair festivities.

The other great local wooden boat news is that Rick Hastie's *Black Witch* is back in the water after an extensive year-and-a-half rebuild that has the boat looking probably better than she did when she was launched — also at Wilmington Boat Works in San Pedro — in 1949. A partial list of 'to do's' completed on the 32-ft Ralph Winslow gaff sloop include the sistering of 38 frames; all new deck beams, subdeck and teak deck; new bulwarks, cockpit combings and caprails; new planking from the waterline up; a new rudder — and even a brand new engine!

Rick is a devout wooden boat guy. He's appeared in these pages a number of times starting almost 20 years ago when he found the never-completed Bear Boat *Calafia* in a warehouse and finished her off. His next boat was the lovely 50-ft Nunes Brothers ketch *Martin Eden*, which also went through an extensive rebuild. But *Black Witch* may be his prettiest project so far.

Shipwright Dan Jones gets most of the credit for the extensive rebuild work on the boat, says Hastie. Ross Sommer did

continued middle of next sightings page

america's cup — cont'd

Reichel/Pugh, will design the boats and Flavio Favini will return to steer them. (www.mascalzonelatino.com)

United Internet Team Germany (Germany) — One of the last syndicates to enter before the April 29 deadline, *UIT* is the first German team ever to sail in the America's Cup. Coming in so late at this level of the game does not bode well for their first foray into the Cup wars, but the appointment of Danish skipper Jesper Bank, an Olympic Gold medalist and previous America's Cup skipper (with the 2003 Swedish team) should shortcut some of the growing pains. (www.united-internet-germany.de)

China Team (China) — The entry of a team from China is another first in the 154-year history of the America's Cup. Something of a last-minute deal, Chinese venture capitalist Chaoyong Wang apparently bought cash-strapped French syndicate *Le Defi* lock, stock and barrel. Much of the experienced team — which had boats in the last two challenger series — goes along with the deal, giving *China Team* a jumpstart both on and off the water. The team, under their flashy new yellow-and-red livery, was due to be sailing in Valencia at the end of last month. (www.china-team.org)

oceans in crisis — what can you do?

Sailors are a lucky breed. As we charge over the wavetops, driven by a fresh breeze with salty spray flying, our chosen sport enlivens our spirits, leaving us with the euphoric notion that all is right with the world. Sadly, though, all is not well with the watery world beneath the waterline. In fact, the clear message of several recent studies by both government and private-sector scientists is that our oceans — and, more specifically, our ocean fisheries — are in a dire state of crisis.

No longer seen as an inexhaustible resource, the oceans are unable to keep up with the ever-increasing demands for seafood from the world's burgeoning population. The proliferation of destructive 'industrialized' fishing techniques in recent decades, such as long-lining and bottom trawling, have radically accelerated the demise of key species of fish.

A Canadian university study released two years ago came to the astounding conclusion that 90% of all of the world's large ocean species, including cod, halibut, tuna and swordfish, have been fished out since large-scale fishing began 50 years ago — with most of the decline occurring in the past 20 years. As these prized species become depleted, industrialized fishing fleets turn their attention toward smaller, less desirable species, a practice that ocean scientists call "fishing down the food chain." These days, many popular fish products such as (mock) crab salad, fish sticks and fast food fish sandwiches are now made of pollock, formerly dubbed a 'junk fish.' Through an exhaustive 10-year analysis of fish count data, the Nova Scotian University's study found that it can take as little as 15 years to deplete 80% or more of any species once it becomes the target of the highly-sophisticated 'factory fleets'.

These dire proclamations mesh with the findings of two landmark reports focused on American fisheries — the first in 30 years — which were released during the last two years. The government-authored U.S. Commission on Ocean Policy report, published in 2004, echoed many of the findings and recommendations of the privately funded Pew Oceans Commission report (2003). Bottom line: the status quo just ain't workin'! Increases in pollution must be addressed, while fisheries management techniques must be revamped in order to avoid the collapse of ocean ecosystems and achieve 'sustainable' fisheries for the future.

Before you throw yourself overboard in disgust, though, we should tell you that there's good news too. While most of us have been oblivious to all this oceanic mayhem, coalitions of commercial and recreational fishermen, legislators, conservationists and concerned sailors have been pooling their energies and resources to address these epic

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SIGHTINGS

ocean in crisis — cont'd

challenges — and, we hope, find lasting solutions.

Last month, at an enlightening gathering hosted by West Marine founder Randy Repass and his wife Sally-Christine Rogers, we learned that there are proactive things that all of us can do to become part of the solution, rather than part of the problem. For example, guest speaker Sam Farr, a California 17th District Congressman, encourages all concerned citizens to actively support his cause: Farr has vowed to reintroduce this year the 'Oceans-21' legislation which he, as a member of the House Oceans Caucus, coauthored last year. Based on the recommendations of both the Pew Commission and the U.S. Commission on Ocean Policy reports, the proposed legislation's goal is to "force government to rethink how it approaches oceans." Incorporating newly acquired ocean data, "Oceans-21 establishes new national standards, implements ecosystem-based management, improves coordination among federal agencies regarding actions affecting the ocean, and promotes increased conservation, education, exploration, and research efforts." However, as Farr soberly points out, "Congress will not pass any significant oceans legislation without a groundswell of public opinion." Thus, he implores each of us to become ocean advocates by encouraging our congressional representatives to support oceans legisla-

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volunteer and

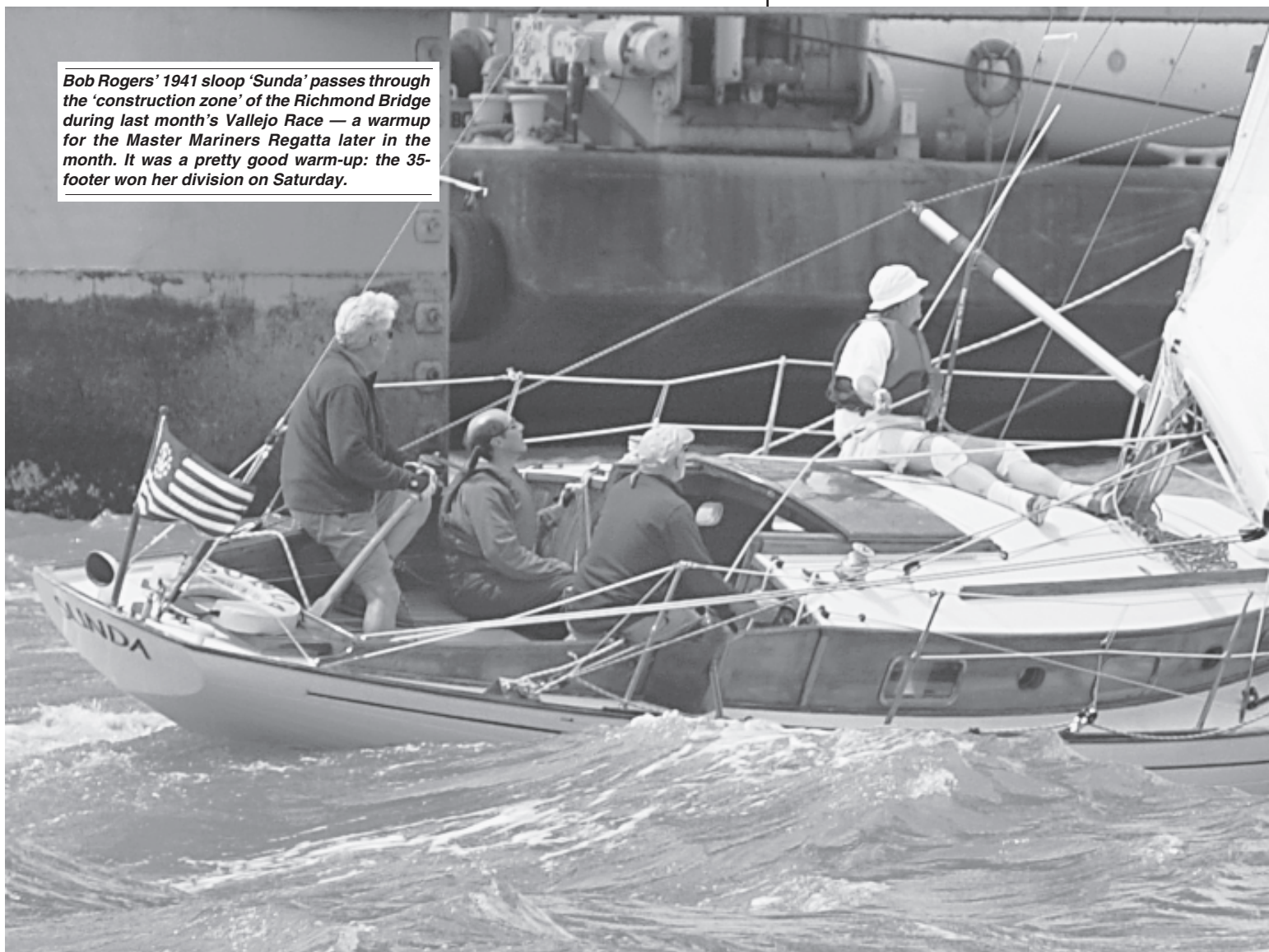
the replanking, and several other members of the tight-knit Sausalito wooden boatbuilding community, notably Harold Sommer and Peter Strieitman, also contributed work and ideas. Rick put in plenty of his own sweat equity, too, spending every weekend for the last year and a half — and more than a few weekday afternoons — working on the boat.

Black Witch splashed down the last week in April and Rick's finishing her off in the water. He'd originally hoped to have her ready for this year's Master Mariners Regatta — where she has been active since

tale of a

Surely you all heard or saw on TV the story of two teenagers who miraculously survived six days on a small sailboat with

Bob Rogers' 1941 sloop 'Sunda' passes through the 'construction zone' of the Richmond Bridge during last month's Vallejo Race — a warmup for the Master Mariners Regatta later in the month. It was a pretty good warm-up: the 35-footer won her division on Saturday.



witch — cont'd

1965 and has won her class numerous times — but, well, you know how this boatbuilding stuff goes. The rig should be back in the boat (the mast is one of the few remaining original pieces) by the time you read this. Rick still needs to rebuild the interior. Once she's all together, probably toward the end of the summer, he plans to take her down to Myron Spaulding's old shop — which is now the Spaulding Center for Wooden Boats (partially funded by the Master Mariners Foundation) — for a ceremonial, 'official' relaunch.

fateful trip

no food or water last month. To recap, 17-year-old Josh Long and his buddy, 15-

continued middle of next sightings page



ocean in crisis — cont'd

tion like Oceans 21 and the related Fisheries Reform Bill.

Oceana, an international conservation organization dedicated to protecting and restoring the world's oceans, is being actively supported by Repass and Rogers, who applaud its highly effective approaches to achieving positive change. At last month's gathering, key members of the organization discussed recent victories, such as successfully pressuring major cruise lines to install advanced wastewater treatment facilities and, through their lobbying efforts, achieving a prohibition of bottom trawling in vast areas of Alaska where unique species of cold water corals thrive. Two of the diverse campaigns that Oceana is currently conducting are: efforts to save endangered loggerhead sea turtles by pressuring longliners to adopt new turtle-friendly hooks, and efforts to force outdated, mercury-polluting chemical plants to upgrade to cleaner technologies. Repass and Rogers strongly encourage you to learn more about this worthwhile organization (see www.oceana.org).

Perhaps the simplest grassroots action that all of us can take to aid our ailing ocean ecosystems is to pick up a free wallet-sized *MiniGuide to Ocean Friendly Seafood* at any West Marine store (due to arrive by mid-June). With this guide, you'll quickly learn which varieties of seafood are fished or farmed by sustainable means, and which come to your table at a high environmental cost. Fear not, there are still plenty of eco-friendly choices for dinner, such as Alaska Salmon, Pacific Sole, shrimp farmed in the U.S., as well as Dungeness, King and Stone Crabs. Seafood to avoid due to habitat-destructive catching methods, environmentally unfriendly farming methods or a variety of other negative impacts include Atlantic Cod, Chilean Seabass (aka Patagonian Toothfish), Orange Roughy, farmed Atlantic Salmon and most imported shrimp.

To ask active sailors, such as *Latitude* readers, to be good stewards of the ocean environment would appear to be preaching to the choir. But we'd bet that even those of us who consider ourselves to be dyed-in-the-wool conservationists have a lot to learn about the fragility of the ocean realm, both locally and internationally. So why not accept the challenge to become better informed? As a group which derives great pleasure from the oceans, we sailors owe it to Mother Nature to help her heal her wounds.

battle of the elders

Two Japanese sailors at least tacitly known to Bay Area sailors are currently engaged in a 'non race' to become the oldest person to sail singlehandedly around the world, nonstop.

The first, and locally better known, is Kenichi Horie. Horie first came to note when, in 1962 at age 23, he became the first Japanese to solo-sail from Japan to San Francisco. (His crude 19-ft *Mermaid* is still on display at the Maritime Museum.) He has since made perhaps a half-dozen more Pacific passages, both east and west, aboard a series of oddball boats including in a 9-ft sailboat (SF-Japan, 1989), a boat powered by a bicycle frame attached to a propeller (Hawaii-Okinawa, 1992), and a catamaran whose hulls were made of beer kegs welded together (SF-Japan, 1999). Horie has also circumnavigated once, west-east, and has also circumnavigated North and South America. Now, at age 65, he is intent on becoming the oldest person to sail nonstop around the world.

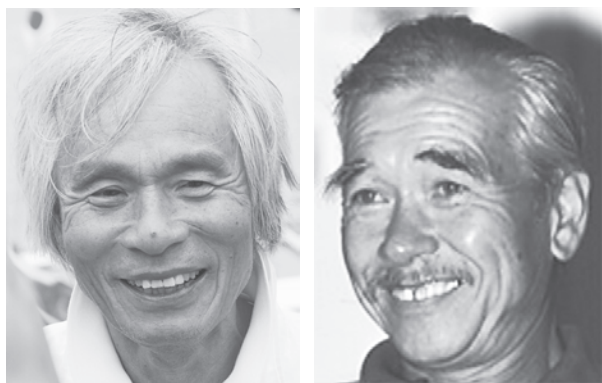
So is countryman Minoru Saito. Although Saito never enjoyed the celebrity status of Horie, who is a sailing legend in Japan, Saito-San is well-known in solo ocean-racing circles. In the '90s, he completed three consecutive BOC/Around Alone Races (solo round-the-world with stops) aboard the 50-ft Australian designed and built *Shuten Doji II*, and was well known among competitors for his cheery attitude and perseverance. At 65, he was also the oldest competitor in the 1998-1999

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SIGHTINGS

elders — cont'd

race. Although he did not sail in the last Around Alone (2002-2003), he sponsored a trophy for the Class II winner. And you've got to love a guy who names his boat *Shuten-Dohji* — "drunkard's son."



Kenichi Horie (left) and Minoru Saito.

Both Horie and Saito departed Japan last October, Horie on the 1st and Saito on the 16th. Horie is sailing a new 43-ft aluminum cutter named *Suntory Mermaid*, after both his original craft and his long-time sponsor. (Suntory, best known as Japan's largest brewery, is also involved in pharmaceuticals, restaurants and resort development.) The boat, designed by Japanese designer Ichiro Yokoyama — who drew the lines for at least one other of Horie's boats, as well as for the Japanese America's Cup boats — was purpose-built for this trip. Among Horie's continuing themes is the importance of recycling, so her sails and other 'plastic' parts are made of recycled plastic bottles. Horie's website is www.suntory-mermaid.com/english/mermaido.html.

Saito is as always sailing his faithful old Joe Adams-designed 50-footer, renamed *Challenge 7* for this passage. The name signifies both his seventh decade — he turns 71 this year — and his seventh circumnavigation (he sailed solo from Japan to each of the round-the-world race starts in Newport, Rhode Island, then sailed home eastward, effectively completing three additional circumnavigations.) You can follow his efforts at www.canal-wt.com/~Challenge-7/english/, or at the Tokyo Sail and Power Squadron website, www.tspjapan.org/Minoru_Saito.html.

At this writing, Horie and Saito were sailing only a few hundred miles apart past Tasmania on the homestretch back to Japan. Both sailors have endured storms, minor injuries and gear problems.

Neither Horie nor Saito are playing up the rivalry of their concurrent efforts. In fact, we couldn't find any mention either of them had made about the other at all. But in the end, it may work out to be a win-win situation for both of them. If Horie finishes first, he *will* be the oldest nonstop circumnavigator . . . until Saito comes in. If it's the other way around, Horie is a class act all the way and will certainly honor his elder countryman.

all aboard for ha-ha 12

Is the Baja Ha-Ha — the 750-mile cruiser's rally from San Diego to Cabo with stops at Turtle Bay and Bahia Santa Maria — on your sailing schedule this fall? If so, now is a good time to send in for your entry packet.

"We at the Ha-Ha have been following the wonderful changes in the clearing procedures in Mexico," reports Ha-Ha Honcho Lauren Spindler, "and believe they are going to make for the most pleasurable winter ever of cruising south of the border. And the changes seem to be having a positive effect on Ha-Ha entries. In the three weeks since announcing the event, we've gotten 82.5 requests — one arrived torn in half — for entry packets. That's quite a few."

The Ha-Ha — which runs from October 31 to November 11 this year

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fateful trip

year-old Troy Driscoll shoved off from Sullivan's Island, South Carolina on April 24 for some fun on their 15-ft sailboat. Then they disappeared. Despite a massive air and sea search, no one could find hide nor hair of them. Six days later, on May 1, off Cape Fear about 111 miles north of where they launched, the two boys were found and rescued by a fishing boat. Other than being sunburned and dehydrated, they were not much the worse



— cont'd

for wear. In numerous interviews with everyone from *Good Morning America* to *CNN*, they recounted their tale of gargling salt water, eating 'jelly balls' (a type of small jellyfish), licking drizzle off the deck, going for short swims to cool off and praying for rescue — all, of course, in the obligatory 'shark infested' waters. We were frustrated that no one asked the most obvious question: Why didn't they just sail

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ha-ha — cont'd

— is open to folks with boats 27 feet or longer that have been designed, built, and maintained for offshore sailing. The Ha-Ha welcomes monohulls, multihulls, and even motoryachts. There must be at least two people aboard each boat who have had overnight offshore experience. While there is a roll call and professional weather reports every morning, potential entries must understand that the Ha-Ha is not an offshore hand-holding service. Entry is only open to self-sufficient skippers and crew who otherwise would have sailed from San Diego to Cabo on their own.

"The weather along the Baja coast is generally relatively benign during

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Walk softly and . . . Just another day at the office for a bowman at the Antigua Classic Regatta. This is the spinnaker pole on the 151-ft schooner 'Windrose of Amsterdam.'



TIM WRIGHT/WWW.PHOTOACTION.COM

SIGHTINGS

ha-ha — cont'd

the Ha-Ha," says Ms. Spindler, "but we at the Ha-Ha want everybody to understand that they are potentially exposing themselves to the full fury of the Pacific Ocean. If anyone is looking for a genuine sailing adventure and is also willing to accept full responsibility for all the inherent risks, they may want to consider joining the Ha-Ha. For those who need a controlled environment and don't wish to be self-sufficient, the Ha-Ha recommends 'adventures' on a cruise ship."

Interested folks can get their Ha-Ha entry packs by sending a check for \$18, along with a 9x12-inch self-addressed envelope, to Baja Ha-Ha, Inc., 21 Apollo Road, Tiburon, CA 94920. The packets will be sent out the first week in June. The event itself costs \$299 — a small fraction of the cost of similar events — but entries get all kinds of swag and discounts from the likes of North Sails, the official sailmaker of the Ha-

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fateful trip

back to shore?

It finally came out several days later that Josh and Troy didn't *have* a sail. They were going fishing, so they left the rig for their JY/15 ashore and took just one paddle. At the time, small craft warnings were flying, and the breeze and current quickly swept them out to sea. The boys lost the fishing poles and the single paddle didn't do much. They tried to swim the boat back to shore once, but that didn't work, either. And so began the ordeal.

After the rescue, the tears of joy and the interviews, the finger pointing at the



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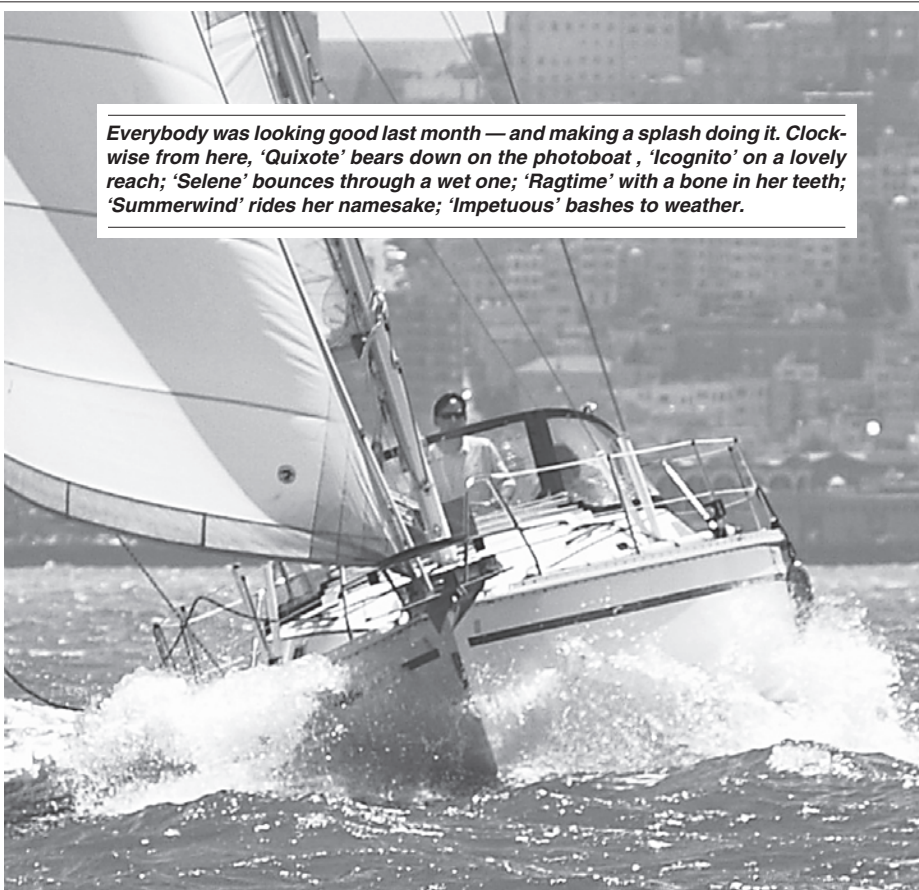
Coast Guard began. They were accused of ending their search (after 48 hours) too quickly, and for not looking farther north than they did. While these claims have some merit (apparently computer models indicated a more probable southerly drift), personally we think the majority of fingerpointing should be squarely at parents who would allow their unsupervised children to go out in questionable conditions with no lifejackets, no water, no food and no way to call for help — and not even be able to tell the Coast Guard where they launched from.

ha-ha — cont'd

Ha.

One good reason to get your paid entry in early is that the folks at Marina Cabo San Lucas traditionally save all their open berths for the Ha-Ha fleet, and then assign them based on the order folks have signed up for the Ha-Ha. So if you want to be pretty sure to get a berth in Cabo, you'll want to be among the first 25 to sign up, not the last 25.

While the Ha-Ha was founded and initially run by *Latitude 38*, for years now the event has been owned by a separate company with no overlapping ownership. In fact, *Latitude* pays a fee to the Ha-Ha for media rights. Nonetheless, the Wanderer, Banjo Andy, and Dona de Mallorca — who all happen to work at *Latitude* — will again be back to serve as the volunteer Grand Poobah, Assistant Poobah, and Chief of Security, respectively. "We wouldn't miss a Ha-Ha for anything!" they shout in unison.



VALLEJO RACE 2005



Two hundred thirty-four boats answered starting guns near the Berkeley Circle the morning of Saturday, April 30, for the annual 21.5-mile run to Vallejo. But that was just the start of the fun in what's become a Bay Area sailing tradition. That evening, there was a terrific dinner, a fantastic party and a fabulous video — followed as (almost) always by a Sunday race back to the main Bay. For sailors, the Vallejo Race weekend marks the end of a long winter and the official start of the summer sailing season.

The 105th running of this classic event was blessed this year with wind the whole way to Vallejo on Saturday. As usual, around the Richmond Bridge, the breeze did lighten up. But for once, it never died completely. Boats ghosted around construction barges (a few hooking keels or rudders on mooring cables) and past the refinery docks. Some hugged the shore so closely for current relief from the 4-knot ebb that they were practically scraping paint off the docked tankers. Once boats passed the Broth-

ers and entered San Pablo Bay, the sun broke through the haze and the breeze picked up for the stretch run to Vallejo.

First across the line again this year was Bill Erkelens, Sr.'s D-Class catamaran *Adrenaline*, which finished at 2:43 p.m. after a bit more than two hours on the course. The first monohull in was Robert Youngjohns' DK-46 *Zephyra*, which finished about 15 minutes later for an elapsed time of 3:51:16. Of special note, the largest one-design fleet were the Islander 36s, which put an amazing 18

— THE PASSING PARADE



boats on the course, 'out-fleeting' even the J/105s. Also notable, this year's Vallejo results did not count in HDA or one design fleets, which allowed the race committee to break the fleet up into an event-high 18 divisions.

The band Mumbo Gumbo supplied music for the party Saturday night. But the dancing couldn't begin until the big-screen TV in the main room got turned off. In another 'first' this year, VYC hired a professional video service (T2 Productions, www.t2p.tv) which filmed the race

'Mintaka' leads 'Marrakesh' (#3), 'Bald Eagles', 'Acabar' and 'Harp' on the charge north.

and delivered an edited version, complete with narration, by the time the party started Saturday afternoon. "It was very well received," says VYC race chairman Todd Mehserle. "We had several plasma screens set up around the club, but actually had to turn the one in the main dining room off so people would get off the dance floor!"

Sunday, May 1, dawned windless and for a while it looked like there might be a

repeat of last year, when the Sunday half of the race had to be cancelled due to no wind. Happily, a light breeze finally got going, and by the last start, all boats were sailing in sparkling sunshine and 10-15 knots for the 14.5-mile beat back to the finish line near the Richmond Bridge.

The big picture from this year's Vallejo Race? Same as it ever was — good sailing, a great party, warm weather and friendly people. It's the best way we can imagine to kick off a new season of sailboat racing. See you out there!

Vallejo action (clockwise from here) — Express 37 fleet grazes tankers off Richmond; bookin' north on 'Checkout'; nylon wrestling aboard 'Bandwidth'; 'Astra' in the groove; (left center), 'Crazy Jane' passes 'Sirius Voyager'; 'Zephyra' and 'Cipango' led the big-boat fleet; Kristen Lane steers 'Brick House' to a J/105 Division win on Saturday. All photos latitude/jr.





VALLEJO RACE 2005

UNOFFICIAL WEEKEND RESULTS

DIV. I (< 0) — 1) **City Lights**, SC 52, Tom Sanborn, 4 points; 2) **Cipango**, Andrews 56, Bob & Rob Barton, 7. (6 boats)

DIV. II (3-57) — 1) **Astra**, Farr 40, Mary Coleman, 4 points; 2) **El Ocaso**, J/120, Rick Wesslund, 5; 3) **Magic**, Tripp 40, John Rizzi, 10; 4) **White Fang**, Beneteau 40.7, Mark Howe, 12. (13 boats)

DIV. III (60-75) — 1) **Bodacious**, Farr One Ton, John Clauser/Bobbi Tosse, 3 points; 2) **Mistral**, Beneteau 36.7, Ed Durbin, 6; 3) **Serendipity 2**, Beneteau 36.7, Tom Bruce, 8; 4) **Sky High**, J/35, John West, 9. (16 boats)

DIV. IV (78-99) — 1) **Two Scoops**, Express 34, Chris Longaker, 4 points; 2) **Mintaka 4**, Farr 38, Gerry Brown, 5; 3) **Express Lane**, Express 34, Paul Tomita, 8; 4) **Razzberries**, Olson 34, Bruce & Lina Nesbit, 8. (11 boats)

DIV. V (102-120) — 1) **Dance Away**, Santana 35, Doug Storkovich, 5 points; 2) **Baleineau**, Olson 34, Charlie Brochard, 5; 3) **Tutto Bene**, Beneteau 38s5, Jack Vetter/Carly Hagle, 8; 4) **High Strung**, Custom Rodgers 31, Michael Hamilton, 9. 5) **Uno**, WylieCat 30, Steve Wanner, 12. (18 boats)

DIV. VI (123-144) — 1) **Silkye**, WylieCat 30, Steve Seal/John Skinner, 2 points; 2) **Shenanigans**, C&C 36, David Fiorito, 4; 3) **Truant**, Swan 38, Bolar/Lowe, 7. (8 boats)

DIV. VII (147-165) — 1) **El Gavilan**, Hawkfarm, Jocelyn Nash, 2 points; 2) **Kelika**, Hunter 33.5, Mike Weaver, 5; 3) **Mer Tranquille**, Jeanneau Sun Odyssey 34.2, Larry Moraes, 7. (12 boats)

DIV. VIII (168-198) — 1) **TMC Racing**, J/24, Michael Whitfield, 5 points; 2) **Chesapeake**, Merit 25, Jim Fair, 5; 3) **Antares**, Islander 30 Mk. II, Larry Telford, 8; 4) **Sunda**, Custom Seaborn 35, Bob Rogers, 10; 5) **Skipper's Gift**, J/24, David Guinther, 11. (17 boats)

DIV. IX (> 200) — 1) **Fandango**, Cal 2-27, Alan Weller/Tom Loughran, 4 points; 2) **Checkout**, Cal 2-27, Misha Orloff, 5; 3) **Crazy Jane**, Thunderbird, Doug Carroll, 7. (7 boats)

SPORTBOAT I (< 99) — 1) **Tinseltown Rebellion**, Melges 24, Cam Lewis, 2 points; 2) **Aqua Nut**, Melges 24, Peter Aschwanden/John Kirkman, 5; 3) **Sand Dollar**, Mumm 30, Eric Bauer, 9. (14 boats)

SPORTBOAT II (> 102) — 1) **Attitude Adjustment**, Express 27, Liga & Soren Hoy, 3 points; 2) **Xena**, Express 27, Mark Lowry, 8; 3) **Bobs**, Express 27, Mike Hearn, 9; 4) **Dianne**, Express 27, Steven Hodges/Steve Katzman, 11; 5) **Strega**, Express 27, Larry Levit, 11. (18 boats)

IOR WARHORSE — 1) **Samiko**, Serendipity 43, Dexter Bailey, 2 points; 2) **Great Fun**, Davidson 50, Stan Glaros, 4. (6 boats)

SF-30 FOOTERS — 1) **Shameless**, Capo 30 mod., George Ellison, 2 points; 2) **Abba-Zaba**, Tartan Ten, Charles Pick, 5. (5 boats)

MULTIHULL — 1) **Adrenaline**, D-Cat, Bill Erkelens, Sr., 3 points; 2) **Rocket 88**, D-Cat, Brendan Busch, 6; 3) **Beowulf V**, D-Cat, Susan & Alan O'Driscoll, 6. (7 boats)

ANTRIM 27 — 1) **Max**, Bryan Wade, 4 points; 2) **Always Friday**, John Liebenberg, 4. (4 boats)

EXPRESS 37 — 1) **Elan**, Bill Riess, 2 points; 2) **Golden Moon**, K. Richards/B. Bridge, 6. (5 boats)

ISLANDER 36 — 1) **Midnight Sun**, Peter Szasz, 3 points; 2) **Pilot**, James Robinson, 6; 3) **Tom Cat**, Barry Stompe, 8; 4) **Windwalker**, Rich Schoenhair/Greg Gilliom, 8; 5) **Absolute**, Steve Schneider, 9. (18 boats)

J/105 — 1) **Advantage 3**, Pat & Will Benedict, 3 points; 2) **Brick House**, Kristen Lane, 4; 3) **Donkey Jack**, Scott Sellers/Eric Ryan, 8; 4) **Lulu**, Don Wieneke, 10. (16 boats)

OLSON 30 — 1) **Hot Betty**, John Scarborough/Dave Clawson, 3 points. (3 boats)

NEWPORT 30 — 1) **Fast Freight**, Bob Harford, 3 points; 2) **Harry**, Dick Aronoff, 5. (6 boats)

CATALINA 30 — 1) **Starkite**, Laurie Miller, 3 points; 2) **Goose**, Michael Kastrop, 3; 3) **Outrageous**, Paul Caturegli, 7. (6 boats)

For official results (YRA scores Saturday and Sunday separately), see www.yra.org.



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OUR LUNCH

When Joe Vittoria of the East Coast had the mast stepped on *Mirabella V* in England in 2003, the 247-ft sloop became the largest private sailboat in the world — by far. And when Tom Perkins of Belvedere launches his three-masted schooner *Maltese Falcon* in Istanbul this fall, the 286-footer will become the largest private sailing yacht in the world.

It was our good fortune — and that of a few others — to be able to join these two gentlemen for lunch last month a few hours before Vittoria gave a presentation of his boat at the Corinthian YC. Also on hand was celebrated naval architect Ron Holland of Ireland, who earned many of his sailing chops in Northern California and by designing boats for San Francisco Bay clients. In addition to having designed *Mirabella V*, Holland also designed *Felicity West*, which at 215 feet is another member of the exclusive 200+ foot sailboat club.

Although there were a couple of exceptions, such as the 212-ft schooner *Adix*, for many years the approximately 130-ft J Class boats were considered to be the standard of ultra-large sailing yachts. These were supplanted by a series of ketches in the 150-ft range from Perini Navi, and some sloops and ketches in the same size range from the likes of Royal Huisman. But thanks to the likes of Vittoria and Perkins — as well as Jim 'Netscape' Clark — mega sailing yachts have reached an entirely new realm.

(While Clark's recently-launched schooner *Athena* will, at 295 feet, remain the world's longest private sailing yacht, Perkins' *Maltese Falcon* will have nearly 20 feet more waterline, displace 10% more, and therefore actually be significantly larger.)

We don't think we'd finished our salad before it became clear that Vittoria and Perkins are similar in several interesting ways:

Both men started sailing on small boats on Long Island Sound "before the tall buildings killed the wind there."

Both men have engineering backgrounds. Vittoria didn't directly use that knowledge in his career, as he

advanced up the Avis ladder to become president. He eventually bought the company in a leveraged buyout, ran it for 10 years, then sold it. He claims he

hogs. "What do you do on a powerboat when going from Point A to Point B?" Vittoria wonders.

One of the main goals Vittoria and Perkins share for their boats is being able to have all the comfort and luxury of a mega motoryacht on a sailing yacht.

Although *Mirabella* was built for chartering, and *Maltese Falcon* might be available for selected charters, neither Vittoria or Perkins like chartering themselves. The idea of paying a bunch of money to use a boat

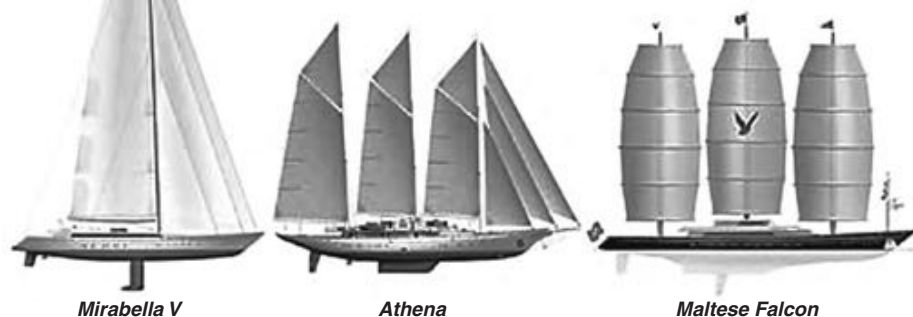
for a short time and then never seeing it again is alien to them. There's just no passion in chartering.

While having a lot of money is a prerequisite for building the world's largest sailing yachts, it's far from being enough. There are years of hard work involved, too. Vittoria labored on design concepts — starting at 190 feet — for two years before taking them to Ron Holland for further development. By the time Vosper Thornycroft completed construction, he'd spent seven years of his life on the project.

Perkins bought the steel hull of an unfinished boat, tore out what superstructure there was, and is in the process of creating a unique yacht that will almost certainly have the most stunning interior of any afloat. The latter has been the work of nearly the entire Ken Freivokh design team in London for several years. Before his boat is completed, Perkins figures four million hours will have been spent designing and building her. Many of them will have been his.

Although both Vittoria and Perkins have loved the design and building process, it hasn't been without monumental challenges and obstacles. For instance, *Mirabella* has a 150-ton lifting keel with a 25-ton bulb at the bottom of the 33-ft fin. Far into the design and building process, the M.C.A. informed him that the structure housing the keel would have to be strong enough to withstand the loads if the boat was

The largest sailboats in the world, in scale. From left, the 247-ft *Mirabella V*; the 295-ft *Athena*; and the 286-ft *Maltese Falcon*. They displace 740, 1,100, and 1,240 tons respectively. Graphic courtesy of Tom Perkins.



now knows just enough engineering "to be able to ask questions".

Perkins put his scientific knowledge to work to create the first low-cost lasers. He then came to Silicon Valley in the early '70s and pioneered the concept of venture capital by co-founding the legendary Kleiner-Perkins. Over the years — and to this day — he's closely associated with some of the great names in technology.

Except for gaps at the height of their working careers, both men continued to sail actively. Vittoria, together with the man who founded Nautor's Swan, built three Farr-designed sloops in the 130-ft range in Thailand. Although the plan to have elephants pull them into the water for the launching didn't work out, just about everything else about the boats did. He still owns and charters *Mirabella* and *Mirabella III*, while what was to be *Mirabella II* sold before launch to become an early *Philanderer*. There never was a *Mirabella IV* because — and we love this — Vittoria doesn't like the way IV looks!

Perkins has owned two Perini-Navi ketches in the 150-ft range. He has also raced extensively aboard his 138-ft Herreshoff schooner *Mariette* — mostly in the Med, but also in the Caribbean and across the Atlantic. That spectacularly restored 1916 yacht is now actively for sale.

Although both men have celebrated their 70th birthdays, they continue to share a passion for sailing. Both have a strong dislike of mega motoryachts, which are being popped out at a rate of 25 for every mega sailing yacht. They consider the motoryachts boring fuel

WITH JOE, TOM, AND RON

knocked down 90 degrees and the keel was fully extended. That would be unlikely to ever happen, as the sheet winches are designed to release if the boat heels more than 20 degrees, but it was required nonetheless.

Because both yachts will be over 500 tons, they also had to prove that the crew could survive inside the pilothouse for one hour even it were engulfed in flames. And well into the building process, the M.C.A. insisted that Vittoria had to add 60 tons of fireproofing. Both yachts are limited to carrying just 12 passengers — although bodyguards and newborns can sometimes not be counted as passengers. If Vittoria or Perkins wanted to take more than 12, they'd have to equip their yachts with those orange lifeboat pods that look like giant versions of Ronald McDonald's shoe — and make other expensive changes.

One of the major challenges for Perkins was building the three freestanding carbon fiber masts, which will rise 192 feet off the water. Nothing like them had ever been built before, and Fabio Perini, the Italian builder, wasn't that eager to be a pioneer. So Perkins had to take on the project himself. It started with buying 25 tons of carbon fiber thread in Asia. Then he had to convince U.S. Customs that there wasn't a security risk in sending material used in B-1 bombers to an Islamic country. Finally, he had to buy all the necessary equipment to make the masts, install it in a special area of the Perini yard, and train the workers. Once *Maltese Falcon's* masts are done, Perini Navi will inherit the equipment and skilled workforce to be in the ultra-large carbon fiber mast business.

As if building the world's largest 'vanilla' sailboat wouldn't have been hard enough, Vittoria and Perkins decided to build yachts with unique sails and sail plans.

Although a 247-ft *Mirabella* almost screams out for a split rig, Vittoria loves sloops, so even as she grew from 190 to 247 feet, she was always going to be a sloop. The carbon fiber mast ended up weighing 31 tons and being a staggering 290 feet tall! *Mirabella* is said to be the only vessel of any kind that can't fit under *any* bridge in the world! Her mast is 70 feet taller than the roadbed of the Golden Gate Bridge.

Mirabella has a marconi rig, which have been around for ages, of course.

But the nearly football field-size of the main meant tremendous handling problems. So sailmaker Robbie Doyle had to create a main that can be separated into seven sections — something that had never been done before. Even so, it still takes two cranes to remove the sail from the 90-foot long boom.

Both the rig and sail plan on *Maltese Falcon* are entirely new. They call for 16 modern square sails — which can be set and rolled up sort of like window shades — on three masts. It's a concept the Germans developed for commercial shipping, but never actually tried. The only working version is on a five-foot model of *Maltese Falcon*, and Perkins obviously hopes the concept will translate successfully on a much larger scale. One hopes his incredible faith in technology will be rewarded.

The risks for both boat projects have been huge, from *Mirabella's* biggest ever composite hull to *Maltese Falcon's* unproven sail plan. In addition, almost all of the gear for both yachts has had to be custom made. After all, you can't just go down to West Marine and pick up a block the diameter of a dinner plate that has a breaking strength of 100 tons. And can you imagine the stretch there would be in a 600-ft halyard made of normal hi-tech line? A entirely new product had to be developed for *Mirabella*.

In order to step *Mirabella's* mast, Vittoria had to hire the biggest crane in Europe. Then they had to wait several days for the wind to calm down, because the crane can't be operated in more than 13 knots of wind. It was a day-long job stepping the mast, for even once it was sitting on the step, the headstay and baby stay had to be moved forward and attached. Did we mention that the roller



Left, Joe Vittoria, the visionary behind 'Mirabella V', the world's largest sloop. Right, naval architect Ron Holland, who designed the 247-ft 'Mirabella'. Holland is currently working on the 182-ft ketch 'Ethereal' for Northern Californian Bill Joy, cofounder of Sun Microsystems, who just joined Tom Perkin's venture capital company.

furling units at the bottom of those stays weigh 3.5 tons and 3 tons respectively? So they couldn't just be manhandled. As for the pin that secures the headstay to the stem, it alone weighs 60 pounds.

Part of the way into stepping the mast, Vittoria asked the crane operator what would happen if the wind suddenly started blowing more than 13 knots. "We'd have no choice but to drop your mast into the river," he responded. That would have set the project back at least a year or two. With Vittoria hoping to take in millions each year in charter revenue, such a delay would have been a big hit.

While most guys past 70 are lying on lounge chairs or putting around with putters, Vittoria and Perkins are making crucial decisions and surmounting never-ending challenges on a continual basis. Vittoria, for instance, got some of the worst news imaginable last summer, when he was informed that *Mirabella* had dragged anchor and was stranded on the rocks at Beaulieu-sur-Mer, France.

The world's largest sailboat on the rocks was, of course, front page news all over Europe. Sensing a chance to delight in the misfortune of the rich, the press moved in for the kill. But according to a sympathetic Perkins, Vittoria gave them one of the best responses he'd ever

OUR LUNCH

heard. For when a reporter asked Vittoria how he felt that his boat went aground while the crew was dining, he gave the following retort:

"My crew doesn't dine, they eat!"

Perkins got a tremendous laugh recounting the story, and congratulated Vittoria.

Like many sailors, we were shocked that Vittoria didn't immediately sack Aussie captain Johnno Johnston. "He's a good captain," was all that Vittoria would say by way of explanation. When a member of the Corinthian audience asked about the mishap, Vittoria surprised almost everyone by saying that he considered himself to be as much to blame as anyone. "Our procedures weren't as good as they could have been, and we've made changes to the boat so the propulsion systems can be started more quickly. It was unfortunate that it happened, but *Mirabella* is a better yacht for the experience."

Talk about having broad shoulders for responsibility and looking on the positive side of things!

While you might expect someone in Vittoria's position to be something of a

bully, nothing could be further from the truth. Friends who know him from back East warned us in advance that he would be very pleasant and personable — and he was. It's also clear that he doesn't always insist on getting his way. After many months of work, the Holland design team came up with four models showing very different design concepts. The Vittoria clan — which includes Luciana, his wife of 43 years, four children and 10 grandchildren — gathered around to express opinions. "Nobody could agree on which was the best," laughed Vittoria. "This is the one Mrs. Vittoria liked," he said while showing a slide. After a pause, he added, "It's the one we built. It wasn't my favorite, but it's the one we built."

Luciana, who supervises charter bookings for all the *Mirabellas*, also had a different take than Joe on the interior design. She didn't want to have a necessarily nautical look for the staterooms, and since that was her bailiwick, she got her way. Joe says that while he was skeptical in the beginning, he's come to love his wife's interior design

work.

Vittoria's ability to accept compromises in certain areas — and learn to love them — comes across not as a weakness, but as a strength.

Vittoria gave the Corinthian audience a thumbnail sketch of the financial realities of the charter business. "You pay for your boat out of your pocket. Consider that money gone. Then if you do about 20 charters a year, you break even. When you ultimately sell the boat, you might get a little back."

Vittoria said it costs about \$4 million a year to run the boat, which based on a basic rule-of-thumb would suggest that *Mirabella V* cost about \$50 million. She now charters out for \$250,000 a week, not including expenses. She's fully booked for the summer, thank you, with one individual taking an entire month! But if you hurry, you might still be able to get a week on her this winter in the Caribbean. You'd look great anchored off St. Barth, Vittoria's favorite. Contact www.mirabellacharters.com for details.

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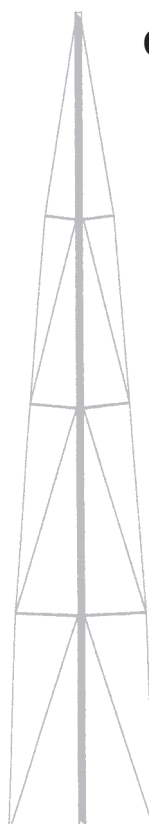
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AL & BETH LIGGETT

Last Christmas was one that Latitude contributors Tom Morkin and Liz Tosoni will never forget. Unfortunately most of their memories are sad ones.

Aboard their Spencer 51 Feel Free, they spent the holiday season at Langkawi, Malaysia, just 400 miles from the epicenter of the disastrous Sumatra earthquake and its resulting tsunami. Lying at anchor, Feel Free was unharmed, while two nearby marinas were all but destroyed, and loss of life along the neighboring coastlines, of course, was horrific.

One of the only pleasant memories of those nightmarish days was getting to know two-time circumnavigators Al and Beth Liggett, who are now based in Southeast Asia. Tom and Liz filed the following report.

Former Californians Al and Beth Liggett started cruising in 1966 and, despite having more than 145,000 miles under their keel, show no signs of slowing down. As we were getting to know them several months ago, they were readying their double-ended 42-ft cutter *Sunflower* for an upcoming 1,700 mile voyage to the virtually uninhabited Chagos Archipelago where they planned to spend five months.

Al and Beth and their bright yellow sloop are well known by yachties around the world, not only because of their extensive voyaging, but also due to their prolific writings on sailing matters. After 20 years of reading about their adventures, in various articles, it was a delight to have them aboard *Feel Free* to hear firsthand how they have managed to do so well, for so long, what so many of us only dream of doing.

In telling their tale, they took us back to more than 40 years ago, when they first met at Newport Beach. Beth was a Newport native, while Al was originally from Ohio. "We met at a party in Newport in the early '60s," recalls Beth, "and

months to get the boat ready and we were off." That was in November of 1966.

Of course, the process of finding a suitable cruising boat back then wasn't



With nearly 150,000 sea miles behind them, Al and Beth have long been revered within the international sailing community.

easy — before there were hordes of 'production boats' built for offshore sailing.

They searched all up and down the west coast, as far north as Vancouver, but couldn't find anything suitable, so they eventually went to the east coast. Fi-

"She was sturdy and low budget. She had one electric light, no fridge, and didn't go to weather well, but she perfectly suited our lifestyle at the time."

On that first circumnavigation, they chose the classic westabout route from Annapolis to Florida, Jamaica, Panama, the South Pacific, across the Indian Ocean to South Africa, and back to Panama. It took precisely three years and three days, which seems relatively fast given the nature of their boat. Beth explains, "Fast, yes, but we were operating on a shoestring budget at the time. In fact, when we arrived home, we had

\$50 left in our pockets. Our average daily expense for the three-year trip was \$7."

From the beginning of their time together, this was a couple who could think outside the box. They embraced their entrepreneurial instincts to realize their dreams. Although Beth was a school teacher and Al was a land surveyor by trade, they made most of their money for that first trip by importing Volkswagen station wagons, as dealers hadn't started importing them yet.

Upon their return to California they sold *Bacchus*. But they knew that they were going to miss the cruising lifestyle, so they made a new plan. "In 1970," recalls Al, "we set up a five-year plan: We bought two fourplexes as an investment, Beth got her old job back at the same elementary school and I picked up work here and there. In 1972 I landed a job as a land surveyor in Guam and Beth got a teaching job there, so Guam became our base. As a side line, we opened a Laundromat with 60 washers and 28 dryers, as well as a sail repair business and a drafting service. We were busy but basically boatless for six years."

After substantially fattening up their cruising kitty, they searched for a boat with a particular set of criteria. They had no luck finding such a boat, however, so ultimately decided to have one built.

"A friend sent us a design profile that she'd found in a sailing magazine of a Valiant 40," says Al, "and a whole barrage of correspondence with Robert Perry followed. We got a custom design from him

"Before we knew it, we found ourselves a boat, got married, took four months to get the boat ready and we were off."

after the usual small talk, Al said 'How would you like to go sailing?' So, our first date was a daysail in his 20-ft sloop." No doubt there was serious chemistry between them, because they were soon talking about the idea of going cruising together. "Before we knew it, we found ourselves a boat, got married, took four

nally, in Annapolis, they found *Bacchus*, a 40-ft wooden ketch constructed of 2-by-6s with 7-foot draft. She had a full keel, of course, and heavy displacement. Her hull was hard-chinned, and was vertically planked between the chines. "We ripped the inside out and completely renovated the interior," explained Beth.

— WHY STOP NOW?

and wrote a contract for two boats."

Al redesigned the deck, cabin top and cockpit and drafted the interior. Then they selected a builder in Taiwan.

In June of 1976 they picked up *Sunflower* in Taiwan and, after a "slow and

Al and Beth weren't really focused on circumnavigating, they had simply embraced a lifestyle of open-ended voyaging.

painful trip" due to encountering a tropical depression, they arrived in Guam, which had just experienced a terrible typhoon.

"The crazy thing is that we had previously lived in Guam for five years without experiencing one single typhoon!" says Beth. In December of that same year, they set sail for Palau, the Philippines, Japan and then returned to Guam in '77. From there they went to the Solomons to help the islanders there celebrate their independence, then on to New Guinea, Indonesia, Singapore, Borneo, the Philippines, and Hong Kong for the 1980 China Sea Race. After visiting Japan, they set out across the North Pacific for Vancouver, Canada, a 4,600-mile voyage that took them 34 days.

"It was cloudy, foggy and basically uneventful," recalls Al. "We actually had better weather than the boats that followed the great circle route and headed north via the Aleutians."

By that time they were well into their second circumnavigation, this time, eastabout. From Vancouver they cruised up to Alaska, then down to Lake Union, Washington.

Before continuing on around, they took a respite from cruising by accepting a job to deliver a Cal 246 from Cypress (in the Eastern Med) to California — a voyage of 10,000 miles which took them four months.

Afterwards, they resumed their circumnavigation, sailing down to Mexico, through the Panama Canal and up the east coast to Newport, RI, in time to watch Dennis Conner lose the America's Cup to the Aussies.

"It was then that we noticed our bank account looked overused," says Beth, "so we sailed down to Florida to fatten the kitty. I worked at Charlie's Locker and Al

went back to surveying for two and a half years. Then we were off to Europe."

For the next three years, they became 'commuter cruisers', leaving *Sunflower* in Holland for two six-month periods and in Tunisia for another six-month period, while they returned to their jobs in Florida. From Tunisia they sailed east to Yugoslavia, Greece, Turkey and Cypress, where they spent two winters.

Compared to their first circumnavigation, this second eastabout cruise was much more drawn out. But then, Al and Beth weren't really focused on circumnavigating, they had simply embraced a lifestyle of open-ended voyaging.

"In fact, it wasn't until we reached Cypress in 1990 that we realized that if we crossed the Indian Ocean, we'd have another circumnavigation under our belts," Beth recalls. "So, after the Gulf War ended in February, 1991, we figured

it was safe to go, and we set off for the Red Sea. Egypt was fantastic, but Aden to Kenya was a miserable trip against the wind and current, as it was too late in the season (April-May). But we had a super time in Kenya for four months." From there, they went to Sri Lanka, then Langkawi, Malaysia, and finally to Singapore in March of 1992, where the second circumnavigation was officially completed.

We asked them to compare the two routes: "Both were easy," says Al. "We don't really recommend one over the other. If you are in a hurry, westabout is better. Going eastabout, we had almost no trade wind sailing. We sailed well, but not with consistent trade winds, and it was more weather dependent. On our eastabout route, we were never south of

Back in the late '60s navigation was a different game. Here, Al takes a noon sight during the couple's first circumnavigation.



SUNFLOWER

AL & BETH LIGGETT



SUNFLOWER

Cleaned up and ready to go ashore, Beth and Al strike a pose in Panama (circa 1970), after completing their first circumnavigation.

the equator."

Looking back, they count Alaska, Chagos, Turkey and now, Langkawi, among their favorite spots.

At the other end of the spectrum, Labuan, an island off the coast of Borneo, comes to mind. "It was dirty, and the people were aggressive — they grabbed you and asked for money. There was an obvious smuggling operation going on. Not a pleasant place."

After completing their last circuit, they went back to work in Guam for five years. "During our first four months there we experienced five typhoons!" recalls Beth. "We left in 1997 and sailed to Yap, the Philippines, then spent five months in Hong Kong. Then it was back to the Philippines, Borneo, Singapore, and finally to Langkawi, which became our base in 1998."

This duty-free island, lying just off the coast of northern Malaysia, near the Thai border, seems to perfectly suit the Liggett's lifestyle. From there, they've sailed to both the Chagos Archipelago

and the Andaman Islands twice, and have also extensively explored the east coast of Malaysia.

Some of the other pluses of basing at Langkawi are: "Friends, good anchorages, lots of variety of places to go, friendly locals, a small population, and

ment aboard, of course, has totally changed. Today you also see more 'clump cruising' or 'flotilla sailing'; more radio scheds; and lots more marinas, with cruisers going from marina to marina."

Although the Liggetts are probably a bit nostalgic for the simplicity of the good old days, they have adopted some high tech developments. "We use GPS, cell phones, computers — we had our first one in '89. But we don't use C Map, as it takes too much electricity, and we have no safe place to put the computer when under way. We feel it also lacks the reliability of paper charts. We love our electric windlass and roller furler, although that's hardly new technology. We didn't have them on our last boat but wouldn't be without them now. You might be surprised to hear that we don't have an electric water pump, and therefore we have no shower, but we do have refrigeration."

For the past 15 years, they've also used an autopilot — primarily a Wilhamm brand, built in Seattle, as it is "sturdy and very strong." Al's advice about self-steering to folks just starting out is, "Buy a good autopilot, have a backup, and leave the vane at home."

"You become more alert and alive when you are facing new challenges, such as night approaches and dealing with foul weather."

easy access to cheap flights around Asia and back to the U.S."

Looking back over their four decades of cruising, Al pointed out how dramatically cruising has changed over the years. "Today most cruisers are older and more affluent, they sail on bigger boats and have less spirit of adventure. Fewer people have a multiple of skills — and they are less inclined to fix their own boat problems. The equip-

And what's their favorite piece of boat gear? Al says, "Beth!" And Beth says, "Al!"

The Liggetts are often asked to comment on or write about what it costs them annually to cruise. "We spend it all," says Beth with a laugh. "Seriously, there are too many variables: boat size, number of trips home, location, insurance both for boat and body etc., etc., to answer the question meaningfully. It re-

— WHY STOP NOW?

ally depends on how comfortable you want to be. And also, you need to choose your destinations according to your budget."

They both admit that they do occasionally get tired of cruising. But they aren't ready to hang up their spurs quite yet. Still, Al says that, "deciding when to quit — thinking about what we'll do when we can't do this any more," is one of the most difficult challenges of their cruising lifestyle. "Living on land is an unknown for us."

For Beth the toughest thing about their lifestyle is, "anxiety about the unexpected, reentry anxiety, and health concerns."

So why do they keep at it year after year? Beth explains, "For me it's the freedom and independence, although, as a couple we are very dependent on each other. Every place and every thing is a brand new challenge. It's very rewarding personally to know you have a task and



Since 1976, the Liggetts' Robert Perry-designed sloop has served them well. Friends are often shocked to learn she's nearly 30 years old.

can accomplish it. It's the many small achievements along the way."

To that Al adds, "You become more alert and alive when you are facing new challenges, such as night approaches and dealing with foul weather. You face a wider variety of challenges than you would in suburbia!"

Looking back over their long cruising career, Beth says the scariest experience for her was "being boarded in the Andaman Islands by the military and watching guns being pointed at Al."

For Al it was "a 60-hour storm be-

tween New Zealand and Fiji when the seas were so big that we entertained ourselves by watching the barometer needle rise as we rose with the crests of the waves, then drop as we descended into the wave troughs. The wind was so strong that it created mini-low-pressure systems in the troughs where the wind didn't penetrate.

Before we said good-bye to Al and Beth, we asked them if they had any words of wisdom for those who'd like to follow in their footsteps?

"Don't be too enthralled by all the technological paraphernalia available," cautioned Al. "A lot of cruisers we meet are actually encumbered by all the high tech advances. You don't have to have all the things."

During our own years of cruising, we've met many wonderful people, but we count the Liggetts as two of the most impressive. Their ongoing adventures are truly inspiring.

— tom morkin & liz tosoni

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BAY AREA TRANSPAC ENTRIES

Break out the party hats, noise-makers, and champagne — the TransPac turns 100 years old in July! The 2,225-mile bluewater classic, scheduled to start July 11, 15 and 17, has had its ups and downs since its humble origins as a 3-boat race from L.A. to Honolulu in 1906 (*Lurline*, an 86-foot schooner, won in 12 days, 9 hours). The high, in terms of participation, came in 1979, with 80 boats making the passage. However, by '99 and '01, the TransPac attracted just 33 boats each time, and the great race appeared to be circling the drain. Happily, that downward spiral was reversed in '03, when a large and eclectic 57-boat fleet showed up.

The remarkable comeback continues next month, with 72 boats currently entered in the 43rd sprint to Diamond Head. Fourteen Bay Area boats — the most we can ever remember — are entered in the Centennial TransPac, including five Cal 40s, three doublehanders, and two hot TP-52s. The cutoff date for entries isn't until June 3 and, with several more boats apparently still in the wings, everyone's fingers are crossed for a record-breaking fleet. Hopes are also high for a record-breaking run, and with the maxZ86 twins *Pyewacket* and *Morning Glory* entered, odds are that the course record of 7:11:41, set by the 'old' R/P 72 *Pyewacket* in 1999, will be significantly lowered.

This month, to get the Summer of TransPac Love rolling, we'll introduce our 14 lucky local entries. Without further ado, here they are, in alphabetical order:

Azure, Cal 40, Rodney Pimentel, Encinal YC — Alameda resident Rodney Pimentel bought *Azure* (ex-*Firebird*, hull #72) in Portland last September specifically to fulfill his dream of participating in the 100th-anniversary race. "We hit 16 knots under white sails alone coming down the coast," said Rodney, a civil engineer. "I'm really impressed with this boat!"

Since then, Rodney and his crew — old friends Ted Floyd, John Hemiup, and Matthew Dean — have spent every



COURTESY AZURE

Rock n' roll — *'Azure'* skipper Rodney Pimentel, in companionway, and his Cal pals en route to winning March's Lightship Race.

spare moment going through the boat to make her safe and fast. The 'Four Amigos' were rewarded with a bullet in their debut, the Lightship Race, and will sail the Spinnaker Cup and Coastal Cup as further tune-ups for the TransPac. This is the first TransPac for everyone on the crew, though all are experienced ocean sailors.

Rodney, who was raised in Alameda and grew up sailing on the Bay, got his taste for ocean sailing when he and his wife Jane took two years off and cruised to Mexico and the South Pacific in their first *Azure*, a Jeanneau 36. Cals seem to be a theme in Rodney's life — he went to Cal, owns a Cal 28 called *Osituki* (his family purchased it new in '62), and now has his blue Cal 40. "This year's TransPac will be awesome with 14 Cal 40s," he claimed. "Finishing it will be a lifetime achievement; actually winning would be

David 'Spiderman' Kory and his Tradewinds Sailing Club buddies will be back with a bigger 'Barking Spider', a MacGregor 65.

priceless."

Barking Spider 3, MacGregor 65, David Kory, Tradewinds SC — "I'm completely sold on the TransPac," enthused David Kory after winning Aloha-B and taking second overall in the Aloha Division in '03 in his Catalina 38 *Barking Spider*. Kory's back again this year in a much bigger boat, the 1987 MacGregor 65 *Barking Spider 3* (ex-*Fast Company*).

The new *Spider* will sail with just six crew, and, like last time, the coed gang was selected from Pt. Richmond's Tradewinds Sailing Club, which Kory no longer owns, but is still involved with. Marianne Wheeler is a TSC instructor who has circumnavigated on her Cal 40, and the others — Emily Dean, Steve Felte, Niels Frommann, and Joe Rivera — are all students or members. "For us, it's part promotion, part 'experience of a lifetime', and all fun," said Kory, who will also navigate. "Our primary goal is to finish, although we hope to be competitive, too. It'll be a lot harder this time, as we'll sail in a regular racing division, not Aloha, so we'll be up against much more professional and more experienced teams."

BS-3 entered February's Puerto Vallarta Race as a tune-up, but her new carbon main suffered a "design failure," forcing them out of the race just after crossing the border into Mexico. A 35-to-45-knot southerly gale provided a quick and exciting ride back to the Bay Area, after which the crew flew to PV — the



COURTESY TSC

— DIAMOND HEAD OR BUST!

first racers to arrive! "Everyone has spent time on this boat going up and down the coast, so we're not total rookies like two years ago," explained Kory. "We've scheduled local practices, and will use the delivery to Long Beach as the final tune-up."

After the TransPac, Kory and a different group will put *Spider* into cruise



Family values — The Lessleys (from left, Don, Betty, and Timm) and their faithful mascot 'Big Al' will sail their Cal 40 'Cal Gal' again.

mode and sail to Juneau, Alaska. "We'll spend two months exploring Glacier Bay, the Inside Passage to Vancouver, the San Juan Islands, and then down to San Francisco," he said. "We're going to put the 'racer/cruiser' moniker to the test!"

California Girl, Cal 40, Don & Betty Lessley, Richmond YC — This will be *Cal Gal's* fourth trip to Hawaii, following a DNF in the slow 2000 Pac Cup due to a blown-up main, a sixth in the '03 TransPac (out of 10 Cal 40s), and a bullet in Division B in last year's Pac Cup. The Lessleys, now both enjoying retirement in Novato, previously did two Pac Cups on their Cal 9.2 *Freewind*, so they're old hands at sailing to Hawaii.

For this trip, they'll be joined again by son Timm, an engineer based in Portland, his wife Vicky, and a fifth person to be announced soon. Their mascot, a stuffed monkey known as 'Big Al' (aka Apus Foredeckus), will also be making another appearance. "Alfred is our secret weapon," claimed Don. The boat (ex-*Scaramouche*, ex-*Wind Wraith*, hull #94), which the Lessleys bought in Muskegon, MI, in 1997, was extensively upgraded prior to the '03 race and is presently champing at the bit, ready to go again.

"This year's TransPac seems like a celebration of age," noted Don. "Our boat is 38 years old, and the four of us have a combined age of 240 years. Maybe we can pull in a youngster, say a 50-year-old, as our fifth crew to pull the average age down. But the boat and crew are young at heart, and are looking forward to playing with a great fleet of similarly crewed Cal 40s."

LATITUDE ARCHIVES

Camille, Stewart 42, Jim Read, Inverness YC — Jim Read, a retired IBM test engineer from Inverness, and his wife Annie will be racing *Camille* in the doublehanded division. Well, triplehanded if you count 'Sweetie Pie', their Havanese dog, who will be joining the Reads on their first crossing and subsequent cruise home by way of Alaska.

"We're complete greenhorns, but you have to start somewhere," admitted Read cheerfully. "We're taking a low-key approach to the race — we'll fly the kite during the day, but not at night. We're mainly using the TransPac as a way to pry ourselves away from shore, a deadline to finish up working on the boat and start cruising."

Camille, built in 1968 in New Zealand out of coldmolded kauri wood, has raced to Hawaii before and, in an earlier life, done several Sydney-Hobarts. The Reads have owned her for eight years, sailing out of San Rafael. "*Camille* is a true bluewater boat," said Read, "It's time to get her back out on the ocean."

Charmed Life, Catalina 470, Pat Garfield, Encinal YC — Pat Garfield, owner of Farallone Yacht Sales in Alameda, is



LATITUDE/ROB

Breaking away — Jim Read will doublehand his Stewart 42 'Camille' with wife Annie.

sailing her 2000 Catalina 470 *Charmed Life* doublehanded in the Aloha Division with Diane Murray, a Modesto hygienist and OCSC sailing instructor. They're the first all-woman doublehanded duo in the history of the race. Both women have Coast Guard licenses and have delivered boats up and down the West Coast. "Diane has also done some Pac Cups and returns, and is more experienced than I am," allowed Pat.

Garfield grew up in Hawaii, and her late father participated in the TransPac in the early 50s. "I've wanted to do a crossing for as long as I can remember," she said, "and doing it doublehanded will make it more of a challenge. We're not hardcore racers — we're just hoping for a respectable finish and to have a great experience. Unlike the people who are sawing the handles off their toothbrushes, we're going in comfort — I think we'll bring a case of wine, and we'll probably take down the kite at sunset and pole out a jib."

Charmed Life will certainly be one of the most luxurious boats in the race and, with most of the controls led aft for shorthanding, it should be relatively safe and easy to sail. "It's really a great ocean boat," claims Pat, who liked the Catalina 470 design so much, she bought the



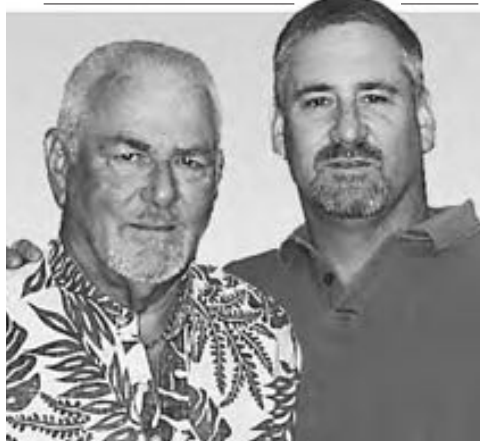
LATITUDE/ROB

Charming ladies — Diane Murray (left) and Pat Garfield will make TransPac history doublehanded the Catalina 470 'Charmed Life'.

whole yacht brokerage soon after buying the boat from them five years ago. Pat and Diane will do the Spinnaker Cup as

BAY AREA TRANSPAC ENTRIES

a training mission before cruising down the coast for the start. They'll sail the boat back from Hawaii, too, but probably



Like father, like son — 'Cipango' owners Bob Barton (left) and Rob Barton wearing their TransPac game faces.

COURTESY THE BARTONS

with one or two other crew.

"We're a pair of old gals, AARP-age," laughed Pat. "Our goal is to have a great summer, and to be able to say 'we did it!'"

Cipango, Andrews 56, Bob & Rob Barton, Golden Gate YC — *Cipango* (pronounced 'sigh-PANG-go') is a 1992 modified Andrews 56 owned by Bob (father) and Rob (son) Barton of Santa Rosa. The duo work together at the industrial safety equipment business they own, and have shared the cost and management of running *Cipango* since moving up from the Beneteau 42 *Enchante* four years ago. They've put together a group of talented local amateur sailors for the TransPac, valuing, in order, "positive attitude, talent, and the ability to contribute."

Experienced Santa Cruz sailor Bob Stege will be the navigator, working closely with the elder Barton. The rest of the crew consists of Gilles Combrission, Tom Faraola (who will bring the boat back), Kevin Moon, Mike Neylan, Johnny Thompson, Kevin Wasbauer and Stuart Wright (who, fortuitously, is an executive chef in real life). The primary drivers will be Rob, Stu, Tom, and Kevin. The group has been practicing in the OYRA races this spring, and is currently leading the new 50-footer class.

A pedestal grinder was installed for the upcoming race, and an all-new inventory of Quantum sails has been added, including a code zero, oversized asymmetrical kites, and a carbon penalty pole. New electronics and high-tech, lightweight running rigging have also been purchased. "Our work parties have



LATITUDE/ROB

"Unfinished business" — Roger Groh, skipper of the modified SC 50 'Dasher', will finally get to sail in the TransPac.

been very well attended by our dedicated crew," said Rob. "We've spent countless hours stripping the boat, tweaking things, and doing tedious tasks like rebedding jib tracks. We wouldn't be in the hunt without the efforts of the entire team."

This will be the first TransPac for both Bartons, though they have been sailing for years. They'll be trying out their new A-sails in the upcoming Spinny Cup as their final practice session before the main event. "We can't wait for the start," enthused Rob. "We think we're ready."

Dasher, SC 50 modified, Roger Groh, Waikiki YC — *Dasher* (ex-American Flag, ex-Sundowner) was built by Bill Lee in 1986 for singlehander Hal Roth, who took the boat in two BOC Around the World Races. Unlike conventional SC 50s, *Dasher* is built like a proverbial brick outhouse, with a thicker hull, watertight compartments in the bow and stern, a permanent hard dodger, and a retractable bowsprit instead of spinnaker poles. The boat also has the option of water ballast, though it won't be employed until the delivery home.

Groh, the CEO of a San Francisco investment company and the current chairman of the San Francisco YRA, bought the boat three years ago and entered the doublehanded division of the '03 TransPac. That ambitious plan was scrapped when *Dasher's* rudder broke in the Coastal Cup a few weeks prior to the start. "We've got some unfinished business, obviously," said Groh. "We'll be there this time — since it's the 100th anniversary race, we wouldn't miss it for anything!"

Groh, who lives and sails out of Sausalito, has lined up Ray Minehan (owner of the SC 50 *Emily Carr*), Seth Clark, Will Lowe, Jeff Christle, and 'crew whip' Emily Bullis thus far. He's currently in the pro-



LATITUDE/ROB

Daily grind — From left, 'Far Far' skipper Don Grind, Randy McCormick, and Steve Grind have been commuting here to work on their boat.

cess of selecting one or two more crew. The Spinnaker Cup and the Coastal Cup are both on *Dasher's* schedule.

"The quality of the boats and crews in the race is staggering," claimed Groh. "All of us on *Dasher* feel it's a privilege just to participate in the TransPac. If the sea gods are willing and if we sail a fundamentally sound race, we should be competitive."

Far Far, Cal 40, Don Grind, no YC — Don Grind, a computer company owner, splits his time between residences in Placerville and Naples, Florida. He learned to sail on Chesapeake Bay, and used to campaign the J/24 *Impulse* on San Francisco Bay. Don bought the former *Redhead*, hull #17, more or less as it hit the dock in Richmond upon returning from the '03 TransPac. He renamed it *Far Far* (Swedish for "father's father") and has been on a two-year binge of upgrading the 41-year-old boat at Nelsons and Brickyard Cove.

The biggest upgrade was replacing the corroded mast with a new Ballenger one, installed by Alameda rigger Glenn Hansen. "We faired the bottom and did all the standard class upgrades, including the Schumacher rudder," said Don. "We've been practically living down here lately in order to get ready." The core crew — son Steve Grind from Fort Collins, CO, and cousin-by-marriage Randy McCormick

— DIAMOND HEAD OR BUST!



Grrrl power — 'Illusion' skipper Sally Lindsay Honey and her talented all-female crew hope to repeat as Cal 40 class winners.

from Naples, FL — have been flying in on weekends, becoming "intimately familiar" with Oakland Airport. Two more crew will be announced soon.

"We'll use the Coastal Cup as more of a delivery than a race," claimed Grind. "Our goal in the TransPac is to be safe, sail hard, and have fun. It's been a life-long dream of mine to do the TransPac, and it will be thrilling for us just to be part of this great race!"

Illusion, Cal 40, Sally Lindsay Honey, St. Francis YC/South Beach YC — The immaculately maintained *Illusion*, hull #57, crushed the 10-boat Cal 40 fleet in 2003, beating the next boat by an impressive 17 hours. This year promises to be a bit harder for skipper Sally Lindsay Honey, as the Cal 40 fleet is bigger (14 boats, tying the all-time Cal 40 turnout in 1967!) and more competitive. Not only that, husband Stan will be otherwise engaged, navigating *Pyewacket* in that boat's last hurrah under Roy Disney,

Sally, who will navigate *Illusion*, will be sailing with an all-star, all-woman crew — watch captains Liz Baylis and Melinda Erkelens, and Susan 'Charlie' Arms. This is the lightest Cal 40 crew physically, but they'll push hard, making sail changes and jibing whenever necessary. Charlie, the sailing coach at Cal Maritime, is the only one who hasn't done a race to Hawaii, but she has raced extensively and crossed both the Pacific and Atlantic on deliveries. The rest of the crew have each done a handful of TransPacs and Pac Cups in their own boats, often shorthanded and with great results — Sally and Stan won the Pac Cup doublehanded and overall with *Illusion* in '96, Melinda and husband Bill did the same with their Dogpatch 26 *Moonshine* in '94, and Liz has two class wins (2000 and 2002) in the Pac Cup sailing her Antrim 27 *ET*

with husband Todd Hedin and Jim Antrim.

"*Illusion* is pretty much set from the last TransPac," said Sally, who owns the Spinnaker Shop in Palo Alto. "There's not a lot to do — just add food and one new spinnaker. We'll do the Coastal Cup as a warm-up, and then go to Hawaii." This will be the sixth all-woman TransPac effort, following *Concubine* ('79), *Antara* ('93 & '95), *Baywolf* ('97) and Linda Newland's *Pegasus* ('97).

Given the track record of the boat and crew, we think *Illusion* is the boat to be beat in the Cal 40 fleet. Sally, ever modest, isn't so sure: "Fin Bevin's *Radiant* and Jim Eddy's *Callisto* have been racing in SoCal for many, many years. They both know their boats really well, and will be tough. We're hoping our light crew weight will be our 'secret weapon'."

Pegasus 52, Farr TP-52, Philippe Kahn, Waikiki YC — Philippe Kahn didn't respond to our emails, once again preferring to play his

cards close to his vest. However, we caught up with project manager Eric Arndt, formerly of *Samba Pa Ti*, who is



Thinking inside the box — Philippe Kahn's new Farr-designed TP-52 'Pegasus' should be rolling out of Eric Goetz's shop any day now.

overseeing the building of Kahn's new Farr-designed TP-52 *Pegasus* 52 at the Goetz yard in Bristol, RI. "If *Esmo* (*Esmeralda*) is Version 1 and *Atalanti* is

BAY AREA TRANSPAC ENTRIES

Version 2, then *Pegasus* is Version 5," commented Arndt. "The only things these boats have in common is that they came out of the same mold. Our boat looks like a skiff where *Ata* looks like an offshore boat. We worked hard on all the systems to reduce weight and friction, and to keep things simple."

The Goetz staff, along with Arndt, Chris Gillum, Kyle Gundersen, and Bob Wylie (from *Esmo*), is working virtually around the clock to get the boat launched and measured at the Hinckley yard on May 31, and then trucked to Anderson's in Sausalito on June 7. *Pegasus* — which some say may be the most expensive TP-52 to date — should begin practicing and training on the Bay around June 17. "We're on time and actually under our projected budget," claimed Arndt, who heads to England in early June to manage the construction of the Disney Volvo 70 *Black Pearl* at Green Marine.

Kahn, who has won the past two Barn Doors with his R/P 77 *Pegasus*, will sail with son Shark (his fourth crossing!) and, as always, the best team that money can buy. According to Arndt, the list presently includes Gundersen, Wylie, navigator Peter Tams, Jeff Madrigali, Freddy Loof, Justin 'Juggy' Clougher, Shania Twain, Pamela Anderson, and Paris Hilton. *Pegasus* should come flying out of the blocks, excelling in the early reaching part of the race — just as *Esmo* did in the Pineapple Cup — and then holding even, or maybe even extending, in the dead running at the end. Unless



Roger Sturgeon's highly successful TP-52 'Rosebud' — still the best name ever for a sled — is for sale after the TransPac.

news about the new TP-52 on the site, but that could change any day.

Rosebud, R/P TP-52, Roger Sturgeon, Hyannis YC — Built by Westerly Marine and launched in 2002, Rosebud has enjoyed tremendous success on both coasts the last three years. But by TP-52 standards, the *Bud* is getting a little long in the tooth, which is why owner Roger Sturgeon pulled the plug on taking her to the Med. The boat — which won the '04 Bermuda Race overall, as well as

to build or buy next, though it apparently won't be another TP-52.

Sailing with Sturgeon on what could be *Rosebud*'s final race will be Aussie navigator Tom Addis, Kevin Miller, Jack Halterman, Malcolm Park, John Hayes, Jeff Brock, Chris Cantrick, Keats Keeley, and Jono Swain. The experienced gang should do well in the race, and with its narrow waterline and low wetted surface, the boat should fly when the wind goes aft. Like *Alta Vita* in '03, we suspect that *Rosebud* is being optimized for the bottom end of the TP-52 box, going for the overall corrected time win rather than first-to-finish honors among the TP-52s.

Sensation, 1D-35, Gary Fanger, Golden Gate YC — Grand Prix Sailing Academy's varsity team of owner Gary Fanger (USA), Rod Hagebols (AUS), Mario Yovkov (BUL), Nedko Vassilev (BUL), and Carlos Badell (ARG) warmed up for the TransPac by winning Division D and placing fourth overall in last summer's Pacific Cup. The international team had some great stories after that race, such as when Mario was attacked by a "giant squid" one night, and learned a lot about optimum wind angles and sail combinations for different conditions.

This year, the GPSA squad — minus Nedko, who is preparing the boat but can't make the trip due to 470 conflicts — is back for a full-on TransPac effort.

"We're looking around for a fifth person at the moment," said Rod, the boat skipper and project manager. This is a serious effort: their stated goal is to win the race overall on corrected time. Given planing conditions and some luck, they should have a shot at it.

Sensation, the most offshore-oriented of GPSA's four 1D-35s, will be sailing light, making use of a watermaker, freeze-dried food, and a strict Volvo-style limit on personal gear (each crew is given a small sea bag,

and is limited to what they can squeeze into it). They've ordered some new sails to fill in gaps that existed in their sail inventory, and now have a full arsenal of asymmetrical and symmetrical kites.

Everyone aboard will steer, trim, and generally multi-task, with Baddell and Fanger handling the navigation. *Sensation* won't be a particularly comfortable



Can they do it again? The crew of GPSA's 1D-35 'Sensation' after last year's Pac Cup. From left: Mario, Carlos, Rod, Gary, and Nedko.

class wins at Key West, SORC, and BBS — is presently in Marina del Rey, getting ready for the First Team Real Estate Invitational. After the TransPac, it is for sale for \$795k (see www.rosebudracing.com). Sturgeon is undecided about what

Pegasus breaks something, we figure she'll beat the other 52s — *Trader*, *Braveheart*, and *Rosebud* — and should be a threat for overall corrected honors, as well. Kahn has also indicated he'll sail the new boat in the second Waikiki Offshore Championship in early August.

To learn more about Pegasus Racing, visit www.pegasus.com. There's still no

— DIAMOND HEAD OR BUST!

ride, but these guys know exactly what they're in for. "Our sister-ship *Tabasco* will push us hard," figures Rod. "We'll try to rest up in the middle of the race in order to get through the windy stuff at the end. We can't wait for this next adventure!"

Follow *Sensation's* progress at www.sailorstocrew.com, where the team will post various reports before, during and after the race.

Serena. Thompson 1150, David Kuettel, Corinthian YC — Longtime friends David Kuettel, a Corte Madera olive wholesaler, and Dave Van Houten, a Sebastapol general contractor, met while cruising different boats in Tahiti 28 years ago. Though neither of 'The Daves' has done a TransPac before, they're both experienced sailors — previously they co-owned the Whiting quarter tonner *Magic Bus*, and both have sailed on Kuettel's previous boats, the Moore 24



The Daves — Old friends David Kuettel (left) and Dave Van Houten will race the Thompson 38 'Serena' in the doublehanded division.

Andale and the J/33 *Alize*. They could be a wildcard in the doublehanded division with Kuettel's hot new custom Thompson 38-footer *Serena*.

The beautiful high-tech, carbon boat was built by Jim Betts in Tahoe and launched somewhat behind schedule last November. The boat flies downwind, employing an articulating prod, which can be pulled back 15 degrees, and

gigantic masthead asymmetrical kites. It's also surprisingly stiff and quick upwind. "We're hoping for 12-15 knots of breeze, where we can break loose sooner than the rest of our fleet," said Van Houten. The duo considers the veteran 1D-35 *Two Guys on the Edge* the odds-on favorite among the seven or eight doublehanded entries, with the Hobie 33 *Soap Opera* also a probable contender.

Kuettel has been working the bugs out of *Serena* by racing in the ocean this spring with a full crew. They've had a few setbacks, such as breaking off the prod in the crewed Lightship Race, and have also had to replace the headstay and instrument wand. "It's been a little overwhelming at times, but we're back on track," claimed Kuettel.

"We're rookies, and just want to have fun and arrive in one piece," he claims. 'The Daves' will go home after the TransPac to "work out the financial hole we've dug," and return in late August to sail *Serena* home with one other crew.

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BAY AREA TRANSPAC ENTRIES

Shaman, Cal 40, Steve Waterloo, Encinal YC — Steve Waterloo bought *Shaman*, hull #66, two years ago. "Up until then, I had the good sense just to crew on other people's boats," laughed Waterloo, who owns a printing pre-press company in San Francisco. "But I loved the classic styling of the Cal 40, and its versatility as a racer and a family cruiser."

With help from rigger Scott Easom, Waterloo has extensively upgraded *Shaman*, lightening and fairing the hull, putting in a new engine, adding a carbon pole and 3DL sails, and more. "You almost have to do all this stuff to be competitive in this fleet now," he claimed. He'll be sailing the Trans-



Steve Waterloo's Cal 40 'Shaman' ghosts along in the GGYC midwinters.

LATITUDE/JR

Pac with Paul Sinz, Mike Bacon, Steve 'Action' Jackson, and Annapolis transplant Jim Graham — the same team that took a class win in the nuclear Coastal Cup last year.

"All of us will drive, some better than others," confessed Steve, who has done lots of coastal races, but never raced to Hawaii. "We haven't decided who will navigate yet — we're going to 'rochambeau' for it! Hopefully, we can

stay near enough the front guys to figure out which way to go! I actually have no idea how we'll do, but suspect we're somewhere in the middle of the class in terms of our intensity and sailing abil-

ity. We're looking to have some fun; if we do well, that would just be icing on the cake."

There's obviously a lot more going on with each of these TransPac programs, but that's all the info we can cram into our allotted pages. Come July, we'll be eagerly following the daily progress of our 14 intrepid Bay Area entries at www.transpacificyachtclub.org — and, if you made it to the end of this article, we suspect you'll be watching the race unfold, too.

Next month, we'll cook up our traditional 'full' TransPac Preview, complete with half-baked, just-for-grins predictions about class winners. The actual coverage of the race will probably have to be spread between our August and September issues, as the timing of the race conflicts directly with our monthly deadline — but we'll cross that bridge when we come to it.

Six weeks 'til showtime. Let the games begin!

— latitude / rkm

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BOATYARD TOUR

Spring has sprung — finally! After a long, wet winter, the Bay Area is drying out now, enjoying the delicious — and too brief — weather window before the summer winds and fog crank up. Tell-tale signs of spring are everywhere — the days are longer thanks to Daylight Savings Time, the waterfalls and wildflowers on Mt. Tam are in their full glory, the beer can racing and baseball seasons have begun, weekend traffic is grid-locked, and . . . well, you get the idea. For sailors, the best thing about spring is the chance to start exercising their boats more frequently again — and one of the first 'cruises' many boatowners take in April and May is to their local boatyard.

As is our springtime custom, we hopped in the car last month and did a quick circumnavigation of the Bay Area boatyards, compiling another completely random photo essay of 'everyday' people doing 'everyday' boat chores. As usual, we selected our 'victims' spontaneously, simply walking up to the first friendly-looking faces we saw, introducing ourselves and our mission. Not surprisingly, everyone we approached was happy to put down their tools for a few minutes and chat with us about their projects. To a person, the boatowners were delightful and interesting.

As you can see from the following eight vignettes, we uncovered a real slice of life this year — a new boat owner, a one design class champion, a boat reluctantly for sale, a boat getting ready for the TransPac, a wooden boat restoration, and so on. If we did the same tour a week later, the subjects would no doubt be completely different — literally, like the famed *Life* magazine picture essays, this was 'A Day in the Life' at the Bay Area boatyards.

We enjoyed meeting everyone we profiled this year, and hope you enjoy reading about them, too. Who knows, maybe we'll bump into you on the boatyard tour next year.

— latitude / rkm



Blue Skies, Rawson 30 — Sausalito attorney Curt Hagen was spending the weekend working on his 1978 Rawson 30 in Anderson's Boat Yard. "I've had this boat about a year — it's the second Rawson 30 I've owned," he explained. "They're pretty bomb-proof! I singlehanded my first one, called *Islander*, to Hawaii and back about 12 years ago. Unlike the Baja Ha-Ha crowd, I much prefer Hawaii over Mexico."

Hagen, who berths *Blue Skies* in downtown Sausalito, started sailing in his late teens while stationed in Okinawa with the Navy. "At first, it was just a way to get out to the reefs to go diving," said Hagen, "but then I got hooked." He's owned many boats over the years, both power and sail, and even built several large ones, including a steel Roberts 34 (*Patience*) and a wooden Buehler 38 (*Solitude*). "From experience, I can say small boats are better," he laughed.

Hagen, a cheerful and obviously self-reliant guy who prefers solo cruising ("I can't handle being cooped up with anyone for several weeks at a time!"), was busy screwing new steps on his aluminum mast, hoping to beat the impending rain. "I'm just hauled out for the weekend, doing a quick bottom job, repainting the boot stripe, replacing some thruhulls, checking the rig and putting in some new halyards, and some other little things," he shrugged. "None of this takes that long if you know what you're doing, and I've done it all before a bunch of times."

Hagen looks forward to the "simplicity" of long ocean passages again someday — "reading books, sleeping, and watching stars while the windvane steers." But on Monday, he'll be back at work ("Did you know that 'condominium' is Latin for 'lawsuit'?"), saving up to pay for his dream.

— SPRING CLEANING



La Barca, Hartog 48 — Ron Abelseth's green Jan Hartog-designed 48-foot ketch has been on the hard at Nelson's Marine this winter, mostly so he can apply a new "overkill" barrier coat. "San Rafael, where the boat has been berthed, is a 'hot' harbor, and electrolysis was starting to eat at the hull," said Abelseth, a boatbuilder, master woodworker, and jack-of-all-trades. "I've put on five layers of epoxy and xynole polyester cloth, which I'm in the process of sanding down today. Unlike fiberglass, the stuff doesn't itch!"

La Barca was built on Tomales Bay by Ron's school friend Alan Gregg in 1980. Abelseth had always admired the boat, and when it came on the market five years ago, he and boat partner Roger Whitman bought her. A former commercial fisherman and Mexico veteran, Abelseth has seen a lot of seas and knew he wanted a full-keel, any-weather cruiser. "I like its rugged, work-boat look on the outside," said Ron, who previously restored *Crowley #14*, a 63-foot 1908 tugboat. "Eventually, I'll trick out the interior with lots of wood and varnish. Right now, it's a work in progress."

Abelseth grew up in Inverness, and looks forward to eventually living aboard *La Barca* on Tomales Bay. These days, he lives and works deep in the mountains of the Stanislaus National Forest. He designs and builds interesting little "adult playhouses" he calls 'Hobbitats', 9-by-11-foot custom cabins (the largest legally allowed up there without permits), out of cedar burl and other exotic woods, which are then trailed into the woods for off-the-grid living. "They have soul, like little boats," claimed Ron.

Next summer, or the one after, Abelseth will start some "serious cruising," taking *La Barca* north first, exploring Puget Sound and the Inside Passage to Alaska. With a diesel heater and wood stove — not to mention amenities like a 30-inch TV, a huge library of DVDs, and an electronic piano — *La Barca* should be comfortable in any weather.

Cat's Paw, Catalina 27 — "I've had incredibly positive interactions with the marine industry so far," claimed Jeff Trigg (left), who just bought his first boat, a 1981 Catalina 27, last month. "I really enjoyed Tradewinds Sailing School, where I took sailing lessons, and had a great experience buying the boat through the brokers at Farallone Yachts. The people and service at KKMI have been wonderful, too."

Trigg, who will remove the old name and Tweety Bird logo from the transom and rename the boat *Cat's Paw*, took his boat to KKMI for a quick bottom job, including thruhull replacements, and a rig overhaul. He was waxing the topsides and chatting with KKMI co-owner Paul Kaplan (right) when we wandered by. "I'm always interested in how and why smaller boat owners pick our yard," said Kaplan. "Contrary to what you might think, we're not just about big boats."

Trigg, a technician at Lawrence Berkeley Lab, and his wife Shireen, a Chevron employee, will daysail their new boat out of Richmond. "We'll hopefully get in a few short overnight trips this summer, too," said Trigg, who was quick to admit that Shireen, who grew up sailing on scenic Lake Champlain, is the sailor in the family. "All my time on the water was just motoring around with the Coast Guard!"

Jeff and Shireen are naturally quite excited about their Catalina 27, which spent the first two decades of its life in fresh water up in Sacramento and still looks almost new. "We looked at other designs, including Ericson 27s, but went with this because they're such a known quantity," explained Trigg. "About 6,600 Catalina 27s were built between 1971 and 1991, making it probably the biggest production run ever by an American boatbuilder. Unlike most older designs, the Catalina 27s still have an active class which is supported by a website and the factory."



BOATYARD TOUR



Independence, 66-foot custom Thornycroft — Mike Buschbacher, a San Rafael boatwright and general contractor, had his gigantic vintage wooden ketch hauled out at Richmond's Bay Marine Boatworks for 10-12 days for an insurance survey (the boat is currently listed with ABC Yachts in Sausalito) and routine maintenance, such as a bottom job and fixing some minor dry rot at the waterline. "I'm conflicted about selling her," admitted Buschbacher, who bought the 66-ton boat in 1999 and took two years off work to restore it. "I originally bought *Independence* with the idea of doing 'doctors without borders'-type charters in the South Pacific, but that hasn't worked out."

The boat's history could fill a feature article. Designed and built by famed British naval architect Sir John Isaac Thornycroft at his Hampton on Thames Yard in 1923, it has been through eight or nine owners and lived in England, Ireland, Holland, and Belgium before going to San Diego in 1981. In 1985, *Independence* was purchased by Glenn Simmons and Mary Richardson, who brought her to the Bay Area. Mike has owned the boat six years now, sailing out of the Sausalito slip that *Wanderbird* formerly occupied.

"I prefer ocean sailing, and my girlfriend and I often go out to the Farallones and Point Reyes, usually fishing for salmon along the way," he said. "The farthest we got was a five-week cruise to the Channel Islands two years ago. The boat was built for the North Sea and can go anywhere and take anything."

Buschbacher, who learned to sail in Michigan, has owned 12 boats now, including a 49-foot junk-style scow schooner (*Aurelia*) which he built himself. His considerable boatbuilding skills are evident in *Independence*, particularly in the beautifully restored interior. "The boat blooms when you work on her," claimed Mike. "It's all worth the effort."

Camille, Stewart 42 — We found *Camille*, a sweet-looking custom 1968 racer/cruiser we haven't seen for years, in a back corner at Svendsen's. Owner Jim Read (right) was doing odd projects inside the boat, while ubiquitous local measurer Dick Horn (left) was on the pavement below taking measurements with his 'magic wand'. *Camille*, we learned, was getting an Americap rating in order to race in July's 100th anniversary TransPac.

Read, a retired test IBM test engineer, and his wife Annie will sail *Camille* doublehanded in the upcoming race (see page 135). "We're not really racers," Jim quickly admitted. "We're using the TransPac as a springboard to get cruising. We bought the boat eight years ago, and have been working on it more than sailing. This summer, we'll finally get some ROI on the project!"

The Reads live in western Marin County and keep *Camille*, a coldmolded boat which began life in New Zealand, in San Rafael. They started sailing in the '80s, working up from a Banshee to a Victory to a Ranger 26, which they cruised up and down the coast. "It's been an interesting process getting ready for our first ocean crossing," said Jim. "It's been a real battle, actually. I could write a book about it!"

Horn, one of only two measurers in California (SoCal's Frank Whitton is the other), is busier than ever. "I've probably measured 20 local IRC boats and 20 Americap boats (for TransPac) since last summer," said Dick, a former high school math and wood shop teacher. "I'm supposed to be retired now, yet I'm working harder than ever before! Someday, I'll get back to sailing my own boat (*Aftermath*, a custom Schumacher 28)."



— SPRING CLEANING



Torea, Tahiti Ketch — Fairfax resident Jamie White, a longtime shipprigger at the San Francisco Maritime National Historical Park, has worked and sailed on many tall ships, including the *Hawaiian Chieftain*, the *Californian*, *Lady Washington*, and the *Bounty*. He met his wife Carolyn, a legal assistant and ceramic artist, on the latter in 1986. We caught up with them at the funky San Rafael Yacht Harbor, where they are restoring their John Hanna-designed, 30-foot wooden Tahiti Ketch *Torea* ("bird of the sea" in Tahitian).

"Between 2,000 and 2,500 of these boats were built, often in backyards," claimed Jamie, who has started a Yahoo users forum for fellow Tahiti Ketch owners. "Did you know that more circum-navigations have been done in these boats than any other design? They're classics, but they're really slow — a Westsail 32 will kick its butt! They say no one's ever drowned on a Tahiti Ketch, but some people have starved to death on them."

Jim Cotton, who lives in Napa now, built *Torea* in the late '50s while stationed at the Subic Bay Navy base in the Philippines. Cotton sailed the boat three-quarters of the way around the world, eventually living on her in Hawaii for 17 years. The Whites bought *Torea* in Richmond two and a half years ago, and got in touch with Cotton (through *Latitude*, no less) to learn the fascinating history of the boat. They've been working on her ever since, with the goal of "sailing down to New Zealand to visit friends" in a few years.

They've employed three talented young guys from North Bay Boatworks, an offshoot of the Arques traditional boatbuilding school, to replace all the frames (white oak) and at least eight planks (Douglas fir above the waterline; teak below). Jamie, naturally, has redone the rig and sails himself. The Whites will do their own caulking and painting, and will have the boat back in its Loch Lomond berth by July. They'll rebuild the interior in the water.

Dulcinia, Ericson 38 — Tim Fitzmaurice, president of a Oakland construction company which specializes in nonprofit housing, was literally wearing his Baja Ha-Ha hat when we met him at Alameda's Mariner Boat Yard. It turns out he participated in the 2000 rally as crew on *Chanticleer*, a Valiant 40, and also did the 2003 Ha-Ha on *Diva*, a Pacific Seacraft 37. "Both times were really fun," he claimed. "I'd like to take my own boat in the Ha-Ha one of these days."

Fitzmaurice has owned *Dulcinia*, his well-kept '86 Ericson 38, since 1998. Unfortunately, the boat has been in the yard since September, drying out as part of a blister job. "We'll be back in the water in a few weeks now, complete with seven layers of Interlux 2000 barrier coat, six new thruhulls, and more," said Tim. "I can't wait to get out sailing again!"

Dulcinia, which was rigged by Scott Easom, is set up for shorthanded sailing. Fitzmaurice enjoys daysailing out of his Emery Cove slip, generally either alone ("It's my therapy — cheaper than a shrink, and way more fun!") or with his wife Nancy. They also get up to the Delta — Potato Slough, in particular — at least once a year, a Fitzmaurice family tradition since 1959. They also enjoy chartering boats in faraway places, including Sweden, Mexico, the Caribbean, and the San Juan Islands.

"I grew up sailing the Bay on a Hurricane. My family owned an Alberg 35 and, for 16 years, a Cal 3-34 called *Intrepid Fox*," said Tim. "I went to high school in Oakland one year behind the Grand Poobah, though I didn't know him at the time. My friends and I used to skip school, buy beer at the Chinese grocery store, and sail over to Angel Island for the day — basically, what we're still doing today!"



BOATYARD TOUR

TMC Racing, J/24 — Orinda management consultant and occasional OCSC instructor Michael Whitfield (right) was working on his boat in the shed at Berkeley Marine Center, getting ready to head up to Seattle on May 18-22 for the 2005 J/24 Nationals. Regular crew Lester Igo — who, along with Lou Anna Koehler, Scott Ryerson, and Eamon O'Byrne, will make the trek north with Whitfield — was lending a hand when we dropped by.

Whitfield has raced J/24s since 1985, but has only owned *TMC Racing*, 1992 hull #4906, for about a year. "It's a good boat," said Whitfield, who keeps the boat on a trailer in front of OCSC (it goes in and out on Berkeley Marine's travelift) and sails for Cal SC. "Previous owners Vince Brun won the Nationals three times with it, and Ken Kaan, from Kaneohe Bay, sailed it to fifth in the Worlds."

After finishing mid-fleet at the '04 Nationals in Vancouver, Whitfield's boyhood town, he is hoping to move up dramatically in the projected 50-boat fleet this time. "We've spent the time fairing the keel and upgrading our sails and



gear, and Andrew Kerr has been coaching us since October," said Whitfield. "We've really sharpened our focus, and it's starting to show in our race results."

The ubiquitous *TMC Racing* has been almost untouchable this season, taking a second in the Spring Keel Invitational to *Running With Scissors*, and firsts in the

Big Daddy, Wheeler, *J/Fest*, and Vallejo. They're leading the J/24 season standings so far, "putting time in the boat and having fun." A particular highlight was being the first boat to finish the Vallejo Race on Sunday. "It was mind-boggling to look back at all those boats right behind us!" claimed Whitfield.

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ANTIGUA CLASSIC —

In the realm of yacht racing, few events can rival the visual grandeur of the Antigua Classic Yacht Regatta. Since its inception in 1987, this annual gathering of vintage yachts — and those inspired by vintage designs — has served as a meeting place for sailors of many nations whose hearts swell at the sight of gleaming varnish, straining tops'ls and hulls crafted with the elegant lines of decades past.

Sadly, we weren't lucky enough to attend that eye-popping spectacle last month (April 14-19). But after perusing Caribbean-based photographer Tim Wright's stunning images of it, we couldn't resist bringing you this small sampling of the museum-quality yachts in attendance.

With a record 59 boats competing this year in 11 classes, the fleet, as always, was extremely diverse. The three-masted staysail schooner *Fleurtye* was the largest at 176 feet on deck, while the 26-ft cutter *Cora* was the smallest. From nearly-new multi-million-dollar yachts which had come to race in the 'Spirit of Tradition' class (classic looks, but modern underbody), to time-honored antique workboats built in the late 1800s, the fleet spanned 117 years of yacht and ship design. The brain trust responsible for creating this remarkable field of entries is a veritable who's who of legendary yacht designers: Nat and L. Francis Herreshoff, William Fife, Colin Archer, John Alden, Arthur Robb, Olin Stevens, Philip Rhodes and others.

Although a gentlemanly spirit of courtesy and fair play is said to distinguish this regatta from many others, competition during the three days of racing is definitely always spirited. Owners who bring their boats thousands of miles across the Atlantic or down from New England undoubtedly enjoy rubbing shoulders with like-minded aficionados, but as veteran crewman will confirm, each owner's fundamental

purpose is to race hellbent-for-leather under the sparkling Caribbean sun, regardless of how beat up his flawless

The brain trust responsible for creating this remarkable field of entries is a veritable who's who of legendary yacht designers.

varnishwork becomes or how much his garboards begin to weep.

Winds were lighter than normal this year, averaging around 13 to 14 knots, instead of the 20 to 25 which is more typical in these waters. The upside, though, was that every boat could race with all her rags flying — tops'ls, staysails, the whole works.

According to the 'godfather of Antigua yacht racing' Jol Byerly, the most excit-



Right: Not your typical 'round the buoyS race — the 130-ft J Class sloop 'Velsheda', built in 1933, leads the recently-built, 134-ft schooner 'Windrose of Amsterdam' around a wing mark. **Above:** 'Ibis' was harvesting English oysters back when the Wright brothers took their first flight. And, as you can plainly see, she's still going strong.

ing boat-for-boat competition this year had to have been between the 130-ft J Class sloop *Velsheda* — launched in Britain in 1933, and immaculately restored from a bare hull in the mid-'90s — and two contemporarily built yachts



AN EYEFUL OF ELEGANCE



ANTIGUA CLASSIC —

of similar size: *Ranger*, a 2003 J Class replica and *Windrose*, a 2002 schooner that can point remarkably high. "It was an absolute joy to watch them go," said Jol with a chuckle. As the three of them roared through the light chop off Antigua's south coast like a trio of express trains, smaller boats were wise to keep clear.

Members of the Antigua YC, who put on this annual affair, in addition to the now-massive Antigua Sailing Week, do their best to make all entries welcome, doling out a variety of special prizes in addition to awards for top scorers in the 11 classes. Most of the big winners were household names in these latitudes, such as the stunningly beautiful 94-ft William Fife ketch *Sumurun*, which was launched in 1914, the gorgeous 112-ft schooner *Aschanti IV* (1954), one of the founding yachts of this event, which returned after a long absence, and, of course, *Velsheda*, by most estimations, this year's shinning star. A 'young upstart' by comparison, the two-year-old 65-ft schooner *Juno*, was extremely well raced, becoming the overall winner. (See www.antiguaclassics.com for complete results.)

Those who are up on their Caribbean racing history know that the world-famous Antigua Sailing Week was originally founded by charter yacht crews as a celebration of the end of the annual winter season. Back then, of course, most of the premier charter yachts were glistening wooden beauties, such as *Lord Jim*, then owned by Byerly and now based in Sausalito. As the years went by and ASW grew, the woodies were gradually out-gunned by modern, light displacement racing yachts, and were relegated to the sidelines.

Eventually, though, the Classic Yacht Regatta took shape, and it's been gaining momentum ever since. Old-timers like Jol will tell you that even today, this event inspires a great deal of heartfelt camaraderie which is reminiscent of the early days of Antigua Sailing Week.

In addition to three days of racing, the event also included a stationary *concourse d' elegance*, where boats were judged in their berths or at anchor based on the quality with which they have been maintained.

Below: No, it's not exactly one design racing: The 60-ft 'Marguerite T', built in 1893, charges ahead with the 42-ft S&S 'Cimarron' (1969) and the 58-ft Alden 'Charm III' (1928) to leeward. Clockwise from center: For spectators, some of the most fun was watching the big boys — 72-year-old 'Velsheda' leads two contemporarily-built yachts, 'Windrose' and 'Ranger', while smaller craft, like the 60-ft 'Marguerite T', strain to stay clear; the perfectly-set sailplan of the 112-ft 'Aschanti IV' is enough to make a sailmaker's eyes tear up; it takes more than one bowman to get things done aboard the 136-ft 'Ranger'.

ALL PHOTOS TIM WRIGHT / WWW.PHOTOACTION.COM



AN EYEFUL OF ELEGANCE



ANTIGUA CLASSIC —



TIM WRIGHT / WWW.PHOTOACTION.COM

Many boats also participated in a boat parade, deep into the narrow backwaters of historic Nelson's Dockyard, where they somehow managed to turn around and squeak back out again. Ah, and, of course, there was a party or two where libations of rum flowed freely. Hey, this is the Caribbean we're talking about.

If viewing these photos makes you yearn to participate yourself next year, we've got several suggestions: 1) Buy

Antiguan Carlo Falcone's 1938 Alfred Mlyné ketch 'Mariella' is the definition of classical elegance.

yourself a classic yacht, put a zillion hours of work and a truckload of money into her, then sail her down to the sunny Carib. 2) Go to the regatta website next winter, www.antiguaclassics.com, and sign up on the crew list. Or 3) simply book an air ticket and a hotel room — way ahead of time — and plan to enjoy

the magic of it all from a spectator boat or from the cliffs above Falmouth Harbor. Who knows, if you hang out at the Antigua YC bar long enough and make enough friends, you might even get offered a ride. Hmmm. . . come to think of it, perhaps we'll see you down there.

— **latitude/aet**

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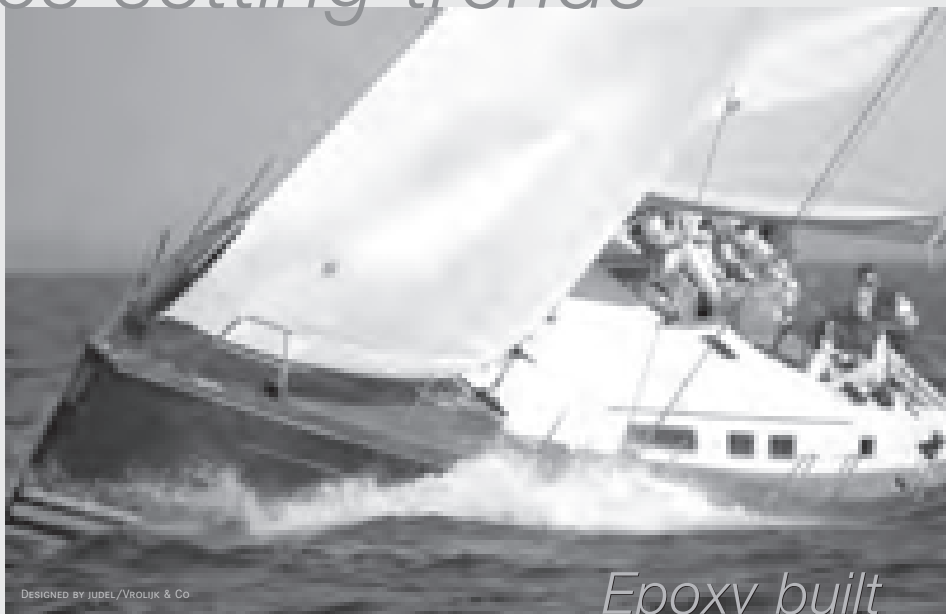
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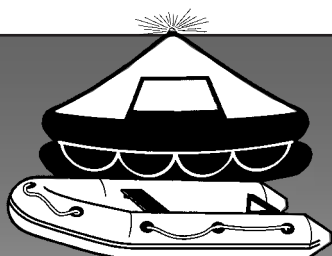
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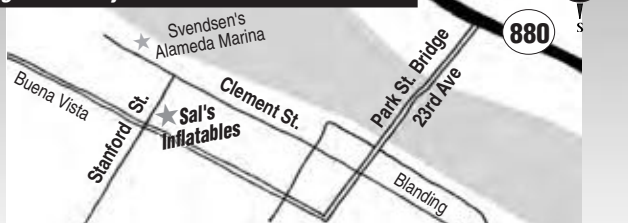
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ADVICE TO THE HA-HA CLASS OF 2005

If you're planning on doing the Baja Ha-Ha and cruising Mexico this fall, we've got some tips and advice for you based on our experience. We — Bruce and Bobbie McPherson of the Sausalito-based Island Packet 40 *Music* — had a fairly typical itinerary for a first-year cruiser. We departed San Francisco on September 3 and cruised down the coast to San Diego for the Ha-Ha, which started in late October. We later sailed as far south as Zihuatanejo on mainland Mexico, and are now back up in Paradise Marina near Puerto Vallarta for hurricane season. Next winter we'll be heading further south.

Tip One: Get Those 'Last-Minute' Projects Done Now.

Even though we thought we had plenty of time, we experienced delays caused by bad service providers, bad suppliers, and even bad equipment. For example, a company was slated to have our bimini completed by early June. We didn't get it until August because the first provider let us down and we had to use somebody else. In another example, we had to return our watermaker to the factory for repairs. We didn't get it back until the last minute — but we're happy to report that it's worked flawlessly ever

'Music' was lookin' good as she headed south last fall with the biggest Baja Ha-Ha fleet ever. Note the cruisy 'back porch'.

since. Our departure was actually delayed three days because the solar panel supplier couldn't deliver, forcing us to find another supplier. Shit really does happen when you're trying to get your boat ready.

Tip Two: Know What You And Your Crew Can Handle

The two of us have been sailing our 40-footer pretty much by ourselves since we acquired her in 1996. She's a fairly heavy, conservative boat designed for cruising, and is therefore pretty easy for just the two of us to handle on shorter passages. We made it from San Francisco Bay to San Diego with only one rough patch, that being rounding Pt. Sur in 25 knots of wind and fog as thick as pea soup.

But for the Ha-Ha — which has passages of 360 miles, 240 miles, and 180 miles in close succession — we decided to have crew. We also had crew for the 300-mile passage to Puerto Vallarta right after the Ha-Ha. We really enjoyed having crew along for these passages, particularly the ones with multiple nights at sea, as it made them easier and a lot more fun. Fatigue can really cut into one's cruising enjoyment.

However, since reaching Puerto Vallarta in early November, it's just been the two of us. It hasn't been hard because, between P.V. and Zihua, you can pretty much daysail. We nonetheless did make a couple of over-nighters, and they were among our more memorable sails. The sea can be very beautiful at night.

Tip Three: Take Your Time Getting To San Diego For The Start Of The Ha-Ha

We spent almost six weeks getting from Sausalito to San Diego — and had a great time doing it. For one thing, we didn't have to



LATITUDE / ANDY

rush, which might have forced us to battle bad weather like some of the other boats. We could sit and wait for good conditions before rounding the major points. It also gave us the opportunity to see parts of the California coast we hadn't expected to see.

For example, we spent two weeks in Catalina which, after the high season, has low rates for moorings if you pay by the week. In early October we spent a relaxing week recovering from our voyage down the coast — until our solitude was interrupted by the 15th Annual Buccaneer Days, where people dress up like pirates or wenches and have a wild and crazy time.

We spent the next week at Avalon where we met a bunch of other folks who were getting ready to do the Ha-Ha, and held the first (unofficial) party of Ha-Ha XI. We subsequently spent a lot of time with these people and, although we're now spread out from Seattle to Tahiti, we're still good friends.

In addition, we suggest that you allot at least one week of time — and a lot of money — to be in San Diego right before the start of the Ha-Ha. You can't believe the stuff Downwind Marine and 'the biggest West Marine in the world' have in stock that you never thought you'd need. (By the way, how come they have McDonalds, K-Mart, and other big-box stores in



LATITUDE / JR

— FROM 2004 VETS



Inset: Authors Bob and Bobbie enjoying the tropics. Spread: The start of each leg of the Ha-Ha brings new excitement and new chal-

Mexico but not a West Marine?)

Tip Four: Don't Worry About Having To Provision Your Boat For The Season While In San Diego

The reason you don't have to worry is that this isn't your dad's Mexico. We frequently visited Mexico in the '80s and '90s, and frankly couldn't believe how it had changed by 2004. Most notable was how much more prosperous it is. All the major towns now have at least one Costco or K-Mart-type store with just about everything that you could need. The only two things we never were able to find were good dark chocolate and Bisquick.

However, don't limit yourself to shopping in the modern big-box stores, as you'll find the best fruit, veggies and seafood in the traditional mercados — where it's a lot more fun to shop anyway.

Tip Five: Some Convenience Items Aren't Necessary, But Are Extremely Desirable

It goes without saying that a good dinghy and reliable outboard are essential — but don't forget the dinghy wheels. You don't need the wheels when cruising the California coast, the South Pacific, the

Caribbean, or the Med, but in Mexico, where you'll be doing lots of surf-landings, they are all but essential. Without them, you'll have to drag 250 pounds 30 or 40 feet up or down a beach each time you want to use the dinghy, wrecking the bottom of the dinghy — and your back — in the process.

An SSB radio is also extremely desirable because it allows you to participate in the various SSB cruiser nets, and it also allows you to keep up with the weather when on the move. A couple of years ago there were letters in *Latitude* about some cruisers obsessing about the

weather in Mexico, which isn't necessary because it's usually pretty nice. Nonetheless, when you up-anchor to start a passage, it's nice to know if any atypical weather is expected.

A watermaker is another extremely desirable, but not essential, piece of gear. Yes, they are expensive, and the older ones require quite a bit of maintenance. Remember, though, you're not really paying for the water, but rather the convenience of not having to jerry jug water out to the boat. Watermakers provide a lot of comfort, as there isn't anything much better in the heat of Mexico than a cool freshwater shower.

It's also very important to keep your boat cool, which at the minimum means a cover over the cockpit. But the more boat you can cover, the more comfortable you'll be. A couple of wind-scoops or breeze-boosters are also great, as they keep the air moving through the boat on hot days when there is hardly any wind at all.

Lastly, a very efficient battery-charging system is also a godsend. For if you can avoid having to run your engine while at anchor, it makes your cruising just that much more enjoyable. We have enough solar panels to provide for about half of our electrical needs. We wish we had room for more, because we like to run the engine as little as possible.

Tip Six: The Fishing Scene

There are a lot of fish in Mexico, but it's not always easy to catch them. It's true, we had really good luck fishing down the coast of Baja, and always had fresh tuna or mahi mahi. South of Cabo we've caught fewer fish, but those that we did catch were bigger.

Unless you're a confirmed loner, you'll make lots of friends while cruising Mexico — as evidenced by this raftup at Tenacatita in 2004.



MUSIC

ADVICE TO THE HA-HA CLASS OF 2005

When you hook a fish on a drag line, we recommend that you let it drag for awhile so it becomes exhausted. Every time we've hooked a fish over 25 pounds and tried to land it while it still had a lot of fight, it eventually got away.

We started out fishing in Mexico with a rod and reel that I'd used in the Bay Area for salmon fishing. That's not good enough for Mexico. Between Banderas Bay and Tenacatita Bay, a big fish took my lure — and as far as I know is still swimming with it — plus a couple of hundred yards of line trailing behind. So we've upgraded our fishing gear.

Tip Seven: Slow Down!

We think we're finally getting the hang of this, but it's taken awhile. We left Sausalito three days after I retired, so in the first six months of cruising I didn't get much time to stop and relax. One of the problems was that I'd made it my goal to spend Christmas in Zihua, so we kind of rushed to get down there. After a two-day run to end the long rush that had started in San Francisco, we stopped in Zihua for nearly two months. We finally



Bruce and Bobbie recommend dragging a hooked fish to tire him out. They snagged this mahi-mahi in Banderas Bay.

began to relax. On the return trip up to Tenacatita, we took two weeks rather than two days, which is the correct way to do it.

Tip Eight: Yes, Just Do It!

Mexico is a great place, just like everybody says. So if you can go now, just do it!

The Baja Ha-Ha is a great way to get introduced to cruising, as you'll be making the trip with lots of new friends. It's just easier and more fun to do things for the first time with lots of friends. And the Ha-Ha organizers are to be commended for making this introduction to cruising

possible for so many of us.

Tip Nine: Ignore The Myths

Before we sailed to Mexico, we'd gotten lots of advice and information from many different sources. A lot of it was good — some even useful. But we also got what we've come to call 'The Three Myths Of Mexico':

The first myth is that cruisers should take plenty of Spam because it can be traded everywhere for lobster! Maybe that was true a few years ago, and maybe it would be true if yours was the only boat in a bay, but we never found any takers. So if anybody needs any Spam, just call us.

The second myth is that crocodiles only swim in fresh water. If that's true, ask the folks anchored off La Ropa Beach in Zihua what that big thing was that was swimming around them.

The last myth is that you need to bring lots of quarters for the laundromats. We don't know where this myth started, but it's just that, a myth.

See you out there!

— **bruce & bobbie mcpherson**

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THE ROLEX

Sequels that capture the magic of the original are tough things to pull off. Just ask George Lucas. But even Mr. Star Wars would be impressed by the potential of a sailing event that got underway off New York Harbor on May



22: The Rolex Transatlantic Challenge. It has big, beautiful boats. It traces perhaps the most famous route and record in all of sailing — eastward across the Atlantic from Sandy Hook, New Jersey, to the fabled Lizard at the southern tip of England. And it celebrates the 100th anniversary of a seminal event widely regarded as the first formal ocean race for private yachts, the 1905 Kaiser Cup.

Step back with us for a moment to those thrilling days of yesteryear when Kaiser Wilhelm II, Emperor of Germany, ponied up the money to stage a race across the Atlantic which he hoped would showcase the 116-ft German schooner *Hamburg*.

Eleven giant yachts from the U.S., Britain and Germany answered the starting gun off the Sandy Hook lightship on May 17, 1905, for the 3,000-mile marathon to England. Among the entries was the 185-ft, three-masted schooner *Atlantic*, with owner Winston Marshall and six guests aboard. In those days, owners and their guests didn't participate in the sailing of the yacht. They were there to enjoy the sights and sounds of the trip, while a professional crew did the actual sailing. Marshall had hired the best rockstar crew he could find, and put them under the command of three-time America's Cup-winning skipper Charlie Barr.

How the *Hamburg* finished is lost to the ages. How the *Atlantic* finished is the stuff of legend.

The first few days were light, but when the going got tough, Barr got going, pushing his crew and the two-year-old steel-hulled schooner hard. So focused was he on the task at hand that when



Something old, something new. Rolex entries include (l to r) — 'Stad Amsterdam', 'Windrose of Amsterdam', 'Maximus', 'Mari-Cha IV.'

the terrified owner came topside in one of the worst gales and ordered him to heave-to, Barr replied, "Sir, you hired me to win this race, and that's what I'm trying to do." The owner and his guests retreated to their cabins and prayed for their lives all night.

Atlantic not only won the race handily (she beat the second-place boat in by 24 hours), she set a new west-east trans-Atlantic record of 12 days, 4 hours that would stand for 75 years. It was not broken until 1980, when Eric Tabarly's trimaran *Paul Ricard* lopped two days off *Atlantic's* time. It would be another 17 years (1997) before a monohull, Ludde Ingvall's 80-ft sloop *Nicorette* would better *Atlantic's* monohull mark. The present outright record is 4 days, 17 hours, set by Steve Fossett's 125-ft catamaran *PlayStation* in 2001. The current monohull record is 6 days, 17 hours, set by the 140-ft super-maxi schooner *Mari Cha IV* on her maiden ocean voyage in 2003.

Now they're going to do it again.

As this issue was being put together, the fleet of 20 large yachts assembling in New York was about as diverse as can be imagined. They ranged in age from the spectacular 94-ft ketch *Sumurun*, launched 91 years ago (in 1914), to the squeaky-new 100-ft super-maxi sloop *Maximus*, which was launched barely 91 days ago (in February). In size, they range from a brand new Volvo 70 sloop (minimum size allowed to enter) to — get this — a 230-ft modern clipper ship with

square-rigged sails on all three masts!

In terms of all-out speed and the prospect of a new Atlantic record, the boats to watch are *Maximus* and Bob Miller's *Mari-Cha IV*, which is back to try to lower her own standing record.

For sheer dramatic effect, however, even a drag race between super maxis will likely pale in comparison to the spectacle of a clipper ship boiling along before 25 knots of breeze with 30,000 square feet of squaresails straining.

Another comparison worth noting, also for dramatic effect, is that between state-of-the-art boats in 1905 and 2005 — *Atlantic* and *Mari-Cha*. First a few similarities: both are schooners; the mast heights of *Atlantic* (132-136 feet) and *Mari-Cha* (both 140 feet) are within a few feet of each other; and *Mari-Cha's* 132-ft waterline is only six feet shorter than *Atlantic's* — although the latter's huge overhangs fore and aft make her a whopping 45 feet longer overall than *Mari-Cha*.

Now for a few differences. *Atlantic's* hull and masts were built of steel. She had a fixed, full-run keel and displaced 303 tons. The 10 working sails she normally flew off her three masts — a total of more than 18,000 square feet — were made of Egyptian cotton. *Mari-Cha's* hull is build of Nomex honeycomb, and her masts are carbon fiber. Her sails — five in normal reaching mode totalling about 10,000 square feet — are all North 3DLs, which are made over a mold and hold their shape immeasurably better than cotton. She has water ballast, a canting keel with a 10-ton bulb at the end and displaces 49 tons — which is less than *Atlantic's* engine alone.

TRANSATLANTIC CHALLENGE



The New York Yacht Club and Royal Yacht Squadron are co-hosting the event, which features something for everyone

involved — there are divisions and trophies for Grand Prix, Performance Cruising and 'Spirit of Tradition' classes.

Race day started with a parade of sail through New York harbor. The race began at 2 p.m. off Sandy Hook, New

ROLEX TRANSATLANTIC CHALLENGE ENTRIES

boat	length	rig	launched	owner/skipper/charterer	comments
Stad Amsterdam	230 ft	clipper	2000	Storm Trysail Club	First clipper built in 130 years
Tiara	178 ft	sloop	2004	Jonathan Leitersdorf	First private sailing yacht in the world capable of landing a helicopter
Windrose of Amsterdam	151 ft	schooner		Chris Gongriep	Won the only previous modern edition of this race (1997); holds the record for fastest Atlantic crossing by a two-masted schooner
Whirlaway	140 ft	sloop	2002	Randall Pittman	Pittman also owns the 90-ft super maxi <i>Genuine Risk</i> ; <i>Whirlaway</i> is his 'cruising boat'
Mari Cha IV	140 ft	schooner	2003	Bob Miller	Current trans-Atlantic and 24-hour monohull record holder
Sariyah	131 ft	ketch	1994	Cortright Wetherill, Jr.	Although she sports traditional lines, 'Sariyah' was designed with an eye toward speed
Whisper	116 ft	sloop	2003	John "Hap" Fauth	Perhaps the ultimate expression of 'racer-cruiser', 'Whisper' is as fast as she is elegant
Sojana	115 ft	ketch	2004	Peter Harrison	Modeled after Whitbread ketches, this big Farr-designed sloop combines a powerful hull and sailplan with a spectacular 'gentleman's interior'
Anemos	112 ft	sloop	1999	Stephan Frank	Nautor Swan's current flagship
Maximus	100 ft	sloop	2005	Charles St. Clair Brown and Bill Buckley	World's largest super-maxi sloop and the newest boat in this race (launched 2/05)
Leopard	98 ft	sloop	2000	Mike Slade	Has been smashing records all over Europe since launch
Sumurun	94 ft	ketch	1914	A. Robert Towbin	Oldest boat in race; won class in 1997 transatlantic race
Nordwind	88 ft	ketch	1938	Hans Albrecht	Built in 1938 for German high command, seized as a war prize after WWII; set record in '39 Fastnet Race that stood for 20 years
Carrera	81 ft	sloop	2000	Joe Dockery	Formerly Neville Crichton's <i>Shockwave</i> and Hasso Plattner's <i>Morning Glory</i>
Mariella	80 ft	yawl	1939	Carlo Falcone	Most ocean miles of any participant, including a circumnavigation
Seleni	80 ft	sloop	2000	Colin McGill	Refit in 2003, this Swan 80 is the epitome of speed and comfort
Ocean Phoenix	77 ft	sloop	1996	Jose Aguinaga	Designed as a cruiser, the R/P-designed <i>Ocean Phoenix</i> has won a number of awards for her racing prowess
Palawan	75 ft	sloop	1991	Joe Hoopes	A popular charter boat when she's not winning races
Telefonica Movistar	70 ft	sloop	2005	Bouwe Bekking	The Spanish entry in the 2005 Volvo Race
Stay Calm	70 ft	sloop	2001	Clarke Murphy	A charter boat most of the time, 'Stay Calm' has been stripped for racing and sports a new suit of 3DL sails for the Rolex race

ROLEX TRANSATLANTIC CHALLENGE

Jersey, the traditional 'mark' where sailing ships took their times and dropped off or picked up their pilots.

Upon arrival at the finish, the yachts will all proceed to Cowes where post-race festivities are planned to coincide with another historic celebration — the 200th anniversary of England's victory in the battle of Trafalgar.

And they're not through yet! Some of the Rolex Trans-Atlantic Challenge fleet will then take part in a race around the Isle of Wight on the same course as another little fleet race 150-some years ago that came to be called the America's Cup.

While the Rolex Transatlantic Challenge is primarily a celebration of grand yachts and tradition, as men-



Still the boat to beat: Winston Marshall's spectacular 185-ft schooner 'Atlantic'

tioned, there is always the possibility of new records. Perhaps the sweetest plum on that tree is the racing record across the Atlantic — which still belongs to Charlie Barr and the *Atlantic* crew. All of the modern marks, including the current records held by *Mari-Cha* and *PlayStation*, were single-boat attempts

choreographed by professional weather routers who told the boats when to go and where to position themselves at each stage of the crossing. The only weather routing the *Atlantic* crew had was a barometer and Barr's ability to read clouds and waves. Even then, he didn't have the luxury of picking his weather window — he had to go when the rest of the fleet went. And so will *Mari-Cha*, *Maximus* and the rest — all once again in pursuit of perhaps the most coveted record in sailboat racing history.

— **latitude**/jr

The finish of the Rolex Challenge unfortunately fell between our deadlines. To see how they did, log onto the official website at www.transatlanticchallenge.org, or check *Electronic Latitude* at www.latitude38.com.

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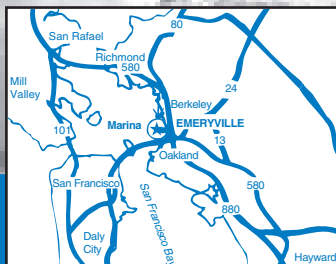
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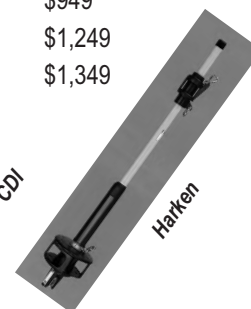
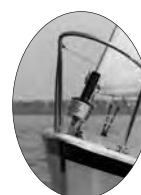


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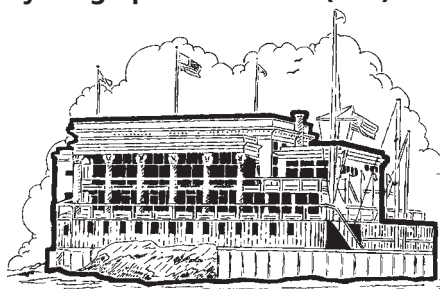
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MAX EBB

I'd take the train to work every day, if only I could. The problem is that the parking lot fills up by 7:15, and there are no more spaces available until the late lot opens at 10. So I'm usually in one of those cars fighting it out on the bridge.

But Saturdays are different. Parking is no problem, and I like the train because it's quiet and smooth, and I can actually get some work done between my station and downtown.

That is, if I don't run into anyone I know. On a trip into town last weekend I had staked out space in a 'booth' of four empty seats, and had barely opened up my laptop and turned on the cellphone when a big yellow seabag landed on the opposite seat, followed by the familiar figure of Lee Helm. I moved some of my office equipment so that she could take the seat next to me.

"I mean, like, don't tell me they make you go in to the salt mine on Saturday, Max. That's like, despicable!"

"It's the usual crisis," I sighed. "But there's no way out. Looks like you're going sailing — but I can't think of any marinas that you can get to by heavy rail."

"Boat's picking me up at St. Francis," she said. "I get off downtown, transfer to the 30 Stockton, and take it to the end of the line. It's a totally awesome trip through Chinatown on Saturday morning."

"If it gets you there," I said.

"Meanwhile, I have just enough time to load my tidebook."

"Load your tidebook?" I questioned. "How heavy is your edition? I use this little one from my sailmaker."

I happened to have a tidebook in my jacket pocket, so I pulled it out to show her.

"Same one we all use," she said. "But like, it's nowhere near ready to use in a race 'til I load in the data for the day."

"I thought it had all the data already in it," I said.

"Au contraire," she said. "Allow me to demonstrate how this works."

She pulled out her own tidebook, essentially the same publication although

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Currents in Knots									
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1 Sun	0143 1.2E	0357	0625 1.6F	0921	1325 2.7E	1719	2051 2.2F		
2 Mon	0003 0249 1.6E	0518	0752 1.6F	1045	1440 2.7E	1810	2139 2.4F		
3 Tue	0045 0348 2.0E	0628	0912 1.7F	1159	1542 2.6E	1859	2219 2.5F		
4 Wed	0124 0439 2.4E	0730	1021 1.9F	1302	1634 2.5E	1950	2251 2.5F		
5 Thu	0158 0525 2.6E	0828	1118 2.0F	1402	1719 2.3E	2011	2316 2.5F		
6 Fri	0229 0603 2.8E	0922	1210 2.0F	1500	1802 2.5E	2046	2342 2.5F		
7 Sat	0257 0648 2.9E	1013	1303 1.9F	1557	1846 1.6E	2118			
8 Sun	0309 2.4F	0321	0722 2.5E	1107	1358 1.8F	1656	1932 1.3E	2149	
9 Mon	0041 2.4F	0349	0750 3.0E	1143	1457 1.7F	1759	2020 1.0E	2223	
10 Tue	0118 2.3F	0419	0815 3.0E	1233	1546 1.7F	1901	2110 0.8E	2304	
11 Wed	0200 2.1F	0454	0845 3.0E	1318	1642 1.7F	2003	2203 0.7E	2354	
12 Thu	0247 1.9F	0535	0924 2.9E	1401	1740 1.7F	2102	2304 0.7E		
13 Fri	0339 1.7F	0623	1011 2.8E	1450	1836 1.6F	2158			
14 Sat	0414 0.8E	0710	1043 1.4F	1520	1911 2.4E	2248	1923 1.5F	2248	
15 Sun	0118 1.0E	0327	0649 1.5F	0827	1219 2.5E	1628	2009 2.0F	2329	
16 Mon	0215 1.3E	0440	0703 1.5F	0940	1324 2.4E	1711	2047 2.1F		
17 Tue	0306 1.7E	0547	0815 1.3F	1052	1421 2.3E	1751	2116 2.1F		
18 Wed	0400 2.0E	0645	0853 1.4F	1159	1512 2.1E	1827	2138 2.2F		
19 Thu	0428 2.3E	0739	1023 1.6F	1300	1558 1.9E	1857	2159 2.3F		
20 Fri	0469 2.6E	0829	1115 1.7F	1400	1641 1.6E	1925	2226 2.4F		
21 Sat	0524 2.9E	0914	1204 1.7F	1500	1724 1.3E	1952	2258 2.6F		
22 Sun	0550 3.2E	1005	1254 1.8F	1601	1809 1.0E	2022	2334 2.7F		
23 Mon	0623 3.4E	1050	1346 1.8F	1705	1901 0.9E	2059			
24 Tue	0715 2.5F	0314	0703 3.0E	1138	1438 1.8F	1808	1967 0.7E	2144	
25 Wed	0802 2.6F	0358	0749 3.0E	1221	1531 1.5F	1906	2055 0.7E	2241	
26 Thu	0852 2.5F	0447	0839 3.0E	1309	1625 1.3F	2000	2155 0.8E	2350	
27 Fri	0941 2.2F	0541	0934 3.0E	1400	1724 2.0F	2052	2303 0.9E		
28 Sat	1030 0.5F	0645	1036 3.1E	1451	1823 2.1F	2144			
29 Sun	0116 1.2E	0750	1140 3.1F	1546	1915 2.2F	2235			
30 Mon	0124 1.8E	0852	1234 3.1F	1642	2004 2.7E	1837	2003 2.4F	2321	
31 Tue	0226 2.0E	0952	1324 3.1F	1740	2094 2.5F				

"What? No official 24-hour military-style time?"

hers had a bright yellow cover with a different sailmaker's logo. She also pulled out a felt tip marking pen.

"First turn to page 36," she instructed.

"Okay, but this is June," I said as I noticed that page 36 was for last January.

"Now put a big diagonal slash mark across each of the next 12 pages."

"Huh?"

"This is important, Max. These pages are for the current at Carquinez Strait, and like, if you don't cross them all out you might use them by mistake for the central Bay."

"Okay, makes sense," I said as I followed her instructions.

"Just making sure," she said. "I know you would never make such a dumb mistake as to confuse the Carquinez page with the page for the Gate."

I chose not to comment.

"Next step," Lee continued. "is to turn to the right page for this month, the one that says 'Currents at Golden Gate Entrance.'"

"Gotcha."

"Now check the year," she said.

"Well, I know it's for '05," I said.

"Like, always check, Max. Even

Step 1: Cross off the pages for Carquinez Strait — unless you're doing a Delta Race such as Vallejo, the Jazz Cup or the Ditch Run.

though I know you would never do something so brain-dead as to use a tidebook from the wrong year."

I chose not to respond to that statement, either.

"Now we underline the data for today," Lee continued. "Don't worry about blocking out the line below if you're using a marking pen."

"What if you're also racing tomorrow?" I asked.

"New book. You need, like, a new tidebook every day, the way I do it."

I underlined the line of data for today.

"Now find the last time of maximum current before the start — in this case it's at 7:41 in the morning, a 4.0 knot ebb. Flip to the little current charts in back — find the one that says 'Maximum Ebb at Golden Gate' — and write in 7:41 right next to Yerba Buena Island in the inset area."

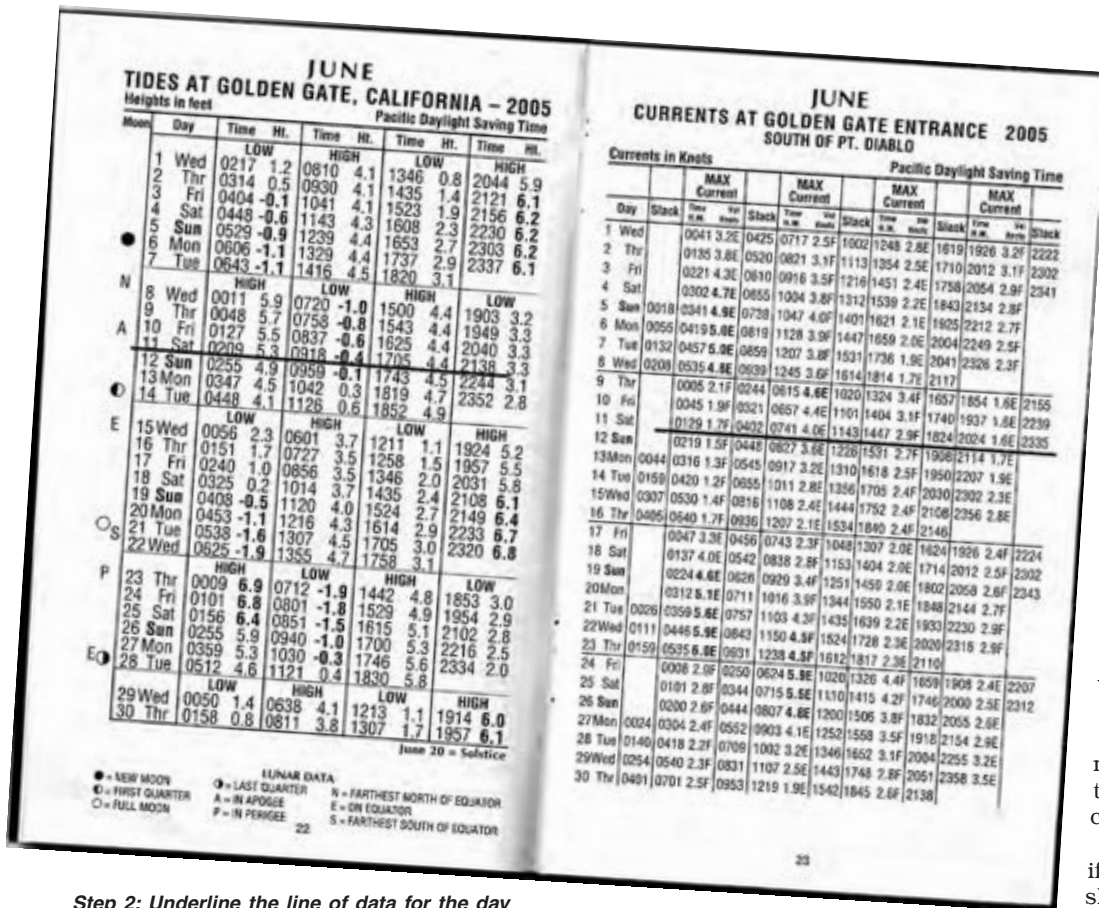
"Should I also write in 4.0 knots?" I asked.

"Nope, gotta turn to the 'Factors for Correcting Speeds' table that's on the page before the current charts, page 48 in my book."

The page numbering was a little different in my edition, but I found the table easily enough.

"Look under 'Maximum Ebb.' The predicted speed of 4.0 is between 3.9 and

— THE GOOD BOOK



Step 2: Underline the line of data for the day of the race.

4.2, so the table says to use a correction factor of 0.9."

"No problem," I said. "I've done this a million times."

"For sure, but like, the thing here is to take the trouble to write it in the right place in the tidebook so you can get to the info quickly during a race. Flip back to the chart and write in 'times 0.9' under the 7:41."

"Okay, got it. Now we do the next three hours?"

"Right. The page for 'One Hour After' gets 8:41 x 0.9 written in, and so on to 10:41 x 0.9 on the 'Three Hours After' page."

"Usually I leave all these details to my tactician," I said.

"But like, does your tactician actually do this? It's a pain to figure it out during the race. Now we need time of slack water," Lee said as she directed me back to the data page.

We discovered that slack on that day was a full four hours after max, at 11:43. Lee had me write "slack at 11:43" along the top margin of the "Three Hours After" page.

"Like, you see why I do this?" she said. "The tidebook charts assume the nominal timing of the tide cycle, so if the duration of the ebb is longer, like today, you should really stretch out the

times a little for a better fit. But that's for computers, this is the hand-powered

Predicted speed (knots)	Factor	Predicted speed (knots)	Factor
0.5-0.8, multiply by	0.2	0.7-1.1, multiply by	0.2
0.9-1.1, multiply by	0.3	1.2-1.5, multiply by	0.3
1.2-1.4, multiply by	0.4	1.6-2.0, multiply by	0.4
1.5-1.8, multiply by	0.5	2.1-2.4, multiply by	0.5
1.9-2.1, multiply by	0.6	2.5-2.9, multiply by	0.6
2.2-2.4, multiply by	0.7	3.0-3.5, multiply by	0.7
2.5-2.8, multiply by	0.8	3.6-4.3, multiply by	0.8
2.9-3.1, multiply by	0.9	4.4-5.2, multiply by	0.9
3.2-3.4, multiply by	1.0	5.3-6.1, multiply by	1.0
3.5-3.7, multiply by	1.1	6.2-7.1, multiply by	1.1
3.8-4.1, multiply by	1.2	7.2-8.2, multiply by	1.2
4.2-4.4, multiply by	1.3	8.3-9.4, multiply by	1.3
4.5-4.7, multiply by	1.4	9.5-10.7, multiply by	1.4
4.8-5.1, multiply by	1.5	10.8-12.1, multiply by	1.5

Step 3 (above): Use the table to find the speed correction factor. Steps 4, 5 and 6 (right): Write in the time and correction factor for maximum current. Add and subtract hours to mark all charts with applicable times, and write the times of slack water in the margins.

version."

Next she asked me to find the page for "Two Hours Before Maximum Flood" and write the same note, "slack at 11:43," in the top margin there too.

"Now we go back for the flood data," she said, reading off 14:47 at 2.9 knots, but changing the time to 2:47.

"What, no official 24-hour military-style time?" I asked.

"Why make trouble?" she answered. "We're used to the 12-hour clock, so like, there's no reason to introduce extra possibility for error by making people translate from their watches to the tide book

and back again. So I just wrote down 2:47 on the 'Maximum Flood' page."

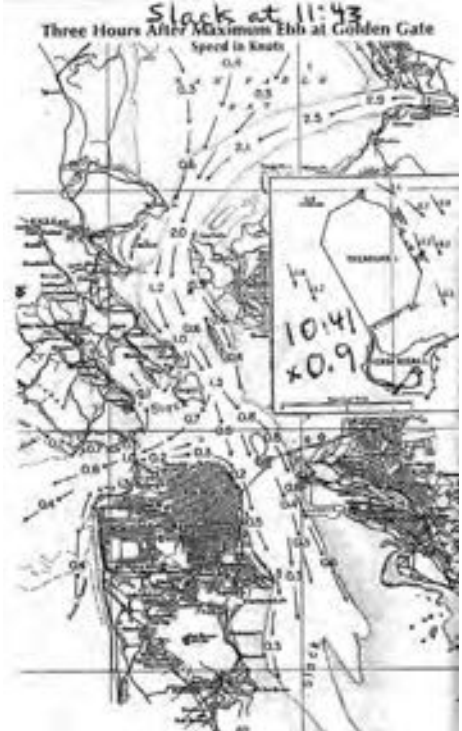
I followed her landlubberly example and put in 2:47, but couldn't help adding "p.m." to my notation. Then we consulted the table of correction factors again to find that a 2.9-knot flood was also 90% of the charted current. So I wrote in "times 0.9" with the applicable time on each of the six pages for the flood cycle.

Finally, the high-water slack, listed at 18:24 but written in as 6:24, was added to the margin of the "Three Hours After" page for the flood cycle.

"Done!" Lee announced when the book was fully marked up. "Now this book is ready to use."

"But can you really trust those numbers?" I asked. "Sometimes the tidebook is notoriously inaccurate."

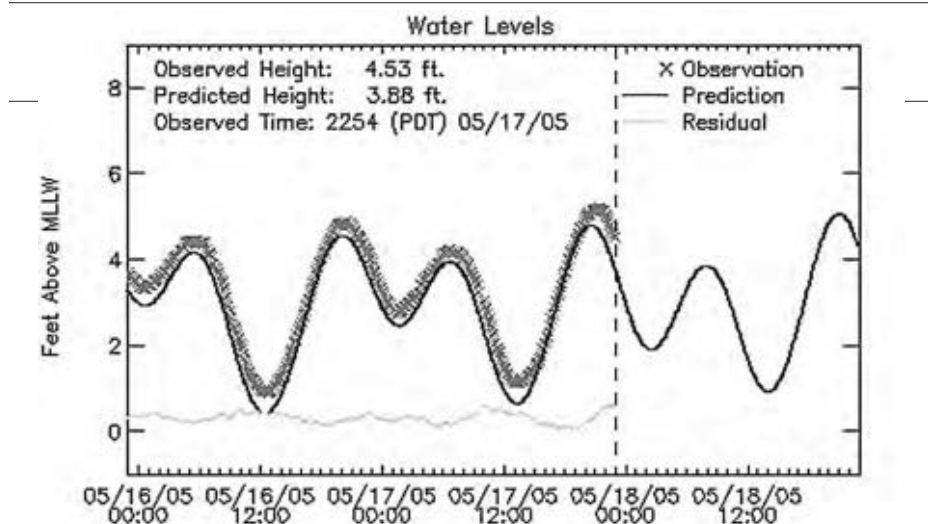
"It's actually pretty darn good, if you compare it to measured data," she said. "Check this out — from the PORTS website."



She handed me a plot that looked like tide height over the last couple of ebbs and floods.

"This is from <http://tidesonline.nos.noaa.gov/geographic.html>," she

MAX EBB



explained. "It's a record of the actual for-real measured tide, and you can compare it to the predicted tide to see if everything is on schedule. The fuzzy trace is the measured one, and the smooth line is the prediction. And like, you can see that the tides are running a little high and have been turning a few minutes later than predicted."

"You do all this before every race?" I asked.

"For sure, Max. I mean, don't you?"

I decided not to answer that question.

"One more bit of info that's very useful," she added, "is a set of wind field charts from the day before. Here, I got these from <http://sfports.wr.usgs.gov/cgi-bin/wind/windbin.cgi>."

She handed me a set of printouts depicting the Bay covered with arrows representing the wind speed and direction, one chart for each half hour during the time period of her race.

"It's, like, yesterday's news, but the wind pattern repeats often enough for this to be worth bringing along."

"I've seen this web page," I said. "In fact, we're trying to get one of the meteorologists who runs it to be a speaker at our yacht club dinner meetings."

"Let me know when that happens," said Lee. "It's awesome how they can get such an accurate wind field for the whole Bay with so few measurement points."

The train had been getting more crowded with every stop, unusual for this early on a Saturday. Lee and I and all our gear were taking up four seats between us. Two women stopped next to the two seats we were using for storage, and, after receiving a pointed "excuse us," we moved the seabags and computers to our laps in order to clear the space.

We must have looked like a strange pair. Lee, the college student with a sea-

Step 7: Check out the PORTS hindcast data to calibrate the tidebook.

bag and a lifejacket, chatting it up with an older guy in a business suit toting a bulging briefcase and a computer.

"Is there a game today?" I asked our new boothmates, trying to be sociable — and find out why the train was becoming so crowded.

It turned out there was a political rally of some sort. Lee knew all about it, but it was all news to me.

"Like, I wish they would schedule these things during the week, when there are no races," she complained.

But the activists sitting across from us seemed to be more interested in talking about sailing than politics, and within minutes Lee was passing out flyers promoting her university sailing club, her favorite sailboard shop, and my own yacht club's beer can races — all the while explaining that drop-in crew usually have no trouble finding boats to race on.

"What do we need to bring?" they asked.

Lee made the usual suggestions about good foul weather gear bottoms and boots.

"Don't worry about the foul weather gear jacket," she advised. "It's like, too clumsy to wear with a lifejacket anyway, and a light rain shell over a sweater is just as good."

"Should we have our own lifejackets?" they asked.

"Boats will have them," I advised, "But the loaners might not be as comfortable as what you would buy for yourself."

"Get a cheap one at a big box store," added Lee. "The cheapo models are lighter and more comfortable."

"Are they safe?"

"They all have to have the same amount of buoyancy," I said, "and meet other minimum standards to be Coast Guard approved."

"Buy the kind made for fishing," said Lee. "Those are the ones with lots of pockets. Like, you'll need a pocket for a tidebook, like this one."

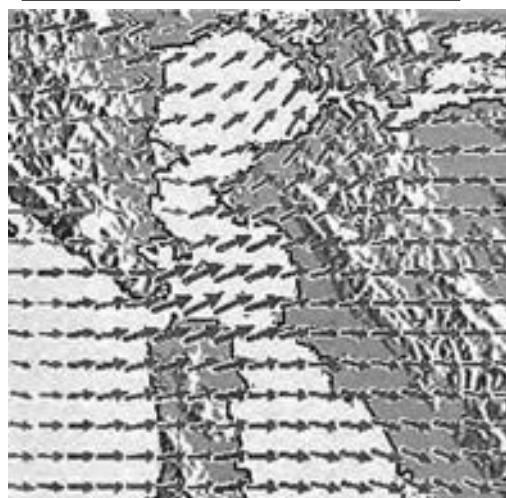
She held up her newly marked-up tidebook, and slipped it into one of the many pockets on her PFD.

"Also a pocket for the GPS, the VHF, the protest flag, the sailing instructions, the course sheet, a flag chart, and maybe even a small pair of 'tactical binoculars' if you're really into it. Make sure the PFD has buckles instead of a zipper. They're more adjustable, and you can, like, loop the safety lanyards of the expensive gizmos through the buckles or straps."

"Lee, don't you weigh yourself down with all that hardware?" I said.

"Hey, anything that turns deadweight into live ballast is a speed-enhancer," she said. "Like, I can't legally wear extra weight, but I can strap on the Batman Utility Belt if everything has a purpose."

By the time Lee finished demonstrating how she suits up for a race, she was wearing the lifejacket and half the contents of the bag. Suddenly she



Step 8: Don't leave home without checking yesterday's and this morning's wind field patterns.

noticed that the train had stopped at her transfer point.

"Yikes! Gotta run. Sorry you have to work on Saturday, Max. Remember, no-one ever died wishing they had spent more time at the office."

The two women bound for the political event got off at the next stop. "Liberté, Égalité, Saturday," they shouted as they disappeared into the crowd.

— max ebb

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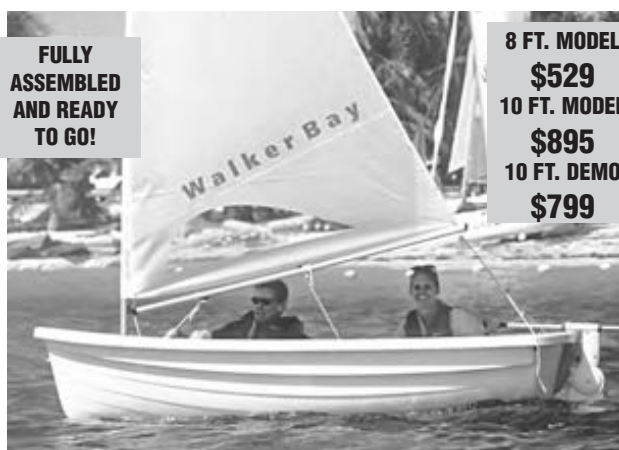
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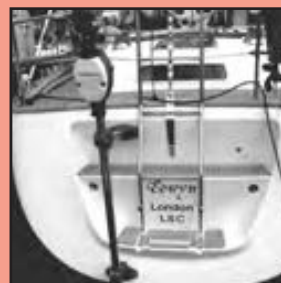
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THE RACING

With reports this month on the smallish *Elite Keel Regatta*; the StFYC-hosted *Mayfest Regatta* for J/105s; a slow *Ensenada Race*; a trio of other *SoCal regattas*; a quick look at the *Annapolis NOOD*; the fast *DuxShip Race*; and the usual jumble of *box scores* and *race notes* at the end.

Elite Keel Regatta

Just 32 boats in four classes — a small turnout compared to several years ago — participated in San Francisco YC's Elite Keel Regatta on May 14-15. The five-race event was sailed between the Berkeley Circle and Southampton Shoals, with fairly windy conditions on Saturday (17-20 knots, gusting to 25), followed by a more moderate day (12-15 knots) on Sunday.

Brendan Busch, a Microsoft executive in charge of product design for PowerPoint, topped the 11-boat Express 27 fleet with his *Attack From Mars*, edging out Josh Grass's *Moxie* by a point. Busch — who also campaigns the Express 37 *Bullet* and the D-cat *Rocket 88* — was joined by fellow *Martians* Heather Harrington, Chris Michini, and James Hawkes, with *Ergo* owner Chris Cage making a cameo as their fifth crewmember. *Attack From*

(both days), Jim Taylor (Saturday), and Chris Seton (Sunday). *Dream* is currently leading the AE-28 season standings after three of seven regattas, with *Lazy Lightning* close behind.

Lake Tahoe sailor Brian Goepfreich dominated the 10-boat J/24 contingent with his trusty *Snow Job*, sailing with Steve Pickel (San Diego), Elton Cassels (Gardnerville, NV), Phill Mai (Berkeley) and Mai's friend 'Tim', who filled in at the last minute. Goepfreich, the yard manager at Tahoe Keys Marina, commutes down to the Bay to sail, keeping his boat in Pt. Richmond during the winter. "My job gets pretty hectic in the summer, so it's hard to do the whole J/24 season," he said. "But I enjoy checking in with the fleet when I can. I grew up in Tiburon, and enjoy sailing in current and big winds. We just try to sail fast, and not do anything stupid!"

Irishman Nigel Donnelly, who sails *Shriek Express* out of the Treasure Island SC, won the 6-boat Melges 24 class by



LATITUDE/ROB

Where the Elite meet — Brendan Busch ('Attack From Mars') and Jason Freskos ('Lazy Lightning') were class winners in the SFYC regatta.

Mars, named after Busch's favorite pinball machine, is now running first in the 24-race Express 27 season championship.

Mill Valley mortgage broker Jason Freskos sailed his *Lazy Lightning* to victory in the Alerion Express 28 class, topping fellow SFYC member Kirk Smith's *Dream* on the tiebreaker. Crewing on *Lightning* were brother Stephen Freskos



LESJIE RICHTER

a point over Matt McQueen's *Caliente*, largely by sailing the windy third race on Saturday when the rest of the Melgi bailed out early. "It's our first sailing trophy in eight years — maybe the floodgates will open now," joked Donnelly, who was joined for the weekend by Dave Peckham, Greg Winmer, Catherine King, Phil Hyndman, Janie Miklaunus, and Andrea



Toth.

Donnelly, who works in IT for a major bank, also got an unexpected assist from the hoist at St. Francis YC, which, like much of the Marina District on Saturday morning, lacked power. That stranded Seadon Wijsen and his #525 crew on the beach that day, earning them three undeserved DNS's. Wijsen posted two easy bullets on Sunday, and managed to salvage third overall for the weekend.

ALERION EXPRESS 28 — 1) *Lazy Lightning*, Jason Freskos, 6 points; 2) *Dream*, Kirk Smith, 6; 3) *Arabella*, Harry Allen, 17. (7 boats)

EXPRESS 27 — 1) *Attack From Mars*, Brendan Busch, 9 points; 2) *Moxie*, Joshua Grass, 10; 3) *Great White*, Stan Clark, 16; 4) *Magic Bus*, Eric & Paul Deeds, 26; 5) *Salty Hotel*, M. Wippich/R. Schmidt, 31. (11 boats)

MELGES 24 — 1) *Shriek Express*, Nigel Donnelly, 12 points; 2) *Caliente*, Matt McQueen, 13; 3) #525, Seadon Wijsen, 23. (6 boats)

J/24 — 1) *Snow Job*, Brian Goepfreich, 6 points; 2) *Running With Scissors*, C. Press/J. Yares, 13; 3) *Take Five*, S. Taylor/W. Horn, 19; 4) *Rail to Rail*,



Bumper cars — 'Orion', right, attacks 'Anna Laura' (382), starting a massive pile-up. Inset, Mayfest winner Chris Perkins (right) on the podium with StFYC Commodore Doug Holm.

Rich Jepsen, 21. (8 boats)

Full results — www.sfyf.org

J/105 Mayfest Regatta

To no one's surprise, Chris Perkins and his veteran *Good Timin'* team ran away with the St. Francis YC-hosted Mayfest Regatta on May 14-15. Sailing with brother Phil Perkins (jib trim), John Collins (bow), Darren Ward (spinnaker trim), Aimee LeRoy (pit), and alternating main trimmers Eric Gray (Saturday) and Pete Scott (Sunday), Perkins made it look easy with a consistent 1,3,4,4,1 record.

Thirty-two boats sailed in three increasingly windy races on Saturday, which were followed by a social gathering that night, and two easier races on Sunday. A strong ebb and relatively short Cityfront courses (1.5-mile legs) kept the fleet together on the first lap

of each race — too close together, as it turned out, at the first leeward mark rounding on Saturday. In one of the more epic J/105 crashes in recent memory, Gary Kneeland's *Orion* uncharacteristically rear-ended *Anna Laura*, locking the boats together and starting a chain reaction involving collisions with *Nantucket Sleighride* (which was granted redress), *Hazardous Waste*, and at least one other boat at the port gate. Breaking free from *Anna Laura*, *Orion* then spun around and T-boned *Bandwidth* as it approached the starboard gate, which in turn was forced into *Breeze*. Ouch!

"*Orion* and *Anna Laura* were like a gigantic magnetic force sucking in all boats within 200 yards," marvelled race manager John Craig. "Eight or nine boats ended up all knotted up in a ball, and there was nothing anyone could do about it."

As the wind came, up more collisions and carnage occurred — at least a third of the fleet swapped a little paint that day,

and half a dozen or so kites were shredded. The protest committee — Dennis George, Pete McCormick, and Peter Szaz — was kept busy until about 8 p.m., reminiscent of the 'old days' in the J/105 fleet. Sunday's racing was much more civilized, though the light-air first race — which the ebb made into

something more like a river-rafting tour — took three general recalls, and finally the 'I' and 'Z' flags, to get going.

"The ebb really made things interesting this weekend," said Perkins. "We tried to sail conservatively, staying away from the pack, even if it took us into unfavorable current for awhile. Boats in groups tend to slow each other down, so we're always looking for the least densely-populated place on the course. It's safer that way, too!"

This was the fourth event on the 2005 J/105 season schedule. With two firsts (Mayfest, Spring One Design) and two seconds (J/Fest, Ocean Race) — and no finish worse than a 4th — *Good Timin'* already appears untouchable in its quest for an unprecedented fifth consecutive fleet championship.

1) **Good Timin'**, Perkins/Wilson, 13 points; 2) **Nantucket Sleighride**, Peter Wagner, 22.5; 3) **Aquavit**, Tim Russell, 28; 4) **Akula**, Doug Bailey, 28; 5) **Jabberwocky**, Vaughn/Reyff, 45; 6) **Larrikin**, Stuart Taylor, 45; 7) **Advantage 3**, Pat Benedict, 51; 8) **Wonder**, Kennelly/Dines, 52; 9) **Windance**, Littfin/Pugh, 57; 10) **Streaker**, Ron Anderson, 61; 11) **Cuchulainn**, The Mullens, 61; 12) **Brick House**, Kristen Lane, 63; 13) **Irrational Again**, Jaren Leet, 69; 14) **Hazardous Waste**, Cihak/Sack/Youngling, 72; 15) **Risk**, Woodley/Titchener/Whitney. (32 boats)

Full results — www.sfyf.org

Ensenada Race

The 58th Lexus Newport to Ensenada Race, held on April 22, was slow and uneventful for the 470-boat fleet. Winds peaked at around 10 knots, rewarding boats that took the outside route (longer distance, better wind) this year.

Pyewacket, Roy Disney's for-sale maxZ86, was first to finish the 125-mile course with an elapsed time of 16 hours, 24 minutes — almost six hours off the record pace they set in 2003 with the old *Pyewacket*. The second boat to finish, Doug Baker's Andrews 80 *Magnitude 80*, pulled in 20 minutes later, followed quickly by the new DenCho 70 *Peligroso* and the Dubois 90 *Genuine Risk*. The slippery blue *Peligroso*, co-owned by Mike Campbell and Dale Williams, won the race easily overall on corrected time, topping runner-up *Pendragron IV* by 34

BOTH PHOTOS CHRIS RAY

THE RACING

minutes.

"This was just our second race, and it was a big win for us," said Williams, who debuted the new boat in March's Cabo Race. "We stayed outside, and never really stopped moving. It was fun, too — we brought lots of friends, had a gourmet dinner with ice cream sundaes for dessert, smoked cigars, went through a case of wine, and watched movies down below. It wasn't exactly a hardship cruise!" Among *Peligroso's* 16-man crew were tactician Kevin Miller, Dale's brother Greg, Ray Lotto, Sam Heck, Scott Dickson, Craig Fletcher, Chris Raab, and Bob Boyce.

The top multihull, both on elapsed and corrected time, was *Cat Attack*, a nimble Reynolds 33 catamaran owned, sailed and designed by Randy Reynolds of Huntington Beach. Reynolds finished sixth overall after 17 hours, 52 minutes, never remotely threatening the 6:46:40 multihull record set by Steve Fossett's *Stars & Stripes* in 1998. Improbably, *Cat Attack* beat the much bigger 52-foot cat *Afterburner*, which has dominated the race lately, to the finish line by 50 minutes. Reynolds also handily topped four other Reynolds 33s, three of which were loaned to prominent sailors — Johnny Lovell, Pete Melvin, and Howie Hamlin — for the race.

At least five Bay Area boats made the trek to SoCal, and two came home with trophies — Mark Jones's Andrews TP-52 *Flash* was third in the Maxi class and R.B. Ward's Dogpatch 26 *Moonshine* was second in PHRF I. Jones, sailing in his first Ensenada Race, was joined by Will Paxton, Dick Watts, Tom Thayer, Campbell Rivers, J.V. Gilmour, Jon Shinn, and



Enchilada Derby start, from left — 'Genuine Risk', 'Trader', 'Pyewacket', the winning 'Peligroso', and 'Mongoose'. Inset, 'Peligroso' partners Dale Williams (left) and Mike Campbell.

The other San Francisco boats didn't fare quite as well — Jim Gregory's Schumacher 50 *Morpheus* finished mid-class in PHRF A, Jonathan Bloom's WylieCat 30 *LottaTude* was deep in PHRF I, and Paul Kaplan's 55-ft 'turboed' schooner *Santana* DNFed in order to get StFYC Commodore Doug Holm back in time for the club's Opening Day festivities.

MAXI — 1) *Peligroso*, DenCho 70, Campbell/Williams; 2) *Pendragon IV*, Davidson 52, John McLaurin; 3) *Flash*, Andrews TP-52, Mark Jones; 4) *Taxi Dancer*, R/P 68, Paul & Laura Sharp; 5) *Mongoose*, SC 70, Dennis Conner. (14 boats)

PHRF A — 1) *Horizon*, SC 50, Jack Taylor; 2)

2) *Screamin O*, Olson 40, Hokanson/Fitzmaurice; 3) *#56336*, Beneteau 44.7, Tom Herrington. (17 boats)

PHRF D — 1) *Martela*, X-38, Viggo Torbensen; 2) *Super Gnat*, Beneteau 40.7, Cliff Thompson; 3) *French Toast*, Beneteau 40.7, Doran/Wright. (28 boats)

PHRF E — 1) *Whiplash*, Schock 35, Godwin/Turpin; 2) *Rival*, J/35, Velthoen/Defrieta; 3) *Slippery When Wet*, Schock 35, Robert Mooers. (17 boats)

PHRF F — 1) *Blue Star*, Olson 30, Larry Spencer; 2) *XS*, Mull 30, Thawley/Queen; 3) *Southern Comfort*, Olson 30, Cole Price. (28 boats)

PHRF G — 1) *Sirena*, Card. 46, Ed & David Quesada; 2) *Pioneiro*, Pearson 530, William Byrne; 3) *Wind Dancer*, Catalina 42, Paul Edwards. (24 boats)

PHRF H — 1) *Rush Street*, J/29, Larry Leveille; 2) *Foggy Notion*, Catalina 38, Tom Kennedy; 3) *Aries*, 'San30G', Dennis Godfirmon. (23 boats)

PHRF I — 1) *Sea Maiden*, Ericson 35-2, Carolyn & Sandra Sherman; 2) *Moonshine*, Dogpatch 26, R.B. Ward; 3) *Pussycat*, Peterson 34, John Szalay. (27 boats)

PHRF J — 1) *Campaign II*, 'C&C', James Devilling; 2) *Wind Catcher*, Catalina 320, Mike Difede; 3) *Jezebel*, Ranger 33, Robert Randall. (18 boats)

PHRF K — 1) *Torea*, S&S ketch, Jones/Kennedy; 2) *El Tigre*, Cal 2-30, Kari Keidser; 3) *Superstrings*, J/24, Douglas Hosford. (16 boats)

PHRF L — 1) *Encore*, Catalina 27, Dick Holmes; 2) *Sojourn*, Catalina 30, Cleve Hardaker; 3) *Valkyrie*, Cal 25, Don Albrecht. (8 boats)

SPRIT A — 1) *J-Hawk*, J/105, David Brown; 2) *Doctor No*, J/120, Jed Olenick; 3) *Belly Dancer*, J/105, Art McMillan. (25 boats)

SPRIT B — 1) *Avet*, J/80, Curt Johnson; 2) *Wildcat*, Cheetah 30, John Staff; 3) *Fast Twitch*, Henderson 30, Evan Rasmussen. (6 boats)



BOB LONG

Reynolds' wrap — Randy Reynolds' 35-foot 'Cat Attack' was the top multihull in the Ensenada Race, ending 'Afterburner's' reign.

Roland Brun. The *Moonshine's*, in addition to Ward, were Ruth Suzuki and 19-year-old dinghy sailor Catlin Robinson.

It's OK!, 1D-48, Beery/Rose; 3) *Bolt*, N/M 55, Craig Reynolds; 4) *Blue Blazes*, R/P 50, Dennis Pennell; 5) *Adrenalin*, SC 50 mod., Clark/Munson. (16 boats)

PHRF B — 1) *Whistlewind*, Farr 56, Alan Harbour; 2) *Piranha*, Farr 40, David Voss; 3) *El Sueno*, Beneteau 47.7, Brad Alberts. (13 boats)

PHRF C — 1) *Funatic*, Choate 48, Rod Abbott;



Three SoCal Regattas

San Diego YC pulled out all the stops on April 29-May 1, hosting the for-charity Leukemia Cup on Friday evening, followed by the main show, the Yachting Cup, on the weekend. Thanks to the efforts of

regatta chair Karen Yingling and 60 or so volunteers, the Leukemia Cup netted an unprecedented \$92,000 — a fine way to start the long weekend. Kudos to Randall Pittman, Dale Fyre, and the SDYC juniors for raising the lion's share of the money.

The Yachting Cup, the second of four stops on the new Ullman Inshore Championship Series, was held on three different circles — a new venue for big boats to the west of Point Loma (near where the America's Cup used to be held), and the 'near' and 'far' courses outside the Zuniga Jetty on the Coronado Roads. Splendid weather (sunny and a 12-14 knot northwesterly) prevailed for three races on Saturday and two on Sunday. "It was a better than usual regatta, mainly due to the weather and the great new course for big boats," claimed race manager Jeff Johnson. "However, attendance was a little down, though we had plenty of out-of-towners. Of the 54 PHRF boats, only 12 were from San Diego! Next year, we hope to get more support from our local fleet."

Two weekends later, on May 14-15, San Diego YC recaptured the prestigious Lipton Cup over 10 other SoCal yacht clubs at a 5-race, no-throwout J/105 regatta hosted by defending champ Balboa YC. Skipper Bill Hardesty, a 30-year-old pro sailor who has been on fire this year, dominated the fleet with a stellar 4, 1, 1, 2, 2 record — no mean feat in winds that topped out at 6 knots. Helping Hardesty return the Lipton Cup to SDYC after a two-year absence were the well-practiced team of Kyle Clark, Betty Sherman, Brian Janney, Kelly McKeowne, Maria Stout, and Erik Shampain.

Next up on the SoCal circuit are the final two legs of the Ullman Series, Cal Race Week (June 4-5) and Ullman Sails Long Beach Race Week (June 24-26).

LEUKEMIA CUP (SDYC: Apr. 29; 1 race):

DIV. I — 1) **Warpath**, SC 52, Fred Howe; 2) **Staghound**, R/P 50, Alec Oberschmidt; 3) **Margaritaville 1.5**, Andrews/Farr 52, Jay Steinbeck. (8 boats)

DIV. II — 1) **Brushfire**, 'sloop', Craig Mueller; 2) **Current Obsession**, J/109, Gary Mozer; 3) **First Light**, Beneteau 40.7, Gary Jorgensen. (8 boats)

DIV. III — 1) **Nemesis**, J/105, Geoff Longenecker; 2) **Short Skirt**, J/105, Peter Lufkin; 3) **Rock & Roll**,

J/105, Bernard Girod; 4) **Escapade**, J/105, Mark Nobel; 5) **Straight Edge**, J/105, Mark Mitchell. (15 boats)

DIV. IV (exhibition) — 1) **Abracadabra**, IACC, Troy Sears. (2 boats)

OVERALL — 1) **Nemesis**; 2) **Brushfire**; 3) **Current Obsession**. (33 boats; www.sdydc.org)

YACHTING CUP (SDYC: 4/30-5/1; 5 races):

FAST 50 — 1) **Peligroso**, DenCho 70, Campbell/Williams, 7 points; 2) **Chayah**, 1D-48, Oscar Krinsky, 13; 3) **Staghound**, R/P 50, Alec Oberschmidt, 16. (8 boats)

FAST 40 — 1) **Arana**, DenCho 51, John Carroll, 11 points; 2) **Piranha**, Farr 40, David Voss, 12; 3) **Mad Dog**, Schock 40, Ed Feo, 13; 4) **Ghost II**, Farr 395, Al Berg, 26. (11 boats)

J/120 — 1) **Caper**, John Luan, 15 points; 2) **CC Rider**, Chuck Nichols, 15; 3) **Ma Jolie**, Brad Wight/Geoff Lehy, 16. (9 boats)

BENETEAU 40.7 — 1) **Estella-B**, Armando Silvestre, 6 points; 2) **First Light**, Gary Jorgensen, 15. (6 boats)

BENETEAU 36.7 — 1) **Kea**, Chick & Alexis Pyle, 7 points; 2) **Bella Vita**, Martin Burke, 12. (6 boats)

1D-35 — 1) **Wild Thing**, Chris & Kara Busch, 11 points; 2) **Jacabon**, John Musa, 12. (5 boats)

J/109 — 1) **Current Obsession**, Gary Mozer, 7 points; 2) **Commotion**, Anthony Wetherbee, 11. (5 boats)

J/105 — 1) **Javelin**, Doug & Pam Werner, 16 points; 2) **Indigo 3**, Scott Birnberg, 22; 3) **Rock & Roll**, Bernard Girod, 23; 4) **Short Skirt**, Peter Lufkin, 23; 5) **Chile Pepper**, John & Tracy Downing, 23; 6) **Wings**, Dennis & Sharon Case, 25; 7) **Grace O'Malley**, Alice Leahey, 27. (20 boats)



Hot, hot, hot — San Diego YC's Bill Hardesty is having a great year, recently adding the Lipton Cup to his growing resumé.

SCHOCK 35 — 1) **Ripple**, Jeff Janov, 8 points; 2) **Whiplash**, Ray Godwin, 13; 3) **Power Play**, McQuade/Arkle, 16; 4) **Mako**, Michaelis/Taylor, 24. (11 boats)

PHRF-IV — 1) **Voodoo**, Tripp 40, John McBrearty, 14 points; 2) **Screamin' O**, Olson 40, Hokanson/Fitzmaurice, 16; 3) **Wind Dancer**, Catalina 42, Vance & PK Edwards, 19; 4) **Gator**, Frers 39, Thomas Wheatley, 22. (10 boats)



RICH ROBERTS; INSET: LATITUDE ARCHIVES

ORCA (multihull) — 1) **Cat Attack**, Reynolds 33, Randy Reynolds; 2) **Legato**, Catana 431, Jim Fquer; 3) **Bad Kitty**, 35' cat, Karl Uthoff. (29 boats)

ANCIENT MARINER — 1) **South Pacific**, 37' yawl, Michael Warns; 2) **Miramar**, 78' ketch, Paul Scripps; 3) **Curlew**, 82' schooner, Robert Harrison. (7 boats)

CRUZ SA (spinnaker) — 1) **Bingo Tambien**, Catalina 42, Bear Myers; 2) **Misty**, Cal 39-2, Harold Alexander; 3) **Green Dragon**, Catalina 380, Gary Green. (21 boats)

CRUZ SB — 1) **Day Dream**, Pearson 323, Stewart Wright; 2) **Tara**, Catalina 36, Andrew Cornforth; 3) **No Y No**, SJ 28, Charles Bergh. (12 boats)

CRUZ GA (gennaker) — 1) **Enchanted Lady**, Roberts 55 ketch, Andy Sibert; 2) **Trojan Conquest**, Ericson 38, Alan & Robin Cheeks; 3) **Karisma**, Catalina 421, Peter Bretschger. (29 boats)

CRUZ GB — 1) **Intrigue**, C&C 32, Joe Hoffman; 2) **Epiphany**, Catalina 320, Steven Uraine; 3) **Hauli**, Catalina 34, Robert Shirley. (32 boats)

CRUZ NA (non-spinnaker) — 1) **Silberrad**, Islander 40, Hernandez Rubio; 2) **Lil Latitudes**, Hunter 380, Tom Barclay; 3) **Sea Roy**, Hun. 46.6, Victor Laragione. (11 boats)

CRUZ NB — 1) **Palapa**, Catalina 350, Roger Hayward; 2) **T.L. Sea**, Westsail 32, John Milner; 3) **Fair Havens**, Newport 28, Tom Scully. (35 boats)

OVERALL — **Peligroso**, DenCho 70, Campbell/Williams.

FIRST TO FINISH — **Pyewacket**, R/P 86, Roy Disney.

TOP MEXICAN BOAT — **Bajavento**, 'Jeanneau', Ignacio Felix-Cota.

TOP ALL-WOMEN BOAT — **Campbells Sloop**, Catalina 34, Campbell/Merriman/Wynne.

TOP DOUBLEHANDED — **Masquerade**, Choate 40, Tim Coker.

SPITTOON (worst corrected time) — **Madala**, Hun. 466, Sid Britton.

YC with most entries — Dana Point YC.

YC with most trophies — Dana Point YC.

Full results — www.nosa.org



PHRF-V — 1) **Hot Rum**, CF-33, Albert Castillion, 6 points; 2) **Blur**, B-25, Aaron & Dixon Hall, 12; 3) **Rush Street**, J/29, Larry Leveille, 18. (8 boats)

PHRF III — 1) **Defiance**, B-32, Scott Taylor, 6 points; 2) **Wildcat**, Cheetah 30, John Staff, 13. (6 boats)

Full results — www.sdy.org

LIPTON CUP (Balboa YC; May 14-15; 5 races):

1) **San Diego YC**, *Wings*, Bill Hardesty, 10 points; 2) **Bahia Corinthian YC**, *Mischief*, Mike Pinckney, 18; 3) **California YC**, *Grace O'Malley*, Bob Little,

Eye on Annapolis, clockwise from upper left — The Mumm 30 'Barking Mad' won its debut; the local Melges 24 'M-Fatic' was the overall winner; Wednesday night Etchells racing; homeboy Terry Hutchinson (left) and Jim Richardson; Jim Swartz's Mumm 30 'Q'; friends Dave Gendell ('SpinSheet'), John Burnham ('Sailing World'), Renee Mehl (Farr International), and Mary Ewenson ('SpinSheet').

18; 4) **Balboa YC**, *Bold Forbes*, Jack Franco/Dave Ullman, 21; 5) **Coronado YC**, *Quicksilver*, Willem van Way, 23; 6) **Southwestern YC**, *Nemesis*, Geoff Longenecker, 28; 7) **Santa Barbara YC**, *Repeat Offender*, Larry Hartek, 34; 8) **Dana Point YC**, *Belly Dancer*, Sonny Gibson, 39; 9) **Long Beach YC**, *Indigo*, Scott Dickson, 40; 10) **Newport Harbor YC**, *Invisible*, Harry Pattison, 47; 11) **Lido Isle YC**,

Legacy, Brian Dougherty, 52. (11 teams; www.balboa-yachtclub.com)

Annapolis NOOD

Sailing World's Land's End NOOD (National Offshore One Design) regattas are alive and well, as evidenced by the 274-boat, 17-class Annapolis NOOD Regatta



Annapolis, cont'd — 'Q' crew Dee Smith, John Bonds, and Dee's wife Jocelyn; the Farr 40 'Crocodile Rock' (46999) now lives in Annapolis and partakes in the huge Wednesday night beer can series; Gary Jobson won the competitive Etchells fleet; 'Annie', Jobson's Etchells, in action (hey, nice bow number!); and the friendly Annapolis YC. All photos 'Latitude'/rob unless otherwise noted.

on April 29-May 1. This was the third regatta (after St. Pete and San Diego) on the NOOD's annual 9-city tour, and it's traditionally the biggest or second-biggest regatta on the schedule. The seven-race series was hosted by Annapolis YC, which somehow organized four different race

circles to accommodate the crowd. The Chesapeake Bay weather wasn't quite as accommodating, featuring cold, rainy conditions and light shifty winds the first two days before concluding with a post-card-perfect day on Sunday.

Annapolis oral surgeon Neil Sullivan's

Melges 24 *M-Fatic*, with Morgan Reeser driving, won the 38-boat Melges 24 class with an emphatic 2,1,3,6,2,2,1 record. The regatta doubled as the Melges 24 National Championship, which Sullivan previously won in Charleston, SC, in 2000. Topping off a memorable weekend, *M-Fatic* was named Overall Boat of the Regatta, earning Sullivan a week at Sunsail's Club Colonna resort in Antigua this January.

THE RACING

Boston attorney and two-time Farr 40 world champion Jim Richardson also came up with a big win in the 17-boat Mumm 30 class, dominating that class with his new *Barking Mad* in its debut. We had the pleasure of sailing on Jim Swartz's Mumm 30 *Q* again, and thus had a ringside seat to watch Richardson, tactician Terry Hutchinson, trimmer Morgan Trubovich, and the rest of this well-oiled team sail away from the fleet. After the regatta, *Barking Mad* (aka, 'Mini-Me' for its dark blue paint job and similar graphics as the Farr 40) was shipped to France for the upcoming Mumm 30 Worlds.

No victory was more popular than that of local hero Gary Jobson, who won the 22-boat Etchells fleet in convincing fashion, sailing *Annie* with co-owner Gary Gilbert and Jud Smith. "It's great to be back," said Jobson, who has waged a courageous and so far successful battle against leukemia over the last year.

Despite the lousy weather, we enjoyed everything about this well-run regatta (no one asked us, but we still think it's a shame that *Sailing World* took San Francisco off the NOOD dance card). We also loved Annapolis, a hardcore sailing town, which, like San Francisco, lies at the righteous latitude of 38 degrees north. Founded in 1649, the place oozes history and yachting tradition, and is top-heavy with great bars (which, unfortunately, still allow smoking) and restaurants. Annapolis is truly a 'capital' place — it's the capital of Maryland, it was briefly the sixth capital of the U.S., and it can back up its claim as the 'sailing capital of America'.

Next month, the NOOD tour continues at Detroit (June 3-5), Chicago (June 17-19), and Toronto (June 24-26). Top finishers at Annapolis follow:

BENETEAU 36.7 — **Abino**, Wes Siegner, Chevy



LATITUDE/ROB

DANIELLE DIGNAN

- Chase. (10 boats)
C&C 99 — **Tam**, Bob Wilson, Whitby, ONT. (7 boats)
J/35 — **Aunt Jean**, James Sagerholm, Annapolis. (8 boats)
J/105 — **Jester**, Hugh Bethell, Baltimore. (30 boats)
ETCHELLS — **Annie**, Gary Jobson, Annapolis. (22 boats)
MUMM 30 — **Barking Mad**, Jim Richardson, Boston. (17 boats)
J/30 — **Bebop**, Bob Rutsch, Chevy Chase. (14 boats)
ALBERG 30 — **Infinity**, Charles Currier, Annapolis. (7 boats)
J/29 — **Rhumb Punch**, John Edwards, California, MD. (7 boats)
S27.9 — **Rooster Tail**, David Flechsig, Port Charlotte, FL. (16 boats)
CATALINA 27 — **Catawumpus**, James Urban, Annapolis. (10 boats)
TRIPP 26 — **Highlander**, Tim Dickson, Alexandria, VA. (8 boats)
J/80 — **Rumor**, John Storck, Huntington, NY. (6 boats)
CAL 25 — **Harlequin**, Leo Surla, Washington, DC. (9 boats)

Brrrrrrrrr! — Vanguard 15s, Lasers, and Melges 24s sailing on scenic Lake Tahoe during the Ski/Sail Regatta. See 'Box Scores' for results.

Auspicious start — Jim Coggan's green Schumacher 44 'Auspice' leads the PHRO-I fleet off the starting line in the DuxShip Race.

- MELGES 24 (Nationals) — **M-Fatic**, Neil Sullivan, Annapolis. (38 boats)
J/24 — **Meltemi**, Datch/Hobsen, Annapolis. (21 boats)
J/22 — **#1502**, Peter McChesney, Annapolis. (35 boats)

Full results — www.sailingworld.com

DuxShip Race

The SSS-hosted DuxShip Race, the third OYRA race of the season, attracted a relatively healthy 38-boat fleet on Saturday, May 14. The 31.8-mile course involved a beat up to Duxbury Reef Buoy (off Bolinas), a starboard-tack reach to the Lightship, and a run back in. With a big ebb boost on the way out, fairly flat seas, and wind in the low 20s, it was a quick and easy race.

Cipango, Rob and Bob Barton's Andrews 56, was first back after 3 hours, 51 minutes on the course. The Bartons, who were using the race as part of their TransPac training, topped a pair of SC 50s, *Emily Carr* and *Surfer Girl*, by sev-



STEVE LAPKIN

DANIELLE DIGNAN



eral minutes on corrected time. "It was a beautiful day in the ocean," said Rob Barton. "Where was the rest of the 50-footer class?"

Stan Glaros' Davidson 50 *Great Fun* won the 5-boat IOR Warhorse division by a scant 2 seconds over the Peterson 43 *Samiko*, taking overall corrected time honors as well. Among the *Fun* crew that day was fellow Warhorse skipper Keith Brown, whose Peterson 46 *Aleta* is sidelined after tweaking their rig in the windy Northern Star Race. "It cracked 18 inches up from the deck while we were spinnaker reaching, but fortunately didn't fall down," said Brown. "We'll be back in a few months, possibly with a carbon rig."

Other class winners included *Green Buffalo*, Jim Quanci's newly restored Cal 40, and Anthony Basso's reactivated Mancebo 31 *Bloom County*. It's nice to see these once-familiar boats back in the winners' circle.

PHRO 1A (<0) — 1) *Cipango*, Andrews 56, The Bartons. (3 boats)

PHRO 1 — 1) *Dayenu*, J/120, Don Payan/Dennis Jermaine; 2) *Summer Moon*, Synergy 1000,

DuxShip cont'd — Left, the Antrim 27 'Always Friday' almost came to ruin just after finishing. Right, 'Cipango' to weather of 'Surfer Girl'.

Mike DeVries/Tony Pohl; 3) *Petard*, Farr 36, Keith Buck/Andrew Newell; 4) *Auspice*, Schumacher 40, Jim Coggan. (11 boats)

PHRO 2 — 1) *Green Buffalo*, Cal 40, Jim Quanci. (3 boats)

IOR WARHORSE — 1) *Great Fun*, Davidson 50, Stan Glaros; 2) *Samiko*, Serendipity 43, Dexter Bailey. (5 boats)

MORA (<35 feet) — 1) *Bloom County*, Mancebo 31, Anthony Basso; 2) *Relentless*, Sydney 32, Arnold Zippel. (6 boats)

SHS — 1) *Sleeping Dragon*, Hobie 33, Mark Halman; 2) *Punk Dolphin*, Wylie 38, Jonathan Livingston; 3) *Tivoli*, Beneteau 42s7, Judy & Torben Bentsen; 4) *Velocity*, J/42, John Woodhull. (10 boats)

Box Scores

So many races, so little time. Here are brief reports on a dozen other regattas which occurred last month:

KONOCTI CUP (KBSC: Clear Lake: Apr. 23):

FULL CUP — 1) *UFO*, Ultimate 20, Trent Watkins; 2) *Cloud Nine*, Ultimate 20, Jim Carlson; 3) *No Name*, Ultimate 20, Bill Andrew; 4) *Whitey*, Santana 23, Phil Lovett. (9 boats)

HALF CUP — 1)

Mo-Jo, Santana 20, John Todd; 2) *Sante*, Capri 26, Jim Westman; 3) *Way Cool*, Capri 26, Tom Davies; 4) *Lusty*, Balboa 26, Ray Profit; 5) *Pic*, Catalina 26, Bill Pickering. (11 boats)

SKI/SAIL NATIONALS (Lake Tahoe: 4/29-5/1):

L A S E R — 1) Steve Fleckenstein (1 in sailing; 1 in skiing), 2 points; 2) Martin Hartmanis (2,3), 5; 3) Roger Lancaster (9,2), 11; 4) Matt Clark (3,8), 11; 5) Dan Hauserman (7,4),

11. (11 boats)

VANGUARD 15 — 1) Matthew Sessions/Avery Patton (2 in sailing; 2 in skiing), 4 points; 2) Ken & Doug Turnbull (5,1), 6; 3) Holt Condon/AJ Crane (3,3), 6; 4) Shawn & Debbie Bennett (1,6), 7; 5) Sally Madsen/Adam Rothschild (6,5), 11. (8 boats)

MELGES 24 — 1) Team Erikksen — Stan & Mia Erikksen, Eric Klausen, Ross & Shane Collins (1 in sailing; 1 in skiing), 2 points. (2 boats)

ELVSTROM REGATTA (StFYC: Apr. 30-May 1):

29er — 1) Alex Bernal/Tedd White, 9 points; 2) John Heineken/Matt Noble, 13; 3) Marcus Bernal/Johnny Goldsberry 20; 4) Cameron Biehl/Dan Malpas, 30; 5) Jen Morgan/Campbell Rivers, 31; 6) Alain Huggler/Matthew Thorslund, 38; 7) Max Fraser/Joe Crumb, 57. (16 boats; 8 races)

FINN — 1) Darrell Peck, 8 points; 2) Henry Sprague, 12. (5 boats; 7 races)

LASER — 1) Peter Phelan, 16 points; 2) Tracy Usher, 16; 3) Brodie Cobb, 17; 4) Sean Kelly, 21; 5) Andrew Tuthill, 36; 6) David Lapier, 40; 7) Tom Burden, 55. (17 boats; 8 races)

LASER RADIAL — 1) Roger Herbst, 8 points; 2) Jim Christopher, 14; 3) Rogan Kriedt, 17. (8 boats; 7 races)

FORMULA — 1) Seth Besse, 6 points; 2) Steve Sylvester, 11; 3) Mike Percy, 16; 4) Ben Bamer, 26. (13 boats; 7 races)

Full results — www.stfyc.org

ALAMEDA INTERCLUB #2 (AYC: May 7):

SPINNAKER I (< 173) — 1) *Uno*, WylieCat 30, Steve Wanner; 2) *Phantom Mist*, Beneteau 40.7, Gary Massari. (6 boats)

FAT 30s — 1) *Spindrifter*, Tartan 30, Paul Skabo; 2) *Thumbs Up*, Cal 29, Ivan Orgee. (5 boats)

CATALINA 34 — 1) *Mottley*, Chris Owen; 2) *Crew's Nest*, Ray Irvine. (6 boats)

SPINNAKER II (> 187) — 1) *Dominatrix*, Santana 22, Heidi Schmidt. (2 boats)

NON-SPINNAKER — 1) *Flotsam*, Yankee One Design, Brad/Geoff Clerk; 2) *Knotty Sweetie*, C&C 32, Gerald Johnson; 3) *Flyer*, Peterson 33, John Di-egoli; 4) *Joanna*, Irwin 30, Martin Jemo; 5) *Espresso*, Hobie 33, Ken & Liz Williams. (13 boats)

MULTIHULL — 1) *Origami*, F-24 Mk. II, Ross Stein; 2) *Three Sigma*, F-27, Chris Harvey. (5 boats)

Full results — www.sfbama.org

MELGES 24 SPRING OPEN (SCYC: May 7-8):

1) *#525*, Seadon Wijsen, 6 points; 2) *Sofa King Fast*, Dennis Bassano, 18; 3) *Rough*, Matt McQueen,

STEVE LAPKIN



THE RACING

19; 4) **Go Dogs Go**, Tim Hawkins, 19. (10 boats; www.scyc.org)

Winning crew — Seadon Wijzen, Tim Fay/JV Gilmour, Dennis George, Peter King, Wheeler 'Pebbles' Simmons.

HOMEcomings REGATTA (EYC: May 14; 5 races):

1) Doug Baird/Jim Taylor, 15 points; 2) Pax Davis/Aaron Lee, 18; 3) Alex & Kathryn Mountjoy, 22; 4) Bill & Katy Worden, 23; 5) Jim & Samantha Bradley, 26. (11 Mercuries; www.merc583.addr.com/sail/)

SBYRA #2 (OPYC: May 14):

SPINNAKER — 1) **Summertime**, Int. Folkboat, Luther Izmarian; 2) **Mer Linda**, Catalina 30, Mark Hale; 3) **Heathcliff**, Catalina 27, Ed Hoff. (6 boats)

NON-SPINNAKER — 1) **Spirit**, Hunter Legend 37, Wayne Weathers; 2) **Dolphin**, Cal 2-30, Robert Young; 3) **Miss Kate**, Catalina 27, Mike Satterlund. (6 boats)

Full results — <http://sbyra.home.comcast.net/>

MALLORY CUP (High School Nationals: Port Angeles, WA: May 13-15):

1) **Point Loma**, 97 points; 2) **Newport Harbor**, 156; 3) **Severn**, 185; 4) **Martin County**, 188; 5) **Marin**



LATITUDE/ROB

Stranded Elitists — When they get to sail, the #525 crew is the top local Melges 24. From left, Pebbles, Seadon, Tim, Peter, and Dennis.

Catholic, 189; 6) **Portsmouth Abbey**, 203; 7) **New Trier**, 209; 8) **St. Georges**, 217; 9) **Pine View**, 226; 10) **Tabor Academy**, 227; 11) **Milton Academy**, 257; 12) **Corona Del Mar**, 274. (20 teams; 24 races; Vanguard 15s)

COLLEGIATE RANKINGS (as of May 12):

COED — 1) **USC**; 2) **Yale**; 3) **Hobart/Wm. Smith**; 4) **Brown**; 5) **St. Mary's**; 6) **Harvard**; 7) **Dartmouth**; 8) **Georgetown**; 9) **South Florida**; 10) **Boston College**; 11) **Old Dominion**; 12) **Hawaii**; 13) **UC Irvine**; 14)

MIT; 15) **Stanford**; 16) **Tufts**; 17) **Charleston**; 18) **Washington College**; 19) **Navy**; 20) **Connecticut College**.

WOMEN — 1) **Charleston**; 2) **Harvard**; 3) **Stanford**; 4) **Yale**; 5) **Brown**; 6) **Dartmouth**; 7) **Navy**; 8) **St. Mary's**; 9) **Georgetown**; 10) **Connecticut College**; 11) **Boston College**; 12) **USC**; 13) **UC Irvine**; 14) **Tufts**; 15) **Old Dominion**.

49er NATIONALS (SCYC: May 7-8):

1) **Dalton Bergan/Zack Maxam**, 10 points; 2) **Morgan Larson/Pete Spaulding**, 16; 3) **Ty Reed/B. Gulari**, 22; 4) **Michael Karas/Anthony Boscolo**, 25. (9 boats; www.scyc.org)

34th FLIGHT OF THE BULLS (Fremont SC: 5/7):

1) **Fred Paxton**; 2) **Gordie Nash**; 3) **Art Lange**; 4) **John Pacholski**; 5) **Chris Straub**; 6) **Bruce Bradfute**; 7) **Paul Tara**; 8) **Dave Vickland**. (15 El Toros; 11 miles; "thanks to Admiral John Frazier for providing rescue craft")

MOORE 24 PCCs (SCYC: May 14-15; 6 races):

1) **Adios**, Scott Walecka/Ian Klitza, 11 points;

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2) **Eclipse**, Brad Butler, 11; 3) **Ruby**, Andy Manzi/Steve McCarthy, 18; 4) **Paramour**, Rowan Fennell, 22; 5) **Moore A Rockin**, Scott Sorenson, 23; 6) **Ngellew Fejj**, Shana Phelan, 25; 7) **Flying Tiger**, Vaughn Seifers, 27; 8) **Mooregasm**, Biff Watts/Dick Josslyn, 33; 9) **Wet Spot**, Michael O'Callaghan, 37; 10) **Mercedes**, Joel Verutti, 40; 11) **Numa Boa**, Mark English/Gilles Combrission, 51.2; 12) **Century**, Matt Dini, 54. (24 boats; www.scy.org)

Winning crew — Ian Klitza (driver), Scott Walecka (owner/middle), Dave Hodges (trim/tactics), Lisa LaFaive (foredeck).

Race Notes

Santa Barbara surfing safari: Encinal YC's 14th **Coastal Cup** — 277 generally quick downwind miles to Santa Barbara YC — will leave from the StFYC starting line at noon on June 18. With a month to go, just 17 boats are signed up: *Beecom* (R/P 70), *Flash* (TP-52), *Great Fun* (Davidson 50), *Tivoli* (Beneteau 42), *Wind*



'Adios' amigos — Moore 24 PPCs winners, from left: driver Ian Klitza, Lisa 'Iron Chick' LaFaive, owner Scott Walecka, and Dave Hodges.

Dancer (Catalina 42), *Mad Dog* (Schock 40), *Inspired Environments* (Beneteau 40.7), *Shaman* and *Azure* (Cal 40s), *Xpression* (C&C 110), *La Diana* (Contessa 35), *Stray Cat Blues* (J/35), defending champion *Sleeping Dragon* (Hobie 33), *Special Edition* (Wilderness 30), *Irish Lady* (Catalina 30), *Friction Loss* (J/30), and *Attack From Mars* (Express 27). Entries

will be accepted until June 15, but the last day to get the requisite NorCal PHRF certificate is June 13. Race officials are projecting about 35 entries — see www.encinal.org for details.

Road warriors: **Tom Coates** enjoyed his 51st birthday in Bermuda in late April, clobbering the 6-boat J/105 division at the 2005 Bermuda International Race Week with **Masquerade**. Helping

Coates celebrate with straight bullets were Chris Perkins, Mark Chandler, Steve Marsh, Will Sharron and Tim Scherer and their families. . . **Marin Catholic High School** came in a commendable fifth at the Mallory Cup, the U.S. High School National Championship, in Port Angeles, WA, in mid-May. Leading the San Francisco YC-based team to its best showing ever was 'A' skipper **Myles Gutenkunst**, with alternating crew Delaney Lynch and

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THE RACING SHEET

Danny Cayard. **Sean Kelly** was the 'B' skipper, sailing with Kristen Rittenhouse. With only Lynch graduating this year, Marin Catholic should do even better next year. See *Box Scores* for results.

Slip slidin' away: Bay View BC's second and perhaps final **South Bay Match Race Challenge**, a 'beer can' match racing series scheduled for May 7, was canceled due to lack of interest. "Exactly zero boats signed up," said disappointed organizer John Super. . . Encinal YC's **Commodore's Challenge** happened, just barely, on the same date. Three clubs sent their commodores to the three-race PHRF series for boats rating 150-168, which was won by Bill Wright of Berkeley YC in the Merit 25 *Loose Lips*. Wright sailed with *Lips* owner Phill Mai, Mark Salmon, Brent Botta, and Falk Meissner. Second went to Steve Reinhart (*One Moore*, Moore 24, EYC) and third to Bob Doscher (*Postivibration*, Wavelength 24, StkSC).

Grand finale: The 2005 Caribbean racing circuit wheezed to a conclusion with the **38th Antigua Sailing Week** on April



Seeing double — Larry Ellison's two new Swedish Match 40s are stabled at Nelson's Marine between infrequent practice sessions.

24-29. A total of 183 boats from 27 countries — a smaller-than-usual turnout — competed in light winds in an abbreviated 4-or-5 race series. The big winner, once again, was Tom Hill's hot R/P 77 **Titan XII**, which won the Big Boat class and also took home the coveted Lord Nelson Trophy for best overall. *Titan* also won the inaugural 44-mile Round Island

Race and the 2005 Caribbean BBS trophy. Other winners in the racing classes were *Storm* (R/P 44), *Enzyme* (Henderson 35), *Murka* (Swan 48), and *Tarka* (Beneteau 40.7). Edgar Cato's chartered Swan 56 **Hissar** (aka *Lolita*) won the Swan Caribbean Challenge, topping 22 other Swans. Full results can be found at www.sailingweek.com.

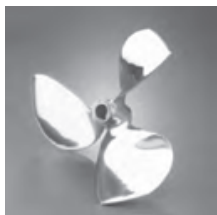
Excuses, excuses: We went to press early this month in order to hit the docks just before Memorial Day Weekend. Accordingly, there's no racing coverage of the **Stone Cup**, the **First Team Real Estate Invitational Regatta** in Newport Beach, or anything else from the weekend of May 21-22. Surf to www.stfyc.com to see who won the new 14-boat IRC division at the Stoner (there could be huge demand for 70-year-old wooden 8-Meters after this one!), and www.nhyc.org to see who did well down there. Other websites of possible interest after the holiday weekend include www.sfyc.org (**Spinnaker Cup**), www.mastermariners.org (**Master Mariners Race**), and www.stfyc.com (**Memorial Day Regatta**).



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WORLD

*With reports this month on the reasons why **An American Expat Fell in Love with Tonga**, an updated look at the charter offerings of the **Schooner Zodiac**, plus miscellaneous **Charter Notes**.*

A Bareboating Primer On the Friendly Kingdom of Tonga

It's often recommended that newcomers to Caribbean bareboat chartering first sail in the protected waters of the British Virgin Islands, where winds are moderate, sea conditions are mild and the distances between anchorages are short. For similar reasons, Tonga would be a wise choice as a 'first destination' in the South Pacific.

Historians tell us that this vast cluster of coral-formed atolls, laid out along a subterranean ridge, were first settled by Polynesian explorers who came here from Fiji about 3,000 years ago. It wasn't until 1643 that the first European, Abel Tasman, landed here, staying just long enough to replenish his supplies of food and water. More than a century later, Captain Cook visited the Tongan islands on three successive voyages, each time receiving a warm welcome, which led him to dub them "The Friendly Islands."

Today, tourism promoters capitalize on that expression, but by all accounts it's still a fitting moniker, as the Tongan people, by their nature, seem to be genuinely warm and welcoming to outsiders.

Officially titled the Kingdom of Tonga, this is the last remaining Polynesian monarchy, and it's the only Pacific nation never to have been brought under foreign rule. In the late 1800s, King George Tupou I — who'd been converted

Nieafu is the only real town in the Vava'u group. In addition to stores and restaurants, all the charter bases are located here.

to Christianity by Methodist missionaries — made sweeping changes which abolished forced labor, reformed land ownership and established a constitutional government which remains today.

Cruising sailors sometimes explore the entire island chain — which is spread out across 400 miles of ocean — but most chartering takes place in the northern Vava'u region, which is ideally suited to that purpose. Comprised of dozens of thickly forested islands, many of which are completely uninhabited, there are more than 40 protected anchorages which offer good holding. Many of them are suitable for overnighting, and all lie within a day's sail of the capital city, Neiafu.

Since we don't pretend to be experts on sailing in the waters of Vava'u, we enlisted the input of expat-in-residence Hollie Marsden. She arrived in 2001 as crew aboard a superyacht, quickly "fell in love with the place," and jumped ship. These days this former commodities trader runs a Neiafu charter outfit called Sailing Safaris, as well as a popular sailors' haunt called the Mermaid Bar and Grill — which, incidentally, is home of the Vava'u YC. After learning the lay of the land, Hollie wrote up an insightful mini cruising guide, which we'll excerpt here:

"Situated on Pangaimotu island, Neiafu is the only real town in Vava'u, and is the only place with banks, fresh provisions, water, fuel and other facilities. Some of the other small towns do have a store, and there are various res-

taurants, resorts and Tongan feast nights scattered amongst the islands.

"Vava'u is blessed with a year-round near-perfect climate to compliment its blue lagoons, white coral beaches and lush green plantations," says Hollie.

Although many would call Tonga a year-round sailing destination, the prime season is between July and November, when moderate Southwest Trade Winds prevail. This window of time conveniently coincides with the local whale-watching season. Predictable as clockwork, a group of humpbacks comes to Vava'u annually to mate and give birth. While sighting them isn't guaranteed, it is a very common occurrence. Sometimes, in fact, they'll even dive beneath your keel.

Summer air temperatures average in the high 70s, while 'winter' temps (December to April) can get up into the high 80s, with accompanying higher humidity. Cyclones are also a threat during that period.

In addition to Vava'u's popularity for sailing and whale watching, this island cluster is also renowned for scuba diving, snorkeling, kayaking and game fishing — one of the deepest trenches in the Pacific Basin lies nearby, supplying a continuous upwelling of nutrients to big pelagic fish.

Despite its touristic potential, however, Vava'u — thankfully — is only minimally developed. In the villages that you'll visit during your explorations under sail, you'll find that many islanders still live in the centuries-old Polynesian lifestyle centered around fishing and



BRUCE WATKINS

OF CHARTERING



KATHERINE PHINAM-PAUL

As in the BVI, the islands of Vava'u are close together, but there's dramatically less traffic in Tonga. Here, 'Melinda' skirts a fringing reef.

farming.

Hollie offers these thoughts on Tongan customs: "The Kingdom of Tonga is unique in many ways, and its people's strong sense of tradition is part of the great appeal of these islands. We feel strongly that while we are here, we must support and respect the customs of these people, thus encouraging Vava'u to remain special for many years to come.

"Please follow these simple guidelines: Christianity is represented by many different religions in Tonga, and Sunday remains a religious holiday. Tongans do not swim, fish or work on Sundays.

If anchored near a village, please keep noise levels down to a minimum.

"Public dress code is conservative in town and in the villages. T-shirts and long shorts are acceptable. When entering a village on a Sunday, women should have their shoulders covered and preferably a knee-length skirt on. Men need to wear long trousers.

"Some of the uninhabited islands have small plantations in the bush that are cared for by neighboring villagers.

LATITUDE GRAPHIC / CHRIS

Do not take fruit or vegetables from here without permission from the landowner. All villages have a head man or town officer. If you have any queries relating to the village or islands ask to speak to him.

"The people of Tonga have a great sense of fun and they love to laugh — at us, their friends, family etc. — so don't be offended. Sharing a laugh is a good way to 'break the ice', so don't be afraid to share a laugh with them!"

All good advice! Respect for Tongan culture goes hand in hand with respect for the splendid, but fragile, underwater world here.

Hollie advises: "It is very important that visitors to Vava'u do as much as possible to protect these pristine waters and the environment both above and below the sea. Please follow these simple rules:

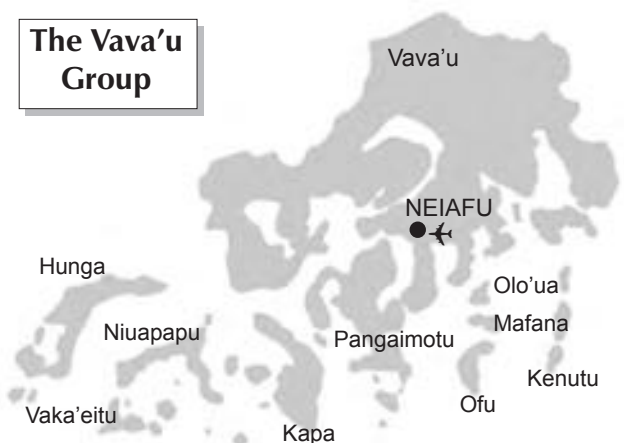
"Coral takes many years to grow, and is part of the balance of the marine ecosystem. Please always try to anchor in sand and avoid swinging into coral heads.

"Do not take any live shells or coral. When you are snorkeling, watch your fins on the coral and do not touch or break pieces off. There are giant clam reserves located in some parts of the island group, but as a reminder, take care not to anchor or swim in their vicinity.

"Please do not throw trash in the water. If you have spent an enjoyable day on an island, ensure that all that remains are your footprints! Please carry your rubbish with you and dispose of it when you return to your charter base.

"We enjoy the unique opportunity in Vava'u of being able to be very close, and even swim with, the native humpback whales in their natural environment. If

The Vava'u Group



WORLD



JENNIFER CAUFIELD

It takes a fisheye lens to convert 'Melinda' to a 'skinny' boat. The traditionally-rigged ketch is actually roomy and comfortable.

you are lucky enough to come across these whales while cruising, please be sure to seek the advice of a whale-watching operator (such as Sailing Safaris on channel 68) before you attempt to approach the whales. By approaching the whales in the right way, we enhance everyone's enjoyment and preserve the opportunity of being closer to them." (Sailing Safaris invites visitors to stop by and pick up a copy of their whale-watching guidelines or consider joining one of their licensed local operators on a whale-watching daytrip.)

In addition to the Sailing Safaris fleet (www.sailingsafaris.com), the largest fleet of charter boats in Vava'u is operated by The Moorings (aka Moorings Tonga) — which offers two calibers of boats, the older of which are marketed under the name Foot Loose. (See www.moorings.com.) Also, former Sausalito sailor Christy Butterfield has established a local charter operation in Neiafu called Melinda Sea Adventures (www.sailtonga.com), offering the 44-ft crewed charter yacht *Melinda* — at very reasonable rates, we're told — as well as two small bareboats. Although Tonga is essentially worlds away from our modern urban existence, through the magic of the Internet an abundance of travel info is at your fingertips. In addition to the above, see also the website of the Tonga Visitor's Bureau: www.tongaholiday.com. (Although Americans do not need visas in advance, there is an office of the Tonga Consul General at 360 Post St, Suite 604, in San Francisco. See www.tongaconsul.org.)

The following are some highlights gleaned from Moorings Tonga's cruising notes.

One of the must-see attractions of a Vava'u charter is a visit to Swallow's Cave, located on beautiful Kapa Island. Accessed by dinghy, it is inhabited by hundreds of small birds. It's a bit more work to visit the area's other famous cavern. You have to dive down and swim

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OF CHARTERING

beneath a ledge to access Mariner's Cave on Níuapapu, which fills with fog as the waves come and go. According to legend, an English castaway named Will Mariner supposedly concealed a beautiful young girl within the cave so that her family wouldn't prevent him from marrying her. According to David Stanley, author of the excellent *South Pacific Handbook*, because both of these caves face west, the best time for taking those perfect postcard shots is in the afternoon.

Hunga Island has a huge lagoon, formed by the crater of an extinct volcano, which is reached through a 200-foot-wide pass. Once inside, you'll find a traditional Tongan village and the Ika Lahi fishing Resort.

Some of the best snorkeling in the region is said to be found on Mananita, an island surrounded by reefs. Once inside them you'll have access to its powder-fine beaches. After a short walk inland, you'll reach an idyllic natural temple within broad-leafed puko trees.

Once anchored in the calm lagoon of Kenutu, you'll have access to a fine beach and excellent diving. On its ocean side, are a series of caves and blowholes.

Needless to say, there's much to see and do within Vava'u's cruising grounds. At the very least, a sailing vacation there promises to yield memorable days of sun-kissed sailing and rich cultural experiences.

— latitude/aet

Schooner Zodiac — A Lovingly Restored Classic from a Bygone Era

It's no wonder that the 127-ft (LOD) schooner *Zodiac* has been mentioned



JENNIFER CAUFIELD

Look closely and you can see a humpback spouting 50 feet off to port. During the summer months, whale sightings are common.

often in the pages of *Latitude*. After all, this magazine is, of course, based in San Francisco Bay, the great schooner's former homeport when she plied Bay waters as a bar pilot schooner under the name *California*.

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WORLD



ZODIAC

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Designed by William Hand, Jr., as an ocean racing yacht for the Johnson and Johnson pharmaceutical family, she was built in East Boothbay, Maine, and launched in 1924. Six years later, during

the gloomy years of the Great Depression, she was purchased by our local Bar Pilot's Association to usher visiting ships through the shallows on the approach to the Golden Gate. After 41 years of service, she was retired in 1972, the last of a long line of pilot schooners in service within U.S. waters. Just imagine, as recently as three decades ago, arriving vessels were greeted by this beauty, rather than a homely motorlaunch.

In the late '70s, the Vessel Zodiac Corporation was established to operate and maintain this vintage thoroughbred. A dedicated crew of shipwrights and hundreds of volunteers eventually restored her to her former, yacht-like glory. In the early '80s, she not only took her original name back, but also won a niche on the National Register of Historic Places.

During the years since, she's become a familiar sight along the waterways of the Pacific Northwest, introducing the time-honored techniques of marlin-

spike seamanship to 'paying crew' of all ages, most of whom jumped at the chance to take a turn at the schooner's massive wheel and join in the camaraderie of pulling lines together to control her gaff-rigged sailplan.

Based at Bellingham, on the Washington coast just south of the Canadian border, *Zodiac's* booking office, Starsail Cruises, has expanded the scope of the old girl's charter offerings recently. In addition to the daysails and scheduled sailings (booked 'by the berth') which have long been the core of her business, *Zodiac* is now also available for private charters, customized to fit whatever itinerary or style of service that custom-



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OF CHARTERING



ZODIAC

Swapping tall tales seems to be a natural extension of a tall ship experience. Here, crewmen share experiences with kids and teachers.

ers desire. In fact, one romantic couple recently chartered the vessel — which normally sleeps 24 overnight guests — all for themselves. The old grand schooner's traditional 'open' interior layout, has recently been modified, by the way, so that she now offers two private double cabins, in addition to curtained individual berths.

Although *Zodiac* is an American-flagged vessel, she frequently sails in Canadian waters. Over Labor Day weekend, for example, she'll be cruising down to B.C.'s lovely capital, Victoria, at the southern tip of Vancouver Island. Another notable cruise on her summer calendar is a 12-day trip in mid-September north to the sensationally beautiful fjords of Desolation Sound. At this writing, berths are still available on both trips.

Other highlights of *Zodiac's* offerings include lighthouse tour cruises, where a special itinerary allows guests to visit several of the region's historic lights, enjoying prearranged tours by the lightkeepers. Kayaking trips are another variation on the Northwest charter theme — there's no shortage of storage space on these decks.

An active member of the American Sail Training Association, *Zodiac* will be participating in a variety of tall ship



ZODIAC

Showing off her graceful lines, 'Zodiac' idles at anchor during a splendid summer day in British Columbia's famous Desolation Sound.

events this summer in conjunction with the Tall Ships Challenge festivities which grace the West Coast every three years. We're told that she's already heavily booked, but who knows, cancellations

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— latitude/aet

Charter Notes

Here's a novel marketing idea that seems to have been a 'win-win' for all concerned. Earlier this year, **Sunsail** announced a **contest** open to its past clients. Two sets of winners, a family of four and a pair of couples, would get to star in a **documentary** about the joys of

chartering in the British Virgin Islands — to be filmed on location, of course. And co-starring with them would be sailing legend **Gary Jobson**. The process apparently proved to be great fun — and the resulting film, to be titled simply **Sailing the Caribbean**, will, no doubt become an effective marketing tool.

The call for entries drew 160 applicants, each of whom supplied a two-minute video of themselves as an 'audition'. "As you can imagine," said Sunsail USA's **General Manager, Peter Cook**, "some of the entrants were very entertaining and imaginative. It took hours of deliberation before we selected our family and group of four adults."

In the 'family' division, the winners were Richard and Janna Flanders of Colorado Springs, Colorado who sailed in the BVI just last year. This time, however, they brought their kids, Kyle, 13, and Allison, 10. The second team of winners — the Morrisons and the Riggers

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OF CHARTERING

of Nazareth, PA. — have sailed together in the BVI twice before, but haven't tired of it yet. As group leader Greg Morrison puts it, "...the BVIs are the perfect place for a sailing charter."

In addition to being a world-class sailor, Jobson, of course, is no stranger to the world of filmmaking, having been **ESPN's sailing commentator** since 1985, and having been involved in a number of previous sailing documentaries, not the least of which involved expeditions to Antarctica and the Arctic.

At this writing, the film, which was slated to be shot in late April, is probably in the editing stage, and **DVD copies** are expected to be **released next fall**. If you'd like a copy, email your request to themovie@sunsail.com.

Although we'd love to see Sunsail's film ourselves, no one has to convince us that there's plenty of fun to be had while on a Caribbean bareboat charter — or that it's an appropriate vacation option

for families. In fact, while reading about the Colorado couple's prize trip with their adolescent kids, we couldn't help but slip into daydreams about chartering in the BVI and elsewhere with our kids when they were young.

Even though we couldn't actually 'afford' a few of those trips, we always rationalized that the **window of time** available to create those **unique memories**, while our kids were still innocent, wide-eyed and impresssionable, was extremely short. It seemed to us that sharing adventures together which are so far outside of the realm of normal daily living, somehow cemented our family bonds in ways that would have been much more difficult to achieve at home.

In any case, we'd encourage you to avoid procrastinating, and introduce your kids to the pleasures of chartering long before they become surly teenagers, bent on cultivating an attitude! We think



Take it from us, no vacation can compete with a family sailing trip, especially when your kids are young and innocent.

you'll thank us later if you do.

And for the those of you who don't have young kids to think about, we'd like to use these final lines to scream, "Hey! What are you waiting for!" In case you hadn't noticed, summer is upon us, so if you haven't locked in your plans for a **summer sailing vacation** yet, you'd better get on it.

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CHANGES

With reports this month from **Viva** on years of cruising in the Caribbean; from **Adagio** on building a cat in New Zealand; from **Pura Vida** on carrying weapons while cruising; from **BINGO Tambien!** on a replacement Catalina 42; from **Content** on Ecuador; from **Flashgirl** on finally heading to the South Pacific; from **Secret O' Life** on Mazatlan and the simple new clearing procedures; from **Delphinus** on trying to save a doomed yacht on a reef in the Caribbean; and enough **Cruise Notes** to fill a lazarette.

Viva — Grand Soleil 39 Steve & Pam Jost 5.5 Years Cruising The Caribbean (Antigua, West Indies)

We just received the latest *Latitude* here in the Caribbean, and were sorry to have missed the Ha-Ha Reunion at Strictly Sail in Oakland last month. We did the second Ha-Ha in '95 — in fact you borrowed some of my photographs to illustrate your article. We did the fourth Ha-Ha in '97, and got the 'real' first place. But then we lost our transmission at Bahia de los Muertos a little to the north of Cabo, and ended up having to sail *Viva* back to San Diego. It took 30 days and introduced us to all the garden spots along the Baja coast.

Then in October of '99, we left California for a couple of years of cruising. Five-and-a-half years later, we're still here in the Eastern Caribbean, having done several trips up and down the island chain. Being an old diehard racer, I still enjoy jumping aboard boats for some of the local races. We even raced *Viva* to a first place in the inaugural Bahia Redonda Classico Regatta in Venezuela last year. But needless to say, I'm not allowed to race our 'home' very often. Here's an example of why:

During this April's Classic Regatta in

A Caribbean tanned Pam and Steve pose with a 'Latitude 38' at the helm of the 130-ft, \$30 million J Class yacht 'Ranger'.



COURTESY VIVA

Antigua, I skippered a friend's little 38-ft ketch. And unfortunately, our boat was involved in the only mishap of the entire great series. We were overtaken by a 55-ft schooner on the last race, hit on the starboard quarter, and lost the mizzen mast at the first weather mark. The collision cracked the bowsprit, mainmast, and caused considerable other damage. It took two protest meetings — which we won — and a trip to an attorney to get the DSQ'd boat impounded. Fortunately, this opened the door to a survey, appraisal, and subsequent settlement with their insurance company. But it was a pretty nasty introduction to yacht racing for the owner!

But I've done other great racing down here. In fact, I sailed aboard Doug Baker's original Long Beach-based *Magnitude* during the 2001 Antigua Sailing Week — along with *Latitude's* Racing Editor.

I thought you might enjoy the photo of my wife and me aboard the 130-ft J Class yacht *Ranger* while at the Antigua YC during the Classic Regatta last month. I ended up sailing aboard her as guest photographer for the Tuesday match race against *Velsheda*. Since the original *Ranger* and I were 'launched' about the same time, it was quite a thrill being aboard her during the race. Even with my old legs, I was given the run of the boat — as long as I promised not to fall overboard!

For further photos of our cruising adventures, visit our website at www.stevejostphotography.com.

By the way, we always enjoy the latest *Latitude 38* — even though my copies are somewhat dated and dog-eared by the time they reach me.

— steve 05/09/05

Adagio — M&M 52 Cat Steve & Dorothy Darden Building The Cat (Ex-Tiburon / New Zealand)

Although they've been gone for more than 10 years now — first supervising the construction of their 52-ft catamaran *Adagio* in New Zealand, and subsequently cruising her from Tasmania to Alaska — some Bay Area sailors may still remember Steve and Dorothy Darden. The couple, now 62 and 63, lived in Tiburon from '80 to '93, and raced their Santana 35 *Raccoon Straights*, and later their Beneteau



405 Adagio.

Had a boat-seller not been so hard-nosed about his price, they would have spent the '80s cruising Europe rather than living in Northern California. "We'd been residing in Virginia and sailing out of Annapolis," Steve remembers, "but in '79 we decided that we wanted to buy a boat and cruise Europe. After an intensive year-long search on both coasts and some of the Caribbean, we decided that a vintage 55-ft aluminum centerboarder that had started life as one of Ted Hood's famous *Robons* was the only boat that fit our requirements. We made an offer, but it was rejected."

Having not seen another boat they wanted, and not wanting to overpay, they said the heck with cruising to Europe and pursued another longtime dream — to live in Marin County. So they bought a Tiburon home that overlooked the Caprice restaurant and the Bay, with The City and the Golden Gate in the background.

A serial entrepreneur who has started successful businesses in everything from high tech to aspects of gas and oil

IN LATITUDES



PHOTOS BY LATITUDE/RICHARD

Spread; Steve and Dorothy pose with 'Adagio' at Friday Harbor, Washington. Inset; This joystick control can be mounted in four places.

exploration, Steve didn't take long to get another venture going. With their teenage daughter Kim then in school, it allowed Dorothy — an avowed "tree hugger" with a masters in environmental resources management with a specialty in ocean affairs — to join Steve as an integral part of the business.

"After a few months, the owner of *Robon* called us back to say he was ready to accept our offer," laughs Steve. But it was too late, for by then they'd resumed being workaholics. They would continue working hard for another 11 years."

Both Steve and Dorothy have loved the water and boats since they were kids. After they met, they raced small boats together extensively, with Dorothy on the foredeck. And they had their daughter out on the course with them before she turned four. The couple were so into sailing back East that they bought a hull and deck for a Kirby Half-Tonner, then finished her off at the distant Derecktor's

Yard in Mamaroneck, New York. After a wild launch with a six-story crane late one Friday, they began to campaign the boat in Long Island Sound. It wasn't easy, as it required a 10-hour drive on Friday, racing on Saturday and Sunday, then a 10-hour drive back home to get to work on Monday.

"We were young and crazy," laughs Dorothy. "But we would have won the Half-Ton Nationals if the tiller extension hadn't broken — which caused a broach, which caused the mast to come tumbling down into the cockpit next to Steve. We still finished that race even though we only had a stump of a mast left."

When the couple was first married, they tried other activities such as golf and tennis, but

neither brought them as much pleasure together as sailing. "People always ask us how we can work so well together," says Steve, "and I tell them it's because we've sailed so much together — and vice versa. If you learn to accommodate one another under stress, it's great training. And over the years it's just gotten better."

"I take great pleasure in our teamwork," says Dorothy. "I know what we're both going to do, and I trust him completely, no matter what problem needs to be solved. And I know he trusts me completely to do my job."

While they were living and working in Tiburon during the '80s, the couple's vacations consisted almost entirely of charter vacations. They did the Caribbean three times, Turkey twice, as well as the Pacific Northwest and Yugoslavia.

"We did a charter in the Leewards in '90 aboard a *Privilege 39* just to see what cats were like," remembers Steve. "We picked the boat up in Guadeloupe, and had Dorothy's 75-year-old mother and her sister along for the whole trip. I remember being anchored off Saba one night, when the people on the monohulls around us were rocking and rolling so badly they couldn't sleep or eat — and we were just so comfortable. That made a big impression on us. And since we've been cruising, we've come to appreciate that, even when cruising, you spend 90% of your time at anchor or in a marina rather than underway. That means it's very nice to have a boat that doesn't roll at anchor and that has a large and comfortable living space."

"But we still weren't sold on cats because we were still concerned about the possibility they might flip," says Dorothy.

Although the Dardens prefer the high latitudes to the tropics, they were all smiles off Bora Bora on their way from New Zealand to Alaska.



COURTESY ADAGIO

CHANGES

"Another significant charter was aboard a trawler we took to Canada's Desolation Sound," says Steve, "because it rained a lot and there wasn't any wind. That taught us the importance of being able to handle the boat from a place protected from the weather, and the importance of being able to motor without a tremendous amount of noise in the living area."

Having retired once again, in '92 the couple took a list of their boat requirements to naval architect Carl Schumacher of Alameda, who specialized in monohulls such as the Express 37 and Jim and Sue Corenman's Schumacher 52 *Heart of Gold* — which the Dardens had spent a week aboard in Fiji. Schumacher told them that while he could design them a monohull, their requirements really called for a catamaran.

Schumacher soothed some of their concerns about cats by saying all his family's sailing charters were aboard cats. Then he posed a question to the Dardens: "If worse came to worse, which would you prefer, a monohull right side up on the bottom, or a cat that was upside down on the surface? The Dardens decided that the latter sounded preferable. Schumacher said that he'd love to design them a cat, but typical of the class act he was, he said they'd be better off going with Morrelli & Melvin of Newport Beach, who are experienced experts with cruising cats.

The Dardens did go with Gino and Pete — and loved the experience. But they kept Schumacher on as a consultant. "Much of what you see here," says Steve, gesturing about the main salon, "is Carl's gestalt."

Not one to leave anything to chance, Steve spent countless hours doing CAD work on the design and systems. Furthermore, he and Dorothy mocked up the cat's entire main salon — a huge structure — in their Tiburon home using boxes and artist's foam.

The Dardens are very proud of the spectacular glass art by Vincent Taylor of Sonoma that separates the galley and nav station.



Dorothy in 'Adagio's galley — as viewed through a large sliding-glass window from the cockpit. 'Adagio' is her favorite home ever.

Armed with a design, they shopped builders in the U.S. and New Zealand. At the time, the Kiwis had a huge advantage, as the New Zealand dollar was just 55% of the U.S. dollar. Plus, Kiwi labor rates were just two-thirds of those in the States. This was important, because 42,000 man-hours would ultimately be invested in *Adagio* before she was completed. By the way, this was three times as many man-hours as quoted by New England Boatworks.

Having talked to Cookson, Ian Franklin, and Ian Legge in New Zealand, the Dardens went with Legge, the only one willing to offer them a fixed price. This was a good thing, because the cat would take a surprisingly long 3.5 years to build. A full year was spent on the male molds alone. It helped that Legge had

multihull experience. He and his wife had done a nine-year circumnavigation on a trimaran, and were in the process of building a Givens 50 catamaran for themselves. However, a French couple came along and bought her out from under them.

Legge was an attractive builder to the Dardens because he, like his father, is a master shipwright. For instance, when there was a trouble with the complex wood canoe stern of an ex-Auckland ferry, Legge was one of the few guys who had the talent to repair it elegantly.

The only downside about Legge is that he wasn't into hi-tech, as he was used to building his cats with strip-planked cedar and glass skins. That wouldn't do for Steve, who insisted on an engineered design using Core-cell with e-glass skins to create a composite structure. The Dardens brought Legge into the modern era of boatbuilding.

Wanting to be on hand for all the boat-building fun, Steve and Dorothy flew to

LATITUDE/RICHARD



IN LATITUDES



LATITUDE/RICHARD

New Zealand in '93 with 67 boat drawings, then settled at Russell in the Bay of Islands near the boatyard for the duration. Not content with just watching their boat being built, they bought a house, became Kiwi citizens, travelled the country extensively, and learned how to sportfish. In his spare time, Steve worked on boat systems, mocking up the anchoring apparatus in the backyard and installing the watermaker on the side of the garage for testing.

In her spare time, the adventurous Dorothy took the free training at St. John's Ambulance Society — and became a volunteer ambulance driver! Or, as they say in New Zealand, an 'ambo volly'. It turns out that 90% of the Kiwi ambulance drivers are volunteers.

Besides each other, the Dardens have three interests — sailing, travelling, and their home. Since *Adagio* was to be an inherent part of all three, they demanded nothing but the finest. For example, when pieces of the boat were being laminated, an aerospace monitoring program was employed for quality control. All the cloth, hardner and resin for each job was

weighed, and then the waste was weighed, all to determine the exact weight as they went along. And records were kept of everything.

Fortunately, Legge was into it. "One morning we came to the yard and saw the crew carrying a really giant vacuum-bagged beam to the rubbish," remembers Steve. "When I asked Alan what was wrong, he said they'd checked a coupon for the filler, and it hadn't been mixed right, so they were throwing it away. A naval architect told me that most yards would have just painted over the mistake."

No wonder the boat took so long to complete. She was finally launched in 2000.

"She just jelled," says Dorothy.

"She's perfect for our needs," says Steve.

The planning and wait seem to have been worth it, as *Adagio* came out spectacular. The couple are particularly proud that she passes the 'pantyhose test'. You can wipe a pair of pantyhose on any surface in the boat — including the most remote and hidden areas — and they will never be snagged. The finish is that perfect.

Becasue *Adagio* is the couple's full-time home, they insisted on her being equipped with all the modern conveniences — 'mod-con's in Kiwi-speak — found in a home. Naturally, she's got air-conditioning and heating, a washer and a dryer, a dishwasher and dryer, an electric stove, two microwave ovens, a gelato-maker, electric toilets that use fresh water, a dimmer on all the lights, mattress warmers, a cinema-size computer screen — everything that you can imagine.

"It's my favorite home ever," says Dorothy, "because we designed her exactly the way we wanted her, and because she was built so well. She's the culmination of all the ideas we collected over the years, and all our work with the builder to have them implemented. She gets us where we want to go safely and quickly, she's easy for the two of us to handle, she's very light inside, and she's easy to maintain. And I'm delighted with the 360° vista from the main salon-galley. We just love *Adagio*!"

There was no skimping on the sailing equipment either. She has inside and outside helm stations, two 47-hp engines, two autopilots, two windlasses, roller furling headsails, an in-boom furling main, power winches — and you can even operate her with

a joystick from four locations around the boat!

Not everything works right off on a complicated boat, of course. One of the bigger problems was the Rite Reef furling main. To solve the problems they were having reefing and furling it, Steve had something fabricated that looks just like a boom vang — but actually helps lift the boom just the right amount for furling the sail in any given wind condition. He calls it a 'hydraulic spring', and it utilizes compressed nitrogen and hydraulics.

The one bit of boatbuilding that wasn't perfect was the M&M-designed 12-ft catamaran dinghy. The relatively new building technique didn't come out just right, so she's a little heavier than they'd hoped. Nonetheless, she's powered by a 25-hp outboard and easily does 30 knots even when loaded down with scuba gear. She also handles seas well. "It's an expedition dinghy," says Steve.

Steve had a crane mounted on the arch in back, so the dinghy can be launched or retrieved easily without having to remove the outboard.

Having launched the boat in New Zealand, the Dardens sailed around New Zealand a bit, over to New Caledonia, ***With the control lines led to one spot in the cockpit, and with the use of electric winches, Steve finds 'Adagio' easy to shorthand.***



LATITUDE/RICHARD

CHANGES

down the East Coast of Australia, and to Tasmania — which blew them away. They stayed in 'Tazy' for 15 months, at which point a local told them, "If you don't leave soon, you'll never get out." They did the East Coast of Australia again — "a cruiser's dream" — then sailed back to Tasmania. In 2003, they sailed from Tazy to Nelson, New Zealand, then back up to the Bay of Islands for warranty work at the yard. Last summer, they continued on to Tahiti, Hawaii, Sitka, and then headed down the Inside Passage. After a winter at Bainbridge Island, they are now headed back up to Alaska. If it seems as though they don't spend much time in the tropics, they don't. Steve doesn't care for the humidity.

And what about Europe? If everything goes well, *Adagio* will finally be cruising the Med next summer.

— latitude 05/05/05

Pura Vida — Tayana 37

Glenn Richardson

Carrying Firearms Is A Hassle
(Deltaville, Virginia)

Thank you for sending our email address to Rod and Becky Nowlin of the *Mahdi*, who along with *Gandalf* had been involved in that shoot-out with pirates in the Gulf of Aden that you reported on last month. I'd tried to contact the couple, but only had their old email address. I'd met Rod and Becky at Sebana Cove Marina in Malaysia, where they nursed me through the malaria I'd contracted in Indonesia.

We had a similar experience to Rod and Becky about 250 miles east of Socrata when approaching the Gulf of Aden in February of 2001 aboard my Tayana 37 *Pura Vida*. We were chased by a boatload of fishermen looking for an opportunity to rob us. Fortunately, we were able to outmaneuver them. They were faster, but we could turn quicker and avoid them. Like *Mahdi*, we were armed and had the

Jamee, along with Becky and Rod Nowlin, as recently seen aboard 'Mahdi' in Egypt, long after their battle with pirates.

shotgun racked and loaded in the cockpit. We never showed it to our pursuers, however, because we didn't want to needlessly escalate the situation. Strangely enough, Rod and I had compared our shotguns in Malaysia, and had debated carrying arms on board when transiting areas prone to pirate attacks.

I have no idea how many pirate attacks there were on yachts in the Red Sea/Gulf of Aden area last season because we're out of the loop, so to speak. We completed our circumnavigation in early 2003, and are now working on the cruising kitty here in Virginia. However, it does appear that the number of attacks is increasing once again after the lull experienced during the lead-up to the second Gulf War. During the 2000-2001 time frame, there was a heavy military presence in the Red Sea and Gulf of Aden, and I think this discouraged piracy to some degree. Apparently, this is no longer the case, since the military presence has been diverted closer to Iraq. What really disturbs me, however, is that based on Rod's story, the pirates are now shooting at people first, then robbing them. In the past, they usually just robbed them.

I also think that the apparent increase in piracy, coupled with the use of firearms by pirates, will definitely discourage cruisers from heading up the Red Sea next season. When we were in Thailand waiting to cross the Indian Ocean during more tranquil times — December of 2000 — our big debate was whether to head north through the Red Sea or south to South Africa. If you head north, you have the possibility of meeting bad people. If you head south, you know with absolute certainty that you will cross the Agulhas current, which is nasty, and expose yourself to the possibility of getting hit by a southwesterly gale heading to or along the coast of South Africa. We ultimately decided on the northern route because we wanted to see Egypt and Europe, and we didn't want to deal with the Agulhas current. We also

thought the possibility of a pirate attack was fairly remote. Now you know why I'm not an odds-maker or bookie. Our luck did hold out, however, since we encountered a fairly slow and poorly maneuverable boat full of pirates off Socrata.

If I had to do it again, I would probably go to South Africa because I've never been there,



heard it's a great place, and have liked every South African I've ever met. If I ever went the Red Sea route again, I would *never* go solo like we did the first time. Based on Rod's experience, I think I would travel with a minimum of four or five boats, and sail directly down the middle of the Gulf of Aden to Djibouti or Eritrea. I know guns on boats is a hot-button issue, but I would also feel more comfortable with a few of the boats being armed with firearms and people who know how to use them.

Carrying firearms is an absolute hassle while cruising, and I would not carry them in most areas of the world — such as the Caribbean, where there are mainly sneak-thieves that take stuff off your decks at night. (Ever hear of 'Greasy Man' during your travels there?) However, if people are shooting at you first in an attempt to maim or kill you in order to get to your property, well, that's a different scenario altogether. Indeed, the only place in the world where I feel a gun is necessary is in the Gulf of Aden, and even then I wouldn't recommend carrying one unless you were prepared to use it like Rod did.

By the way, *Latitude* is a great magazine. I've been reading it for years and can tell you they were always cherished

COURTESY MAHDI



IN LATITUDES



COURTESY BINGO TAMBINI

Spread; Bear and Lynn's new-to-them replacement Catalina 42. Inset; The trophy they won with her in this year's Ensenada Race.

in every port we visited throughout the world.

— glenn 05/10/05

BINGO Tambien! — Catalina 42 'Bear' & Lynn Myers Our Replacement Catalina 42 (Long Beach)

A little more than a year after we lost our original Catalina 42 *BINGO Again!* at Punta Perula, Mexico, we're back on the water with a new-to-us Catalina 42 we've christened *BINGO Tambien!* She was built in 1989, and is hull #111, which was 110 lower than our original Catalina 42. We took what insurance money we got from our last boat and opted for an older fixer-upper in order to get what we wanted.

We found this 'project boat' in Kemah, Texas, which is on Galveston Bay. It's been quite an experience getting her to the condition we wanted, but in the process we've learned a lot. Except for the hull, we've rebuilt most of her from the keel up — including the mast, rigging, heads, and so forth. It's hard to believe, but the exterior wood had never seen varnish

or sealer. And we had to toss the sails, dodger, and bimini away and start over. The grand total of loose boat gear onboard was one winch handle. We are the fourth owners. The last owner lived aboard her for five years, during which time he put a total of 15 hours on the diesel. We will never have all the stuff on this Catalina 42 that we did on our last one, but some of that stuff we just didn't use. And other stuff we'll just have to do without.

Where do we go from here? For now, we'll do some sailing and racing out of Long Beach, where we have a slip. Bear still suffers from some anxiety while on the water, but it's gradually decreasing. When it's just the two of us, the anxiety is greater, as the Catalina 42 can be a handful if something goes wrong. But having said that, we've made two round-trips to Ensenada and have enjoyed both.

Our goal is to have the boat ready for the Ha-Ha in late October if we decide to go this year. If that's the case, we'd continue down to Puerto Vallarta to visit our friends and be cruisers again for a while. Meanwhile, we are busy with church, Kiwanis, family, the

Long Beach YC, and just enjoying our home. We think that God brought us home for a purpose, and that purpose seems to expand day by day.

During the last month we were nearly overwhelmed getting our 'new old' boat ready for her first race. But it was worth it. We entered the Newport to Ensenada Race and took first in class, beating the second place boat by 23 minutes. The two of us were awarded a big trophy, and Lexus, the race sponsor, presented us each with beautiful insulated vests. So we've had a great start with this boat.

— bear & lynn 05/07/05

Delphinus — Mayotte 47 Cat Randy Sparks, Crew The Loss Of Surus (San Andreas, Colombia)

On the morning of March 4, Bruce Swegler, the skipper of the Portland-based *Delphinus*, and I, noticed a boat with her sails up but not moving near the entrance to the harbor at Isla San Andreas, Colombia. We wondered about her, but went about our business because there hadn't been any calls on VHF 16. But while in town a short time later, we got a call from the Bogota, Colombia-based *Vagabundo*, telling us that a boat was on the reef that needed help. So we rushed back to *Delphinus* to change into shorts and grab our snorkeling gear.

We arrived on the scene to find *Surus* 2, a Jeanneau 12.5 monohull from France, listing about 30 degrees and getting her hull slammed against the reef by every wave. The Colombian Coast Guard was standing by, but couldn't get close enough to help because of the reef. But they did call a tow boat and offered the use of lots of 5/8-inch line.

Thanks to fellow cruiser Louise of *Vagabundo* and her dinghy, we could get right next to *Surus* — although the outboard prop got beat up pretty bad during

This isn't 'Surus', but it is another wreck in the Caribbean — of which there are far too many. Please be very careful out there.



LATITUDE/RICHARD

CHANGES

the course of the day. The water was only inches deep around the stricken boat, and she was teetering between two big coral heads. I went into the water with my mask, snorkel, and fins to take a look around, and was joined by Louise. Bruce was going to have to deal with the dinghy all day.

We found that the boat was holed on the starboard side, the rudder was smashed and delaminating, and that the prop and shaft were bent sideways. There was a lot of debris inside the boat, and I could see the keel coming through the cabin sole with each wave that broke on the hull. When I removed the flooring, I could see that the stringers and ribs were broken around the keel joint — the boat's back was broken. Louise and I both concluded the boat was a complete loss, despite having been on the reef for only a few hours. Since nobody else was around, we put the sails away and straightened out the rigging on deck.

Finally, the boat's owner, a Frenchman named Rafael, showed up with a couple of locals and their launch. Then a tug arrived. Rafael was understandably frantic, and maybe in a bit of shock, because he still believed he could save his boat. At least we got him to accept the fact that they shouldn't try to pull the boat over the rest of the reef into deep water, but rather into shallow water. It was hard to explain because of the language barrier, but we finally got the message across.

While the tug was being repositioned, we attached a four-point harness to *Surus*, and got the line out to the tug — a much more difficult job than it might seem. The problem was that the coral was very jagged and the line tended to hang up. As soon as the tug started pulling, the line snapped. So we added a second line. Then both lines broke without the boat budging. By this time it was late, so we took a couple of boatloads of gear to shore and called it a day.

San Andreas is a very small island in the south-west Caribbean that, although much closer to Nicaragua, belongs to Colombia.



A couple of hours later at the Club Nautico, we got the full story from Raphael. He's a singlehander who had been out for four years. He'd been making the 500-mile passage from Cartagena, Colombia, to San Andreas. It had taken him three days and nights at sea, and he was exhausted. The day before, his engine had gone out, so when he got close, he repeatedly radioed for assistance. Obviously, his radio wasn't working, because we'd been monitoring 16 day and night and hadn't heard anything. So finally Raphael decided to try to sail into the harbor.

As usual, it was a string of mishaps that developed into the catastrophe. Raphael said he'd been watching his Navtec electronic navigation continually, and it indicated that he was inside the entrance by about 250 yards. But obviously he wasn't. Having not had a functioning engine or radio, and having been so tired, it's easy to say in hindsight that he should have anchored off until help arrived.

The next day, we removed all we could from the boat until the 85-ft tug showed up. This time the tow line was two inches in diameter. We set up a four-point harness, anchoring the ends to the two bow cleats and the mid-cabin cleats. By noon the tug had succeeded in dragging *Surus* off the reef — but not before breaking the mast at the step, ripping the starboard side of the hull, and practically breaking the keel off the bottom of the boat. The towboat then hauled the broken remains of the once-proud vessel over to the seawall near the container port.

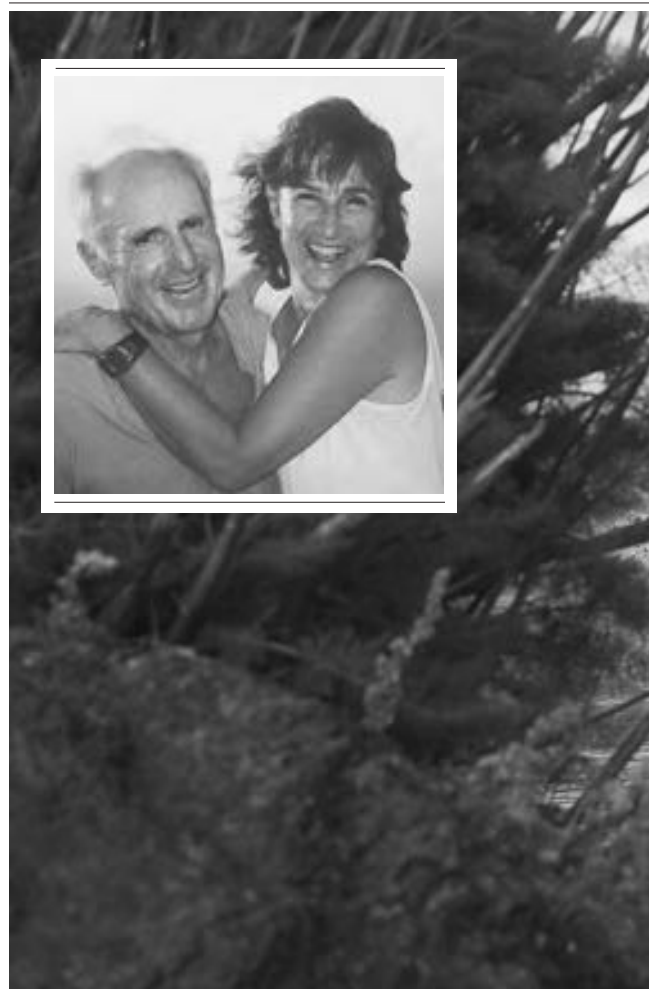
Raphael was still confident that he could save his uninsured boat. It was late, so we called it a day once again.

In the process of lifting the boat out of the water and putting her on a truck the next day, the keel separated from the hull — and landed on the concrete with a loud thud. It was then that Raphael realized the boat was beyond help. He salvaged as much as he could, and that was it.

We don't think we or anyone else could have done a better job of trying to save his boat. Nonetheless, it was hard to see the effect the loss had on Raphael, who was four years into a proposed circumnavigation.

— randy 04/10/05

Readers — We know mistakes happen and to err is human, but we can't remember another three or four-month period in which so many boats have been lost. Please be careful out there. And if you're alone or



doublehanding, watch out for fatigue, as it's a factor in many mishaps.

Flashgirl — Wylie 39+ 'Commodore' & Nancy Tompkins Finally Taking Off Cruising? (Mill Valley)

After many false starts, Warwick 'Commodore' Tompkins — with his wife Nancy — is leaving Marin after 50 years to cruise the South Pacific. At least that was the plan when we went out to Yellow Bluff to photograph the two of them — see the accompanying photo — departing on May 6.

We weren't surprised when he and Nancy were back in Marin five days later, for all along he'd been slated to return briefly to introduce renowned naval architect Ron Holland, who had travelled all the way from Ireland to give a presentation on the 247-ft maga-sloop *Mirabella V* at the Corinthian YC.

But then some uncertainty began to arise. Commodore told us he'd received a message from a gentleman sailing from Tahiti to Hawaii, who wanted his boat delivered back to California. Deliveries

IN LATITUDES



SPREAD, LATITUDE/RICHARD; INSET, COURTESY FLASHGIRL

Inset; 'Flashgirl' passes Yellow Bluff on her way to the Gate, the open ocean, and maybe the Marquesas. Inset; Commodore and Nancy.

such as that have been Commodore's stock in trade since — well, since long before we started this magazine 28 years ago. And if Commodore were delayed by the delivery, it would make the South Pacific trip problematic, as it would then be hurricane season between California and French Polynesia. He and Nancy, despite having a boat loaded with food and other supplies, might have to wait until next season.

"If you're stuck here for the summer, you might as well just hang around and wait for the start of the Ha-Ha in the fall," somebody in our office suggested. Commodore, who had one heart attack years ago, looked as though he were about to have another. But he quickly recovered. "Right," he said with a wry smile.

For those not familiar with Commodore, he's done it all in sailing — except, oddly enough, been a commodore. He acquired the nickname when he was a baby aboard the *Wanderbird*, his parent's former Elbe River pilot schooner that had

been built in Germany in the late 1800s. The way the story goes, his mother opened a drawer to reveal her son to a visitor, who exclaimed, "And this must be the commodore!" The nickname has stuck for more than 70 years.

Commodore is an old-school sailor, having crossed the Atlantic something like six times by the time he was four years old. There's great footage of him as a youngster using the decks of *Wanderbird* as a playground during a stormy rounding of Cape Horn in the documentary *50 South To 50 South*. And he used to win bets by climbing hand-over-hand up shrouds to the top of tall masts. He's raced Six Meters for the St. Francis, ran a crewed charterboat in the Caribbean, driven maxi's in the Pan Am Clipper Cup, and delivered boats all over the world. He also enraged a lot of people by declaring the revered Cal 40 to be a "crummy boat".

Having sailed with most of the great sailors of the last 50 years, more recently he's dedicated himself to two big

projects. The first was a long dissertation — after delivering our catamaran *Profligate* from Puerto Vallarta to San Diego — describing in great detail what is philosophically and physically wrong with our boat. It's a document we treasure as being 'pure Commodore'. His second big project was building the hi-tech *Flashgirl* from a hull and deck in Sonoma over a period of seven years. Although he's raced her to Hawaii, he's never really cruised his ultimate cruiser. But it would be a shame if he didn't do it pretty soon.

— latitude 05/09/05

Content — CT 41 Mike & Kathleen Raymond Harry Arthur, Crew (Santa Barbara)

I, crewman Harry Arthur, am sitting here at the nav station of the *Content*, listening to the water rushing by the hull. We're not underway, but are lying to a mooring in Bahia Caraquez, Ecuador, where the tide is ebbing strongly. The speed of the water is augmented by the flow of the Rio Chome, which was flooded by recent rains. Debris — in the form of logs, islands of river hyacinth, and mats of grass — rushes by on either side of our hull. There are about 30 other cruising boats here, all but one of them sailboats. Most are American or Canadian, but I can also see German, Swedish, Swiss and Danish flags flying from nearby backstays.

We left the Flamingo anchorage at the southern end of the Panama Canal in the last week in March, and spent a few days in the Perlas Islands, where we scrubbed the bottom, stowed the skiff on deck, and generally made ready for the passage to Ecuador. When we deemed the time was right, we upped anchor and headed south. We had light winds on the nose

Some of the 22 new moorings ready to be set by the Puerto Amistad Marina in Bahia Caraquez, Ecuador. Cruisers love the place.



TRIPP MARTIN

CHANGES

most of the way, so the diesel got a few hours on it during our five-day passage. We encountered a few squalls in the ITCZ, but that was the extent of our 'weather'. Mostly the autopilot did its job while we humans supervised. It was a pretty easy trip, which was good, as Mike was recovering from a recently broken wrist.

We crossed 'the line' on April 1 at 80 90.30W. Despite the fact that it was 4 a.m., we shared a toast with King Neptune, and asked for good sea conditions in his Southern Domain. He, in turn, welcomed us as 'shellbacks'.

We made our Ecuadorian landfall at Punta Pasada, and anchored in its lee off a coast that looked remarkably like my home cruising grounds — the Santa Barbara coast. It had the same striated cliffs and low, scrub vegetation. The only difference was that after dark there wasn't a light to be seen. At dawn the next day, we ran 15 miles down the coast to Bahía de Caraquez to enter the harbor on top of the flood. The entrance is heavily silted, and a pilot is required to navigate the twisting channel to the anchorage. We picked up a mooring maintained by Puerto Amistad, a *gringo* operation that is being built by Tripp Martin and Maya, his Ecuadorian wife. The clubhouse is coming along nicely, and the newly installed hot showers are a blessing!

A restaurant and bar is also in the works for Puerto Amistad, but for now the couple does a happy hour for the cruisers with beer, wine, and rum drinks. Maya makes *pupus* that are delicious, but different every night. It's a fun gathering place for the fleet, and lots of information is exchanged. Puerto Amistad also offers fuel services for a minimal fee, and they'll

Tripp Martin puts the loving squeeze on Maya, his Ecuadorian wife, behind the bar at Puerto Amistad. It's happy hour for them.



COURTESY PUERTO AMISTAD

see that your laundry gets done, too.

We spent a few days in 'Bahia' — as it's called locally — to see how the moorings held and get a feel for security before heading inland for sightseeing. Satisfied the boat was secure, we took the all-day bus ride up to Quito in the Andes, where political unrest was already beginning to make itself felt. We only stayed in the capital for a couple of days, so we missed the riots that came soon after the elections.

From Quito we went north to Otavalo, then south through the Andes to Baños and Rio Bamba, enjoying some very exciting bus rides through the mountains! We returned to the coast at Guayaquil via Guaranda and Salinas. We really enjoyed the Andes, and Guayaquil, with a modern malecon, was a pleasant surprise. Returning to Bahia after two weeks, we found out it had been raining almost constantly since we left!

The rain was unusual for this time of year, but the fleet weathered it fine, with everybody topping off their water tanks from catchment. We are currently waiting for our cruising permit for the Galapagos. These documents are issued by the Ministry of Defense, and right now they are in the middle of all the political intrigue you may have been seeing on television.

We will keep you posted — but right now it's happy hour at Puerto Amistad.

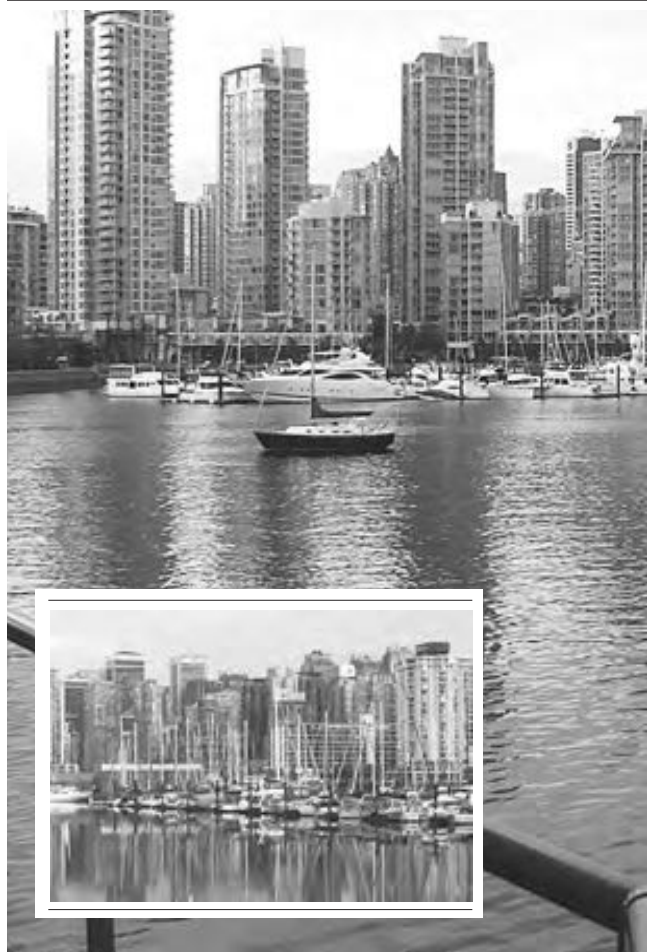
— harry 05/10/05

Cruise Notes:

"In your blurb on Vancouver in the May 6 *'Lectronic*, you forgot to mention that in less than a day's sail in almost any direction from Vancouver lies some of the finest cruising grounds in the world," writes Katrina Archer of the False Creek, Vancouver-based **Ganache**. "I'm speaking of Canada's Gulf Islands, Washington's San Juans, not to mention Howe Sound, the Sunshine Coast and Desolation Sound. The West Coast of Vancouver Island is a great destination for those with more time on their hands. Yes, Vancouver is spectacular, but so is the nearby cruising!"

You have our apologies. Until we get some great shots of the cruising grounds, you'll have to settle for a sprinkling of the accompanying shots we took of Vancouver, Victoria, and the islands.

"We're now in Mazatlan, having returned from two years of cruising Central America, the Bahamas, and the Caribbean," report Duey and Nan Englehardt of the Moss Landing-based Catalina 400 **The Great Escape**. "We arrived the day after *'Lectronic* posted the report that Mexico had greatly reduced the requirements for



domestic clearing. Antonio Cevallos, Harbormaster at Marina Mazatlan, got on the net the same day to announce that there would no longer be any fees charged by the port captain's office. But how things were to work out was still unclear. Our paperwork in the marina office was gathered up and held for several days awaiting clarification from Mexico City.

"Two days later," the couple continue, "the local ship's agent stopped by our boat, papers in hand, to advise us that he needed our permission to 'process' our check-in. He also informed us that, while there was no longer a port captain's fee, he had reduced his fees to 200 pesos — about \$20 each way — for checking in and checking out. We weren't leaving for a couple of days, so we decided to wait it out. A few days later, word came from the marina office that they would be keeping a log of the comings and goings of boats, and that no fees or paperwork would be required. That meant there was no need for us to go to the port captain, no need to go to Immigration, and no need to pay an agent \$40. How long this will last is anyone's guess. We hear that different ports are handling things differently. We are headed to San Carlos and the end of

IN LATITUDES



BOTH PHOTOS LATITUDE/RICHARD

The Pacific Northwest shots of the month. Spread; The False Creek Anchorage. Inset; Looking toward shore at the Vancouver YC.

our sailing adventure with this boat — but have hopes there's another Baja Ha-Ha down the road for us!"

It doesn't surprise us that the agent tried to squeeze a last \$40 out of you, for it looks like their gravy train may soon dry up. It's been almost a month since you wrote, and things really seem to have stabilized in Mexico. Part of this is because there was a big meeting in Mexico City in late April of Tourism; the Merchant Marine — which controls port captains; and members of the Marina Owners Association of Mexico. At that meeting, **Jose Lozano**, Executive Director of the Merchant Marine, made it clear what the new rules were, and that they indeed had taken effect on April 19. Lozano also told Tere Grossman, president of the Mexican Marina Owners Association, that he wants to be notified if any port captains aren't in compliance with the new rules. So if anyone has a problem with a port captain, email richard@latitude38.com, and we'll see that the complaint gets passed along to the right person. Make sure you note the time, date, port captain district, and

other pertinent facts.

So let's review the current clearing procedures. When you clear into your first Mexican port of entry — most likely either Ensenada, or for Ha-Ha boats, Cabo San Lucas — you will need to clear in with the port captain to get your **cruising papers**, you'll have to go to Immigration to get your **visa**, and you'll have to go to *Aduana* to get your **Ten-Year Temporary Import Permit**. "Do not lose any of these documents," cautions Mary Shroyer of Marina de La Paz, "as they are as important as your passport." At your last port of entry in Mexico, you'll have to visit all these offices again.

What's new — and really fantastic — is that once you're in Mexico, you can go from one port captain's jurisdiction to another port captain's jurisdiction without having to do anything but 'inform' the port captain of your arrival and departure. If a port captain wants, he can require that you visit his office to 'inform' him. Pete Boyce of the Sabre 40 **Edelweiss III** reports that, on a trip from Zihua to Nuevo Vallarta between May 2-13, he was required to clear with the port captain at Barra de Navidad and Nuevo Vallarta. He paid the 'paperman' \$20 to do it for him in

Barra, while he did it himself in five minutes at Nuevo Vallarta. In neither place was there any fee by the port captain.

However, at most places we've polled — San Carlos, Mazatlan, La Paz, and Loreto — the port captains don't seem to want to be bothered. And why would they, since their office isn't getting paid for the work. So they are allowing marinas to keep logbooks of arriving and departing boats for them, and that constitutes 'informing' the port captain. Usually marinas allow tenants to sign in or out for free, but assess a small fee for anchor-outs. In some places cruisers believe they have checked out with port captains over the radio — although nobody seems to be sure if the port captain understood that that's what they were trying to do.

The bottom line is cruisers are now saving about \$40 every time they clear in and out of a domestic port over last year — and may be saving as much as \$110 when a ship's agent was required! When we suggested to Mary Shroyer that the new rules were the greatest thing ever to happen to cruising in Mexico, she disagreed with us. "The most important was the creating of the Ten-Year Temporary Import Permit, which was done about 10 years ago. Before that, it was illegal for foreigners to leave their boats in Mexico for more than six months, and owners couldn't legally leave the country without taking their boat with them. But these new clearing regulations are the second best thing to happen, and are really wonderful." As usual, Mary was right.

"Having cruised extensively in Mexico three times as crew on friends' boats, I am now preparing my own boat — which I bought in Mexico and sailed to the Bay Area — for an extended cruise in Mexico," writes Jamie Rosman of the Alameda-based **Tardis**. "As such, I've been closely following the status of the domestic clearing procedures in Mexico. Based on my experience, the old procedures — which

Clearing in or out of La Paz is now as easy as signing in or out of the log at Marina de La Paz or one of the other marinas.



CHANGES

were time-consuming, costly, and difficult — were the most disappointing part of the cruising experience. In fact, because of the old system, my wife and I have had serious discussions about limiting our time in Mexico to one year instead of two or three years before continuing on to the South Pacific. But based on what I've read in *Latitude* and *Lectronic*, we may stay in Mexico longer. I am very happy to hear about this extremely positive development."

Part of the reason the change has come about is that many in Mexico realize how important tourism is to that country's financial health. In fact, there's a new slogan — **"Tourism Is Everybody's Responsibility"**. In the marine realm, the government is still trying to figure out how to go about refunding some of the taxes foreign boats currently have to pay for diesel, all to encourage more boats to come to Mexico. Hmmm, we're beginning to think there might be a lot of boats in Mexico this winter.

On May 19, the National Hurricane Center announced that **Adrian** — on the Pacific Coast down by the Guatemalan



Say hello to 'Frances', one of the four hurricanes that lashed Florida last season. Oddly enough, the Florida Keys weren't hit at all.

border — had been upgraded to a Category 1 hurricane. It sure was early for a hurricane in the Eastern Pacific, as the official season doesn't start until June 1. And rather than heading northwest

and out to sea, **Adrian** headed northeast — directly toward land.

Eric, last name unknown, of **Chickadee**, boat type unknown, reported on the hurricane situation from nearby: "As I write this email, **Adrian** is pummeling El Salvador with sustained winds over 120 kph [about 75 mph]. I'm in Managua, Nicaragua, trying to get a bus up to El Salvador to check on my boat. Unfortunately, there is a state of emergency, so the buses aren't running in El Salvador. Thus I can only pray that my boat's anchor holds. I wasn't expecting a hurricane to hit while I took a week off to visit my wife Rosio and the kids in San Juan Del Sur, therefore my storm anchor is stowed in the bilge and useless. But there's no point in my worrying."

As for the Atlantic, Caribbean, and Gulf Coasts, U.S. forecasters are predicting up to 15 tropical storms, seven to nine of them hurricanes, three to five of which would be major ones over 100 knots. The average season features 9.6 tropical storms, but in eight of the last 10 years that average has been exceeded. Last



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season was the most unusual, as Florida got hit by **Charley, Frances, Ivan, and Jeanne**, which caused a total of \$45 billion in damage and which were directly responsible for 57 deaths.

"You may remember from last month's edition that we and **Gandalf** had traded shots with pirates in the Gulf of Aden," write Rod and Becky Nowlin of the Clinton, Washington-based 45-ft steel cutter **Mahdi**. "Well, we recently learned that about two weeks ago the crew of a commercial ship was taken hostage in the same area. The Marines put together a strike team to rescue them — but before they could, the shipping company paid the ransom. Talk about adding insult to injury! With the pirates having been rewarded for their hostage-taking, we can anticipate more of the same in the future. What we'd rather see is military vessels starting to escort yachts going through the Gulf of Aden. Scream like hell at your congressional representatives, and maybe someone will get off their backside and do something! Incidentally, our year started off quite exciting, too, as we were

anchored at Nai Harn, Phuket, Thailand, on Boxing Day when the tsunami hit."

Speaking of that **tsunami** that killed an estimated 300,000 people nearly six months ago, did you know that about 25% of all the emergency aid materials sent from around the world are still sitting on the docks? Some suggest it would have been better to have sent cash. Are we too cynical in believing 90% of the cash would have wound up in the pockets of corrupt officials and petty tyrants? It's hard to know how to help effectively.

"We came through the Panama Canal on April 25 and had an excellent transit," report Joe Brandt and Jacque Martin of the Alameda-based Wauquiez 47 **Marna Lynn**, currently located at the Bocas del Toro, Panama. "Our transit started at 8:15



LATITUDE/RICHARD

Three boats center-chambered going through the Miraflores Locks of the Canal. If you're alert, transits are usually easy and safe.

a.m. with the arrival of our advisor from Balboa. It ended when we exited the last lock at Gatun at 6 p.m. the same day. We had no additional charges beyond our \$600 transit fee. We used Enrique Plummer, the moderately priced ship's agent, for our paperwork because we had some special time issues. But we know of other cruisers who did the paperwork themselves without a problem. But we're glad we used Enrique, as he did some extras for us — such as arranging for a



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CHANGES

slip at the Panama Canal YC. In fact, he was there to greet us when we finished our transit."

The last we heard, **Enrique Plummer** was charging about \$200 — or about 40% of what the high-priced agents are charging. We think Plummer is very pleasant and capable, and so far has an excellent reputation among cruisers. For basic transits, we still like the taxi drivers, who help skippers around for about \$50.

"I finally bought a catamaran of my own, a one-off Lock Crowther 38 I've christened **Bobcat** in Melbourne, Australia," reports Bob Wilson of Brisbane, California. "At present, I'm getting ready for a cruising/diving season on the Great Barrier Reef. Later, I'll cruise up through the Gilberts, Marshalls, Carolines and Marianas, before getting back to California in about three years. That's assuming I don't meet another blonde. One of these days I'll write about my experience of flying to Oz and buying and cruising a cruising cat."

J.R. and Lupe Dipp, of Guadalajara and Nuevo Vallarta, report that they've left Florida aboard their new-to-them Catana



LATITUDE/RICHARD

Enrique Plummer, the low-cost ship's agent in Panama, has won a popular following among cruisers doing Canal transits.

47 cat **Moon & Stars** and are headed to Cancun, Mexico. "I love our catamaran," says Lupe, "she's the perfect size for J.R. and me, and we've given her a super paint job."

"We just had a wonderful four-day

stop at Raoul Island, which is about 400 miles northeast of Auckland, and part of the **Kermadec Islands Nature Reserve**," writes Bill Hanlon of the Friday Harbor, Washington-based schooner **Seanhaka**. "The swimming, surfing, diving, hiking, and sailing were all good. But it's also the site of the biggest feral cat and rat eradication program in the world. Some \$1 million has been spent over several years in attempt to eliminate the cats and rats, which have forced much of the native bird population to move to smaller offshore islands. Five of Raoul's 35 bird species are unique to the island. But we've now moved on and are presently about 100 miles south of Minerva Reef — in the midst of doing the 'South Pacific Three-Step'. The Three-Step is a great way to do a passage out of New Zealand heading for the South Pacific."

Most *Latitude* readers are aware that there's a major feral pig eradication program underway at **Santa Cruz Island** in Southern California. Special 'eradicators' from New Zealand have been brought up to do the job. The rumor that PETA man-



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IN LATITUDES

aged to cancel the proposed free Fourth of July all-you-can-eat Feral Pig BBQ at the island's Prisoners Harbor anchorage is apparently not true. In fact, there never was even going to be such a BBQ. So what exactly are they doing with all those free-range pork ribs anyway?

The April *Latitude* announced the **First International Mazatlan Regatta**, which turned out to be terrific fun for the entire sailing fleet here. Duey of *The Great Escape* crewed for Tony Evans on his **Red Sky**, and her rusty red sails were splashed all over the local papers for days. The division winners included **Celtic Dancer** of Ireland, **Salty Feet** of Mexico, and **Red Sky** of Canada. There were two great parties, music well into the night, and participation by sailors from six countries. The Marina Mazatlan staff and local cruisers put in a lot of work organizing the event, and we expect it to be even better next year."

"I'm helping my good friend Riley bring his Alajuela 38 **Alouette de Mer** from La Paz to Ventura," writes Bruce Balan of the Southern California and former-

ly Palo Alto-based Cross 46 trimaran **Migracion**. "We're hunkered down in Turtle Bay right now, as the weather has really ramped up and is supposed to stay that way for a few days. But let me tell you about the fuel situation here. Gordo's son, who owns the fuel dock

on the pier, asked that I spread the word that they do have fuel, and that the illegal fuel barge is no longer allowed to operate. So we fueled up on May 8 by bringing the fuel jugs to the pier by dinghy. They filled them, and then lowered them back down to our dink by rope. Benjamin, the nice and brawny guy who works the dock, can lower a 63-liter jug down by himself without belaying it! We paid about US\$2.65/gallon for diesel. The fuel dock is definitely



TERRY BINGHAM

At the Turtle Bay pier, you can either tie up your dinghy or Med-tie your boat in order to take on diesel.

doing good business today, as seven 50-ft plus powerboats have come through. Of course, you can still back down to the pier if you don't want to jerry jug it, but it can be hard with a sailboat. Although *Alouette* won her class in the 2000 Banderas Bay Regatta, she doesn't back down well. As for myself, I've changed my cruising plans. Instead of heading back to Mexico again with my boat right away, I'll be coming

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CHANGES

north to San Francisco and the Delta for the summer. Then I'll head south to Mexico in the fall.

Despite having 40% fewer boats than at last year's **Loreto Fest** at Puerto Escondido, Baja, the Hidden Port YC organizers were thrilled with the attendance. As you might remember, several months after last year's 140-boat turnout, Singlar, the Mexican company that got the contract from Fonatur to run Puerto Escondido, suddenly instituted very high fees for mooring or anchoring in the popular anchorage. The fees were so high that cruisers fled in droves, and it looked as though there might not be a Loreto Fest at all this year. But according to Jim Wilkins of the Wasilla, Alaska-based Beneteau 351 **Priority**, Commodore Ralph from **Ataja** managed to convince Fonatur/Singlar to reduce the fees to something fairly reasonable — like the current one peso/foot/day rate. It was low enough to bring a reasonably large contingent back to the Loreto Fest.

According to Jerry and Kathy McGraw of the Newport Beach-based Peterson 44 **Po Oino Roa**, things were more than



LATITUDE/J.R

Jerry and Kathy McGraw of the Newport Beach Peterson 44 'Po Oino Roa', found things to their liking at Puerto Escondido and Loreto Fest.

satisfactory at Escondido. "Clearing in was easy. All we had to do was call Arturo in the Singlar office, who rents out the moorings and is a representative of the port captain, and we were checked in!

For those who want to anchor or be on a mooring inside Puerto Escondido, the fee is about \$4/day for a 40-ft boat. If you anchor outside the harbor at the Waiting Room or the small area by the dinghy dock, you pay API — the port authority — about \$1 a day. Water was included with the mooring, but I'm not sure if that's also true for the Waiting Room. The guy from the API office can arrange for fuel, and they sell ice, phone cards, and they have a phone. There are now two stores within walking distance. One is about .75 of a mile away at the site of the rebuilding Tripui RV park, while the other is about 1.5 miles away. Both do laundry and have the basics — including some fresh food. From what we could tell, everybody was reasonably happy with the fee structure for anchoring and mooring in Puerto Escondido. The cost of a taxi to Loreto was 600 pesos for a round trip — which seems less than I remember from before. We took six in a van, so it came to less than \$20 a couple. The weather has been beautiful here, with the air temps in the mid-80s and the water 73 degrees. Today we leave

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for Agua Verde for a few days."

Getting back to this year's Loreto Fest, Wilkins reports that, "It started with the traditional water and beach clean-up, which was the activity that created the event. Then there were shore games such as horseshoes, Over-The-Line baseball, and cards, plus workshops on weather forecasting and other topics. There were dinghy races, a kayak/dinghy parade, and a small regatta for the sailboats. But as always, the big focus of Loreto Fest was on the music. Every night was amateur night, with musicians from the fleet providing the entertainment. All the while, the yacht club sold beer, pop, and hot dogs for about \$1 each." It wasn't the greatest Loreto Fest ever, but all things considered, it was a darn good one. And wait until next year!"

"My brand new Shuttleworth 70 catamaran **My Way** is finally 99% completed," reports Don Engle of Layfayette, "as there are really only odds and ends to sort out. She looks great. We hope to finish everything tomorrow and shove off from Auckland for the Great Barrier

Island. The day after that, we'll sail to the Bay of Islands, wait until a current tropical storm pushes through, then head off on the 1,200-mile passage to Fiji."

When we pulled into Avalon about a month ago, it was dark, and we couldn't really see the face of the guy who came out on the harbor patrol boat. But when he said, "Hey, the new edition of my **Boat, Dive & Fish Catalina Island** is out," we knew it had to be author Bruce Wicklund. His is an excellent little book, with great maps, a list and location of all the many wrecks, diagrams of all the harbors, coves, and dive sites, descriptions of all the sea life, fishing and diving information — it goes



LATITUDE/ANNIE

Good reading for while on a passage to Catalina. The guide to sea creatures is terrific, as is the guide for ways to prepare to eat them!

on and on. It's a very nice little package, so we suggest that you don't visit Catalina without one! You can buy it at marine stores all over Southern California. By the way, Brian owns the beautifully restored 41-ft Bounty II **Black Dolphin**, sistership to the sloop that *Latitude* was founded on.

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CHANGES

"We're still out here cheating death on a daily basis," report Steven and Roma Swenson, and youngsters Leif and Gage of the Seattle-based Hallberg-Rassy 46 **Trinity**. "We survived the Tehuantepec, and we're now at Barillas Marina in El Salvador, contemplating points farther south. We thought we'd ask you if you had any information or opinions on cruising along the coast of Nicaragua and Costa Rica during the months of June to August. We're particularly concerned about the likelihood of lightning storms. Is it necessary to head further south or stay further north during the summer?"

We don't consider ourselves to be **lightning experts**, but it's our understanding that Nicaragua and Costa Rica get hit the most, and get plenty of rain. Going back north isn't a good option, unless you go all the way to the Sea of Cortez, because of the threat of hurricanes. If you don't mind a little jaunt, these days many cruisers are heading down to Bahia Caraquez, Ecuador, where the sun supposedly shines a lot, the people are great, and the cost of living is low.

Anybody with firsthand knowledge



The Swenson family, whose 'Trinity' was named the outstanding boat in the last Ha-Ha, are hoping to spend the summer without lightning.

have better advice?

"We finally got some more details about the loss of Brit Malcolm Steer's 45-ft ferro-cement yawl **Anna of Brighton**," report Randy and Lourae Kenoffel of the San

Francisco-based Beneteau 50 **Pizzaz**. It's the story of one of the most mishap-filled passages that we remember. In fact, their troubles began before they even started:

"Malcolm and two crew left St. Lucia in the Eastern Caribbean on the approximately 1,200-mile downwind trip to Colon, Panama. Just prior to leaving St. Lucia, they had to replace the dinghy and outboard because they were stolen. Shortly after taking off, the two crew got sick. Then the headsail blew out. The main tore also, but they were able to repair it. When the generator quit, they used the engine to charge the batteries. But about halfway into the trip, the wind died and the prop shaft broke — so now they had neither propulsion nor a way to charge their batteries. After calling for assistance, they were surprised to get a response from a Russian ship. The Russian engineer rigged a towline to *Anna's* mast, then proceeded to tow them at 16 knots — a little more than the ferro-cement boat's theoretical hull speed. "We have a schedule to keep," the Russians explained. With damage to the bowsprit

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IN LATITUDES

and the mast-step caused by the high-speed tow, Malcolm finally cut the tow line. But by then the movement had already damaged their VHF antenna.

"We were anchored on *Pizzaz* in the San Blas Islands," the couple continue, "when *Anna* came to a stop about three miles outside of the East Holandes Cays. They were just sitting there in a dead calm on the morning of April 24, so Randy took the dinghy to see if they needed help. He offered to tow them to the famous Swimming Pool anchorage. Have you ever tried to push a 25-ton boat with a 15-hp dinghy tied to the quarter? It took Randy nearly four hours to move *Anna* the three miles to the anchorage. After several days of attempting repairs and getting suggestions — "why don't you mount your 5 hp outboard on the swim platform?" — from cruisers, they were semi-ready to go again. With the wind finally back up again on April 30, they took off on the 80-mile passage to Colon. As soon as they left, the wind died.

"*Anna* checked in with the Panama Connection Net on May 1, and reported

she was in light winds 60 miles from the Canal. A day later, she still had 25 miles to go. We didn't hear from her the next day, so we put out a 'watch' on her. It wasn't until we got to an internet cafe that we learned *Anna* had been lost — we don't know how — on the breakwater leading to the staging area for the Canal. Malcolm says he's headed back to Great Britain — to buy another boat. But since the exchange rate is so favorable, he might also look in the U.S."

As for the Kenoffel's, "We've been out cruising for 11.5 years now, and don't have any plans to move ashore in the foreseeable future. We love the cruising life." You might remember that they had both been in high-stress jobs just before taking off. In fact, Randy had a heart attack right after quitting work and just



LATITUDE/ANNIE

What do the Kenoffel's know about Mr. Zog's Sex Wax that you don't know? Maybe that it has uses for things other than surfboards. Read on.

before setting sail. Here's the couple's Tip of The Month:

"Most surfers out here know about **Mr. Zog's Sex Wax**, 'the best for your stick'. We use the stuff all the time, but on our floorboards rather than on a surfboard. When you live in the tropics, and with 70% humidity, the floorboards swell and

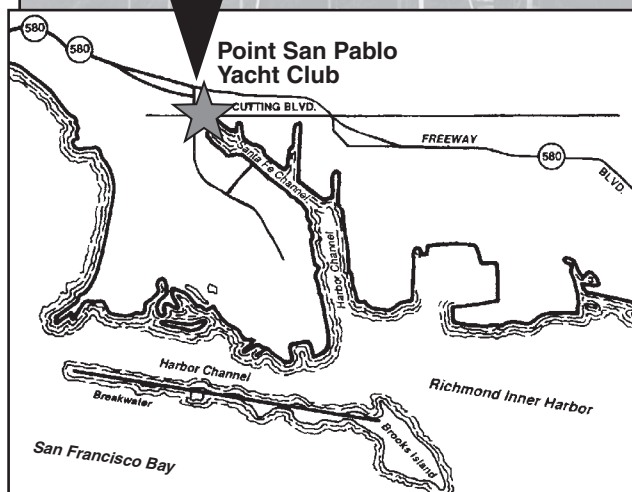
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CHANGES

then squeak. A little Sex Wax along the edges does a fine job of keeping the boards quiet."

We're late in announcing this, but about six weeks ago we got the following report from Dobie Dolphin in Tenacatita Bay:

"The 37-ft sailboat **Guest On**, owned by Californian Dominic Regas and his wife, went on the beach yesterday morning at Tenacatita Bay. The couple had been snorkeling by one of the outer rocks in the bay when the wind suddenly came up strong from the south. A local *panganero* called to the couple to ask if it was their sailboat, but by the time they got to her she was already on the beach. The locals, along with some other cruisers, worked all day yesterday trying to pull her off, but didn't have any luck. At low tide she was just sitting there, but at high tide she slammed from one side to the other. But there doesn't seem to be any structural damage so far except to the rudder and prop shaft. I know the young couple, who were headed to Costa Rica, do have insurance, because they called their agent from my home in nearby Rebalisito."

Dobie emailed us later to report the boat had been pulled off and towed to Manzanillo. "The port captain in Barra de Navidad was useless, but the port captain in Manzanillo was extremely helpful. He came to the scene right away to check the situation, then gave the owner a list of salvage companies. Dominic had to wire half of the 80,000 peso fee to the salvage company's bank account, but they did get the boat off and to Manzanillo. By the way, the port captain in Manzanillo is Enrique Casarrubias Garcia, and cruisers in Mexico can reach him at 01-314-332-3470."

Funny, isn't it, that the port captain who is only a few miles from the scene of the incident doesn't do anything, but the port captain a couple of hours away rushes to the scene to see what can be done.

In early May, Scott Duncan and Pamela Habek, who are both legally blind, set sail from Paradise Village, Mexico, on the 2,800-mile passage to Nuku Hiva in the

Marquesas aboard their San Francisco-based Valiant 32 **Tournesol**. The short-term goal of these Ha-Ha vets is to make it to Sydney by December. According to their spokespeople, "upon completion of that phase of their circumnavigation, Scott and Pamela will be the first visually-impaired sailors to successfully have crossed an ocean on their own." The couple are seeking to spread the message of independence to disabled children and adults — as well as to the great non-disabled population. You can follow Scott and Pamela's progress by visiting www.blindsailing.com. And you can email them at sea at: wcz4901@sailmail.com. They are very eager to get mail.

If you're looking for a swift cruising cat, Peter Johnstone has glowing reports on **Cream**, his new South African-built M&M-designed Gunboat 48. "We were plodding along at 10 knots upwind when the first gust hit. In seconds the GPS was showing 14.5 knots — upwind!"

On the downside, we're not sure how many buyers there are for cruising cats that easily lift one hull and sell for over \$1 million. But we're sure there are some.

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SEA SPRITE 23, #612. Dry sailed 10 years, freshwater. New Hall spar and boom, Teflon bottom. New teak interior. Harken Windward traveler, 2 spinnakers, 2 mains, Quantum sails. Perfect condition. HD tandem trailer. \$12,000. (612) 272-4510.

MONTGOMERY 17, 1982. 4 sails, ext. trailer, equipped. Sailtwin ob, everything unused and nice, \$6,200/obo. Also, Cascade 36 cutter, aft cabin, sprit, diesel, crisp main, headsails, nice galley, h/c water, new electronics, new standing, too much to list. \$32,000/obo. (530) 300-3975.

O'DAY 22 SLOOP, 1972. Fiberglass fixed fin keel sloop. Fast sailer. Comfortable. Long four berths. Nice cabin interior. Must see. Needs bottom job and outboard. First \$600 cash takes her. (650) 380-5535.

WEST WIGHT POTTER 19, 2003. Blue-water hull premium package. 5 hp Honda outboard, under 10 hours. Loaded with many options. Sailed six times. Excellent condition. Call for details or pictures. Asking \$13,800. (408) 723-9239.

MOORE 24 #71, 1981. Well rigged, galvanized trailer, good race record. Asking \$11,000. (510) 522-1626.



KAMAKAI 20, 1999. Topsail gaff cutter pocket cruiser. Website pictures and details at: <www.members.cox.net/dwellens/kamakai/kamakai.htm> (619) 980-8704 or email: dwellens@cox.net.

WINDMILL 15. Race ready, fresh blades, sheets, and varnished teak, pretty. \$1,000. North Windmill sails, new last year, \$750. Thistle 17, red, race ready, fresh varnish and sheets, Harken, Quantum 2000 jib and main, \$2,000. mcwild1@hotmail.com or Doug (916) 791-4426.

SANTANA 20. Near new North Sails, set of practice sails. Dry sailed, light weight trailer. Blade bags. No blisters. Ready for competitive racing. \$3,500. Call (209) 551-2813.

25 TO 28 FEET

COLUMBIA 26 Mk II, 1971. Red Pettit-painted, sound fiberglass hull. No blisters in gel coat, 5 new brass thruhulls, 12v/110 electric. Freshwater tank, icebox, alcohol stove, hanging locker. Must sell. \$2,800/obo. (415) 260-1113 or (510) 776-2298.

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.

CRUISING/RACING BALBOA 27, 1979. Clean and in great condition. complete canvas, sail covers, 2 spinnakers, 2 jibs, 1 main, spinnaker pole. Fathometer, interphase locator, tiller autopilot. Nissan 8 hp, swing keel, stove, head, water, sink, cooler. Sleeps 5. Reduced \$7,000/obo. (510) 523-6376.

SANTANA 27. Bags of sails, 2001 9.9 hp motor, many upgrades, sleeps 6. Solid boat, needs nothing, ready to go. Moving out of area. Possible 1 year Santa Cruz slip lease, Lower Harbor. \$5,950. Call Jeff (831) 336-2585.

CATALINA 27. Good condition, new 110% jib, 10 hp Nissan outboard. Located in Benicia, CA Marina. Asking \$9,000. (707) 746-0113 or ffields@napanet.net.

LANCER 25, 1980. Honda 7.5 hp outboard, mainsail, jib, genoa, 2 anchors, sink, head, tandem-axle trailer. \$3,500. Call Bill (916) 508-8779 or email: blundgren1@juno.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.

MERIT 25, HULL# 8. Excellent condition. Berkeley berth. Full set of very good sails including 3 jibs (#3 jib new 2005), 2 spinnakers, 2 mainsails. 3.5 hp Nissan outboard. Depthmeter, knotmeter and VHF. \$7,500. (408) 203-8237 or pjconn16@yahoo.com.

CAL 25, 1979. Yanmar diesel runs good. Condition fair, needs upholstery. Two headsails. In Santa Cruz Harbor. No trailer. Steve (831) 476-3455 or stalpeterson@aol.com or Mike (831) 331-7616.

CHEOY LEE FRISCO FLYER 3, 1968. New paint, teak refinished, fiberglass hull, BMW diesel, new rigging, on tandem trailer, needs some work, lots of extras. \$5,000. (858) 864-2879.

MacGREGOR 26X POWERSAILER. 50 hp 4-stroke Evinrude. 100 and 150 on furler, stove, enclosed head, new lines. Excellent condition, with all gear, turnkey, ready to sail. \$18,000. (530) 577-1233.

RANGER 26, 1973. Gary Mull design for SF Bay. Good condition, some rigging updated, no blisters, almost new interior cushions, 2 mains, 5 headsails, spinnaker, AM/FM and VHF radios. 8 hp Nissan outboard. Everything works. Berkeley berth. \$4,900/obo. (510) 881-1682.

LANCER 25, 1978. Excellent condition, Honda 7.5 4-stroke, single-axle trailer, 4 winches, fathometer, solar and regulator, VHF marine radio, compass, depthfinder, knotmeter, Porta-Potti. \$5,800/obo. (707) 469-9163 (hm) or (925) 698-1100 (cell) or email: upde@quiknet.com.

PEARSON 26, 1976. Classic bulletproof pocket cruiser in immaculate condition throughout. New head, new cushions, like new 9.9 hp 4-stroke electric start Honda. Autohelm 800, depth, knot, VHS, compass, 3 sails. In Alameda. \$6,800/obo. (510) 523-3337.

MERIT 25, 1985. \$8,500. Excellent condition, fast. New everything, list is too long. Includes trailer and 2 hp Nissan. Located in Oregon, will deliver. (541) 990-9613 or sj211509@hotmail.com.

NEWPORT 27, 1988. Inboard diesel, head, propane stove, spinnaker, roller furling jib, extra jib, full batten main. VHF, depth and knot. Sleeps 5. San Leandro Marina. \$9,000. Call (925) 980-0144.

CHEOY LEE FRISCO FLYER 26 #1150. Fiberglass hull, teak cabin, teak decks, self-tending jib, canvas cover. New Honda 5 hp, VHF, stereo, Fortman slip. A classy, fun boat. Move forces sale, will miss her. \$8,000. (916) Call 736-2505 or email: bikeb@csus.edu.

CATALINA 27, 1985. Excellent condition, cleanest 27 on the Bay. Low time diesel. New: running and standing rigging, GPS, knotmeter, mainsail cover. G27 batteries, head, cockpit speakers. Equipment: Harken furler, backstay tuner, jiffy reefing, two anchors, CNG stove, BBQ, macerator, depthmeter, VHF. Berthed at Brickyard Cove Marina in 36-ft slip. Asking \$20,500. (530)-583-4747.

25-FT US YACHT, 1981. Sleeps 4. Good main and 2 jibs, whisker pole. 7.5 hp Honda 4 cycle, bottom 2003. Very good condition. VHF, depth, AM/FM, galley, enclosed head, P.P. Partnership possible or trade for powerboat. Berthed in Vallejo, trailerable. \$3,200. (707) 252-3006.



HUNTER 25.5, 1984. Tandem trailer, mast raiser, 3.5' keel, self-tailing winches, lines aft, 9.9 2-stroke electric start ob. 5'8" headroom, 6'8" pop-top. Knotmeter, depthsounder, compass. Stove, sink, ice box, enclosed head, dinette, V and quarter berths. Marina Bay. \$11,000. Call (530) 674-2023 or Leet38@sbcglobal.net.

COLUMBIA 26 Mk I. Replaced standing and running rigging, including blocks and winches, gas tank, prop, lifelines, batteries, chargers. All lines led aft. 2 mains, roller furl jib. Dodger, Forespar MOB pole, solar panel, GPS, AM/FM cassette, VHF, 3 anchors, windvane self-steering. Force 10 gimbaled stove, Force 10 BBQ. Wilcox-Crittenden head, Weems & Plath barometer and chronometer, 2 compasses, much more. Atomic 4 runs well. Great Bay, Delta coastal cruiser. 2 boat owner must sell. \$6,000/obo. Jim (510) 266-2787.

ERICSON 25, 1980. Nearly new mainsail, roller furling jib, 9.9 Mercury outboard, cabin lighting, wired for shore power, Porta-Potti. Sleeps 2-4. Docked in Vallejo. Ideal starter sailboat. \$4,500/obo. (707) 319-1357.

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ERICSON 27, 1978. Atomic 4 with new head and starter, AC/DC wiring, outlets, sail cover. Replaced within the last two years: Interior lights, AM/FM/CD player, VHF, head and holding tank, bottom paint, CDI prop, tiller. \$5,000/obo. (707) 330-2579.

SAILMAKERS' H-28, 1962. Beautiful double-planked mahogany on oak ketch. Recent re-fit. Mexico/clipper route vet. 10' Avon, 15 hp Honda, ICOM SSB with Pactor3. \$16,000. Move forces sale. (253) 229-0168 or sv_chinook@yahoo.com.

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.

MacGREGOR 25, 1986 with trailer. Excellent condition swing keel, Honda 4-stroke. Pop-top with enclosure, 150 and working jib, power inverter, depth fishfinder, slide-out galley, BBQ, dinette, Porta-Potti, sleeps 5. \$4,900. (209) 632-6929.

IMMACULATE AND LOADED. Catalina 27, 1981. Diesel, roller furling, 3 jibs, spinnaker, autopilot, VHF, dinette cabin, CNG stove/oven, holding tank, charger, much more. New in last 4 years: Standing/running rigging, traveler, engine starter/water pump, cushions. South Beach. \$12,500. (415) 469-9574.

TWO BOATS: CLIPPER 32, 1976, diesel, Autohelm, fridge, mid cockpit, aft cabin, charger, TV/DVD, \$13,000. Also MacGregor 25, 9.9 electric start Merc, on trailer, sails and rigging good, swing keel, pop-top, \$4,000. Photos: gypseatwo@sbcglobal.net or Dennis (707) 647-3806.

BRISTOL 27 FIBERGLASS SLOOP. Strong boat with full keel. 9.9 outboard. Bottom job 2004. Berthed Loch Lomond Marina. Ready to sail. \$3,000. (415) 845-6634.

MERIT 25, 1983. Good condition, well maintained, new Ballenger mast/rigging in 2001. Good sails, ready to race, all safety gear, new VHF, other new gear also. Alameda berthed. \$6,000. Call Roger (510) 482-2897 or (510) 381-0331 (cell).



MacGREGOR 26X, 2002. Excellent condition. Trailer, 50 hp 4-stroke Mercury Big Foot, roller furling, enclosed head, low hours, \$19,000. Pictures and more info: <www.02mac.com>

CATALINA 25, 1979. One owner, freshwater, dinette interior, 3 sails, VHF, 9.9 hp Honda electric start, E-Z Loader trailer. \$4,500/obo. Call Rich (530) 666-1811 or edrack@dcn.davis.ca.us.

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 dollars invested last year: New batteries, alternator, fishfinder, exhaust manifold. \$6,800. (925) 330-3741.

CHEOY LEE OFFSHORE 27, 1970. Hull and standing/running rigging re-done March 2004. Deck and interior needs work, Sailmaster 7.5 hp ob, no diesel. Great opportunity for DIY. Health forces sale. Located Richmond. \$1,500/obo. (510) 691-9960 or patton8888@earthlink.net.

ERICSON 27, 1977. Excellent condition, beige colored hull/top deck, wheel steering, Yanmar diesel, new exhaust, huge bottom redo 2 years ago. Bowmar hatch, sleeps five, Redwood City berth. Pictures: <http://eye2i.smugmug.com/gallery/535117> \$6,000. (650) 594-9270.

NOR'SEA 27, 1977. *Desiderata*. Aft cabin, hard dinghy, Farymann diesel, May 2004 survey, new halyards, light use but needs detailing, owned her 20 years. Berthed South Beach Harbor, San Francisco. Opportunity at \$25,900, motivated seller. (408) 398-4057 or jamesconnett@sbcglobal.net.

HUNTER 27 RACING SLOOP, 1977. 3 mains, 2 jibs, 2 spinnakers. Needs refit, otherwise superb. Newly rebuilt diesel engine. Nice stove and massive storage. \$6,500/obo, negotiable. In a slip at Benicia Marina. Call (415) 290-5322 or email: booner.johnson@gmail.com.



LANCER 28, 1978. Excellent condition inside and out. Great cruiser, sleeps 6. Autopilot, new bottom paint, head, standing headroom, outboard, 4 sails, tandem trailer. Lots of extras. Ready to sail, no fixing required. More: <www.abston.net> \$8,500. (559) 222-5727.

CATALINA 27, 1976. Deep keel, midships galley, 150 genoa on roller furler, 10 hp Honda outboard, Trail-Rite trailer. Only sailed on Lake Tahoe. \$9,000. (775) 831-7908.

CAPO 26, 1996. Race ready, PHRF rating 144, many sails, 8 hp Nissan and 3.5 hp Tohatsu outboards, many accessories, points superbly. \$20,000/obo. Call (949) 588-1949 or (949) 857-0590. Boat kicked serious booty racing in Dana Point.

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.

MERIT 25, 1984. Reduced \$6,900. Freshwater until 11/04. Racing rigged, always dry-sailed. New Tuff-Luff, windward sheeting traveler, new cushions, new battery, CD player, depthsounder, compass, knotmeter. Good trailer. 4 mains, 3 jibs, 2 spinnakers. Call (714) 968-0156 or email: solvacc@yahoo.com.

PEARSON 26, 1977. 1985 15 hp Evinrude electric start, dual batteries, Apelco radar, Micrologic Loran C, ICOM VHF, Autohelm tiller autopilot with remote. 2 mains, 2 jibs, working and 130. Porta-Potti. Located in Stockton. \$5,800. Call (209) 482-1364.

GREAT DANE 28, 1973. 25 hp Volvo, dodger, ground tackle. <<http://www.geocities.com/greatdane28foot/index.html>> \$5,400/make an offer. Steve (408) 691-9035 or (858) 618-7188.

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.



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. \$7,500/obo. Cliff (510) 215-8071 or cliffross@cliffross.org.

ERICSON 27, 1972. Two boat owner needs to sell to finance world cruise. Great day/coastal cruiser. Too much new equipment to list. New running and standing rigging, gas tank, shaft, spreader brackets, boom, all lines led aft. \$11,500. (415) 259-8626.

CHRYSLER 26 SLOOP, 1977. Fiberglass, fixed keel, wheel, 9.9 electric start. 6' headroom, galley, enclosed head, sleeps 6. Solid, safe, family cruiser/racer, ready to sail. 2003 bottom paint, recent engine tune-up. Nice condition and clean. Slip available. \$7,995/obo. (415) 377-4925.

29 TO 31 FEET

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. \$16,800/obo. Call Dave (510) 498-1123 or John (415) 740-4629.

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.

PACIFIC 30, 1971. Canadian built pocket cruiser. *Tan Tsin* means sweetheart. Well set up, new sails, new motor, autopilot, solar, VHF. Great for the Bay. Fun, easy to sail. \$18,000. Steve (415) 847-0179.

HUNTER 290, 2001. \$10,000 upgrades for 2004 Baja Ha-Ha. Radar, autopilot, GPS, spinnaker and sock, jacklines, spares. Spacious salon, 2 cabins, galley with stove, shower/head. Furling headsail, self-tailing winches, inboard diesel. Capable coastal cruiser. \$62,950. Rick (510) 620-1969 or rjwhitfi@comcast.net.

CAL 29, 1978. Very nice condition inside and out. Pressure water, shower, excellent Yanmar 2 cyl FWC diesel, upgraded electrical, refrigeration, stove, oven. 2 sets sails, many extras, needs some TLC. Will take \$11,000 or best reasonable offer by 6/25/05. Partnership possible. Roger (415) 331-5251.

CATALINA 30, 1983. New 20 hp Beta Marine diesel. Wheel steering, furling jib, CD player. New cockpit cushions, tender with electric motor, new lines, excellent condition. Sausalito. First \$30,000 takes her/obo. Doug (707) 364-1250.

BABA 30, 1978. Extensively equipped and outfitted for cruising. 6 sails. Many improvements and upgrades over a standard Baba 30. New bottom paint and cutlass bearing. A one-owner Baba. Now located in Southern California. \$57,000. (619) 322-7058 or email: sailrari@yahoo.com.

NEWPORT 30 Mk III, 1987. Teak, diesel, wheel, Autohelm, roller furling, new sails, spinnaker/gear, H/C pressure water. Inverter, autocharge-marine, barrier coat bottom 1 year old, VHF, CD radio, excellent condition. \$26,500. (510) 333-7465 or mgilmore@peralta.edu.

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.



RAWSON 30 1960. 25 hp Universal engine with 70 hours, new boom, wheel steering, extra sails, GPS, radar, CD, watermaker, maps, dinghy, new plexiglass, many extras. Recent survey. Rigged for solo. Oakland Central Basin, Slip# C411. \$14,000. haggeos@yahoo.com or (510) 290-0375.

GRAND SURPRISE 31, FRANCE 2002. Builder: Archambault. Hot, faster and fun racing boat. Yanmar 2GM saildrive. 6-person liferaft. Main, 105% Pentex jib, 120% Kevlar jib, storm jib. Regular and large symmetrical spinnakers. Survey May. \$62,500. Call (408) 781-8920 or kimisan@netzero.com.

CATALINA 30, 1985. Well maintained in excellent condition. Full batten main with Dutchman, self-tending roller reefing jib and 130 jib. Tiller steering, freshwater cooled Atomic 4 in excellent condition. 2 VHF's, depth, compass. Fridge, water heater. \$24,000. Call (415) 435-5290.

COLUMBIA 29, 1979. Diesel, 10 hours on overhaul of top half of engine, new head, etc. World cruiser. Great for beginners. New head, alcohol stove, 5 berths, new fuel tank, lines. Rated high in *Practical Sailor*. \$8,900. (925) 254-3535 (eves).

CAL 2-29, 1974. New: Universal 20 hp engine, bottom with blister job, Furlex 1999 roller furling, and sails: Main 2004, jib 1999. Pictures and details at <<http://lolltech.com/sailboat/>> \$15,000/obo. (650) 359-5404.

ISLANDER 30 Mk III, 1974. Wheel steering, spinnaker, new seacocks, etc. Low hours on Palmer P-60, just serviced. Great family boat in good condition. Berthed in Sausalito. \$11,500. (415) 331-3612.



TAKE THE WHOLE FAM DAMILY. Dufour 30, strength and beauty. Fiberglass hull, diesel engine, easy to use, reliable, dry. Comfortable woody interior. Pt. Richmond berth. Pay \$9,749 and have fun. Call (707) 696-7981 or (707) 291-4920.

CAL 2-29, 1970. *Beaujallez*. Maroon hull, outboard transom, BBQ, dry bilge, sleeps six. 150, 100 genoas, spinnaker. Repairs needed: Inboard engine, bowsprit, rudder crack (shaft ok). Located Morro Bay, CA. \$5,300/obo. Call Scott (805) 234-2400.

CATALINA 30, 1980. Very good condition, singlehand rigged. A-4 gas engine, recent valve. Wheel, all lines aft, full batten main. Bottom 2005. Propane, rebuilt mast rig, traveler, needs cushions. many manuals, tools. \$15,000/obo. Showing 9am - 5pm, weekends, Berkeley Marina, O Dock, Slip 217.

ISLANDER BAHAMA 30 SLOOP, 1982. Diesel inboard. Original owner. \$19,900. Owl Harbor, Berth H4. Sail inventory: 90, 110 and 135 headsails, plus mainsail. For info or inspection call Walt (510) 793-8794 or email: Tapnsail@aol.com.

C&C 29, 1979. Yanmar diesel, roller, 2 headsails, 1 main, stereo/CD player, new speakers, refrigerator, new prop, new battery, good condition. Runs and sails great. Possible Richmond slip. \$14,000. (510) 459-5159.

ERICSON 29, 1971. Nice boat, needs another Penta diesel. Double sails, great liveaboard, available in Sausalito. \$7,000. (707) 884-4836.



CAPE DORY 30 CUTTER, 1983. Lightly used two owner boat. Traditional cruiser built in the USA. Upgraded. Lots of bronze and teak. Dodger, propane, GPS, more. Excellent in all respects. Photos and equipment list available. \$42,500. (530) 885-4460 or john.nebilak@aerojet.com.

HUNTER 31, 1984. Excellent condition, Comparable in size to a Catalina 32 but faster. Ready for coastal, Bay or Delta. \$25,000/obo. Moving. (925) 426-8898.

CHEETAH 30 SPORTBOAT. 2,300 lbs. Adjustable shrouds, rod rigging, retractable keel (1,000 lbs). Multi jibs, multi spinnakers, main, all Quantum. Highway trailer, 5 hp Nissan. Illness forces sale. Reduced \$500/month until sold. In Seattle. \$24,500/obo. (360) 297-2693.

PEARSON TRITON, 28.5. Sausalito-built in 1962. Boat is hauled out and prepped for new topsides and bottom. Rudder rebuilt, new prop shaft and prop, etc. Atomic 4. New rigging. Extras. Open to any reasonable offer. George (415) 507-6795.

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.



SANTANA 30/30GP, 1984. Grand Prix racing model. Lighter, faster, sleeker. New in last 5 years: Mast and boom, running and rod rigging, larger rudder, folding prop, etc. New Yanmar diesel in 1998. \$21,000. (650) 583-5870 or (650) 964-1436 or mark@gg401k.com.

PEARSON TRITON 28.5, #259, 1962. Five times YRA Champ. New main, new custom boom, new canvas, Autohelm, GPS, Barient 22s, cabin heater, lines aft, Atomic 4, much more. \$8,500/obo. See: <<http://home.ix.netcom.com/~plato6/CaptainHooke.html>> (408) 261-1318.

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CAL 2-29, 1977. Yanmar diesel, wheel steering, furling with extra sail, heavy triple reef main. Dodger, Autohelm, 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. Sailboat never raced and in excellent condition. Many extras included. Located Benicia. Asking price lowered to \$16,500/obo. (775) 746-3379.

ISLANDER 29.5 sails, led aft, 2 anchors, radio, fridge, micro, dinette, nice wood interior, legal head. New: Prop shaft, thruhulls, head, bottom 2 years. Honda 10, low hours, Atomic 4. Sail ready, TLC. \$3,800/obo. (530) 300-3975.

30-FT KNARR. Fiberglass, Sausalito berth, best racing class on the Bay, best social group on the Bay, former class championship boat. \$14,900. Call (949) 244-6838.

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.



CATALINA 30, 1984 TALL RIG. Diesel, 5 bags of sails, all instruments, wheel helm, CNG stove and oven, pressure h/c water, radar, Autohelm, dodger, roller furling. This is the best equipped Cat 30 on the Bay. \$30,000/obo. (916) 216-3314 or (650) 225-8113.

CAL 29, 1976. Wheel steering, stainless steel BBQ, new canvas, recent Farymann diesel. New fuel tank, galley/head. Sleeps six. Great family boat for the Bay. \$8,500/obo. Needs some TLC. (510) 689-3432 or email: yout1234@yahoo.com.

CATALINA 30, 1976. Tiller steering, great Atomic 4. New folding prop, refrigerator, hot/cold water, new upholstery, new standing and running rigging, 2 mains, 2 x 155%, 2 x 135%, 100%, spinnaker and gear. Constantly maintained and upgraded. \$12,500. gmbieri@pacbell.net or (916) 455-7665 for specs.

32 TO 35 FEET

CATALINA 34, 1989. Excellent condition, never raced or chartered, roller furling, Universal diesel, refrigerator, H/C pressure water, charger. GPS with navigation computer, propane stove, stereo, depth, knotmeter, windspeed, VHF. Beautiful teak inside and out. \$49,500. Call (408) 888-8423.

BEAUTIFUL 34-FT COLUMBIA Mk II sloop. Baja veteran. 300 hours on Yanmar 3GM30V. PUR40E and PUR06 water-makers, 2 autopilots, Furuno radar, GPS, Loran, fridge/freezer. Profurl, shower, hot/cold water, sails. Dickinson diesel heater, fresh topside, etc. Roomy, fast, strong. \$29,000/obo. Duncan (415) 902-0771.

PEARSON 35, 1976. Second owner. Many upgrades for Mexico, Hawaii trip 2000-2001: Cape Horn integrated self-steering, Furuno radar, Lofrans Progress II windlass, 225' of 5/16 HT chain, Bruce 40 anchor, 400+ ah house bank, dedicated starting bank, Balmar alternator, smart regulator, Seaward gas range, Achilles inflatable, 3.5 hp Tohatsu, Harken Mk III headsail furling, Garhauer rigid vang. This year: New fuel tank, Racor filter, lines, rebuilt fuel pump. Just hauled, painted, and surveyed. \$29,800. Please call (650) 906-5177 or email: matthew.shore@gmail.com.



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. \$48,000. (310) 377-0134 or bandfowen@cox.net.

HUNTER 320, 2001. Tahoe boat, launched June 2002, excellent condition. Shoal keel, custom cover, full Raymarine electronics, 80 engine hours, mainsail flaking system, transferable warranty. Fully equipped. Call for complete inventory. \$75,000. Will consider all offers. Call (775) 787-1877 or agreenghost@charter.net.

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. \$10,900/obo. (909) 338-8502 or (909) 754-6636.



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.

CATALINA 34, 2000. Excellent condition, 80 hours on a 30 hp Universal diesel engine, dodger, cockpit cushions, BBQ, stereo/CD, microwave, like new interior, windlass, fully equipped, new batteries and charger. \$115,000. (510) 468-9955 or clintonhac@aol.com.

J/105, 1992. Blackhawk is a fast pre-Scrimp model with numerous trophies in this competitive one-design class. Wheel, B&G instruments, mast display, GPS, Simrad internal Autohelm, extensive Quantum sail inventory. Faired bottom. No brokers, please. Sausalito. \$89,500. Call (415) 435-3573 or deanj105@comcast.net.

SAN JUAN 34, 1980. Rare excellent American-made sloop racer/cruiser. New Yanmar 27 hp, h/c pressure water, chartplotter, radar, Autohelm 4000, ST60 tridata, wheel, dodger, propane stove. Profurl jib, new main, refinished interior, 7 sails, stereo, lazyjacks, all lines led aft. Fast, comfortable, no tender and no running backstays. PHRF 124. Great slip in Monterey Bay. Owner must sell. \$44,950/obo. (831) 722-4463 or (831) 596-4245 (cell).

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. \$16,000/obo. See website: <<http://pagerbar.com/boat/>> Call (510) 517-9184 or rom_music@yahoo.com.

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 \$19,000. For details see: <www.paradiseislands.com/foxfire> or call (408) 733-3679.



32-FT BLUEWATER CRUISING ATKINS Eric. Fully set up, turnkey. Everything replaced, mast rigging, engine, etc, in 1999. Refit 2004. Traditional design full keel double-ender, ferrocement steel hull. See at <www.orbitalparagliding.com>, Info Pages. \$8,900. (805) 712-8259 or chesterdftz@hotmail.com.

ERICSON 35 Mk III, 1983. This well-maintained boat shows definite pride of ownership. Swift daysailer and dependable cruiser. Universal diesel, Balmar alternator, radar, autopilot, SSB, propane stove, hard dodger, teak interior, head with shower stall. \$63,000. (858) 229-7628 or lakj62@earthlink.net.

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.

INTERNATIONAL ONE DESIGN 1973. Fast fiberglass IC #102. Re-rigged this year for racing. New forestay, new forward hatch, 2 speed jib winches, custom bench, new traveler. New Jib with hanks. Spinnaker and main included. Recently surveyed and insured. \$35,000/obo. Call Chris (415) 609-0151 or Patrick (510) 205-2243.

RANGER 33 SLOOP, 1974. Atomic 4. Unable to : s death, rk when sold to : ortunity for indu : er dock- age cos -8999.



CAL 34 Mk II SLOOP, 1976. Spinnaker, wheel. Perkins 4 cylinder diesel. \$37k just invested into new professionally installed Ballenger spars, rigging, Hood sails, furler, lines, rope clutches, Lewmar self-tailers, and much more. Nice interior. Sausalito berth. Photos: <<http://jessegoff.net/cal34/>> \$23,000/obo. (415) 505-6305.

HUNTER LEGEND 35.5, 1988. \$49,900. Fantastic vessel for the price. Will consider Catalina 30 as partial payment. Bottom painted 4/23/05. For detailed information, 2-year-old survey, and pictures email: seadawgpop@yahoo.com. Ventura, CA. (805) 258-6655.

33-FT CUSTOM STEEL, double-spreader sloop rig, round bottom hull. Foamed. Volvo, MaxProp, LPG Shipmate, Lavac head, extensive ground tackle, etc. 95% complete. Go to: <stevessteelboat.com> for more info. \$42,000. (707) 895-2813.



ERICSON 32 SLOOP, 1977. Rainbow colored genoa, roller reef, Dutchman lazyjack for mainsail. Yanmar 2GM20 diesel engine, 18 hp. Needs some TLC. Priced to sell. \$18,500/obo. Berthed in Alameda, CA. Call Jeff (510) 881-5672 or Fred (510) 655-9877.

RANGER 33, 1975. Boat restored in 1990s. Professionally painted deck, hull, mast. Newly varnished cabin, new upholstery, new head and holding tank. Universal diesel engine, spinnaker, 3 jibs, maintenance records available, other extras. \$28,500. (510) 658-6064.

CHEOY LEE LION 35, 1963. Teak on Ipol, copper riveted, Yanmar diesel, 7 sails, aluminum mast. Autohelm 4000+, JRC radar, Garmin 162 GPSmap. Rock solid Lion in sailing condition, needs TLC. With slip at Brookings, OR. \$25,000. (541) 890-0432.

WESTSAIL 32, 1973. Salty bluewater cruiser. \$5,000 electrical system, Rolls batteries, 700 amp hours. Perkins 4-107, roller furling, new rigging, brand new jib, 2 mains, spinnaker. Dinghy and outboard, 2 watermakers, radar, color fixed GPS, refrigerator, hot/cold pressure water, 2 autopilots. Monitor windvane, new oven/stove, microwave, tools, extra equipment, and much much more. \$49,900. See: <http://www.geocities.com/WESTsail32_for_SALE/> At Shoreline Marina, Long Beach, CA. Call Chad (562) 209-6178.



TRADEWINDS 33 MOTORSAILER. Built in 1962 by American Marine in Hong Kong (builders of Grand Banks trawlers). Teak hull, cabin and interior trim, glass over ply decks. Ford Lehman 60 hp FWC diesel. Cozy salon, roomy V-berth, galley, enclosed head, H/C pressure water, aft cockpit with full canvas enclosure, 110 and 12v, etc. A salty vessel that needs exterior varnish and TLC. Diver's report says hull and bottom excellent. Will sell as-is for \$19,500. Located Sausalito (415) 336-3367 or marinexch@aol.com.

ALDEN 34 SLOOP. Perkins diesel engine, runs but needs work. Good sails. Sleeps 4, private head, shower, galley. Could be nice liveaboard. \$9,500. Jim (209) 786-6003.

THUNDERBIRD 32, 1965. Excellent condition, prime location in San Diego, see more at <www.weburchin.com/ishtar> \$15,000. (619) 473-7648.

DUFOR 34, PRICE REDUCED \$31,000. 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. Go to: <www.northsidemac.com> for link. (408) 482-6583.



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.

EXPRESS 34, 1987. Fastest 34 on the Bay. Professionally faired hull and keel. New 3DL main, 5 jibs, 3 spinnakers. Super family cruiser/racer. Very solid, great for kids, new bottom paint. Yanmar diesel. Just surveyed at \$65,000. (415) 640-0514.

HOBIE 33, 1984. Blade Runner. Active successful racer, great racing condition. North 3DL Main, #1, #2, #3. Spinnakers, jibtop, spinn staysail, others. Original mast, renewed rigging. Fixed keel. 9.9 hp Johnson, Hobie's trick lazarette mount. LA/MdR. Go fast cheap, \$16,900. (818) 354-8123.

CATALINA 34, 1989. New interior and cockpit cushions 9/05, boat cover, furling jib, 2 mainsails, cockpit table. Needs new fridge compressor, speed, depth. Berthed at JKL. \$44,000. (925) 828-2534.



J/35, 1984, HULL #43. This well-known class boat is ready to race or cruise. Racing interior, very fast. Extensive sail inventory, Yanmar diesel, stove, nav. station, recent haulout. Asking \$39,000. Call Holly Scott (562) 430-6969.

36 TO 39 FEET

ISLANDER 36, 1980. Never raced. Set up for cruising. Includes 6-man liferaft, many extras. Excellent condition. \$50,000/firm. (510) 881-7743.



CHRIS CRAFT APACHE 37. Fiberglass sloop. S&S design with fin keel, wheel, hard dodger, Yanmar 30 hp. Extensive refit 2004. See pics: <www.sailcentric.com/kemosabe> Asking \$37,500/financing available. (707) 224-2940.

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 FREEPORT 36, 1981. B Plan, excellent condition. Great for cruising or liveaboard. \$65,000. (925) 825-2026.

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HARTOG 36 STEEL SAILBOAT, 1992. Full keel, heavily built, Perkins 4-108. Great cruiser, storage, 140 gal fuel, wheel, GPS. Beam 10'1". Disp: 16,000+. Needs rigging to boom. Selling: health. Berthed San Francisco. Photos/info at website: www.usedboats.com, Ad #404648. \$23,000. viamo55@hotmail.com.



CATALINA 36, 1987. Excellent condition. Brand new standing and running rigging. Bow roller / lifelines new 2003. New bottom Nov. 2004. Professionally maintained. Just completed total engine service. 3 batteries, 2 new. Radar, GPS, wind, speed, depth, VHF, Autohelm ST4000. Self-tacking jib, Harken roller furling. New main, rigid vang. \$67,500/obo. Call (925) 408-6927 or email: pettyd@bsci.com.



MORGAN 384, 1984 with Perkins 4-108 50 hp, 2900TT, 1000 hours since valve job. Racor fuel filter, 12v fridge, Garmin GPS, upgraded digital instruments/ports, Autohelm 4000, beautiful cabin, new poly paint topside, new standing rigging. Very clean 2-owner boat, needs bottom paint. Sacrifice, first \$55,000 gets great deal. 925 788-9010 or pjdcln@comcast.net.

ISLANDER 36, 1973. Diesel, new cushions, 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.



BLACK & McANDREWS 38, 1976. Converted to cruising 1984. Two singlehanded circumnavigations by all five southern capes. Set up for singlehanded. Extensively proven in harsh conditions to be strong and fast. See www.rockisland.com/~flit/ Lying Orcas Island, WA. \$49,500. (360) 376-7661.

1964 36-FT DUTCH ROUND-BILGED steel slutter. Alan Buchanan design. Sails well, complete rebuilt 1991. Insulated, strong world cruiser. New Yanmar, rig, sails, radar, wheel, windlass, CQR, fold-up ss Sprit, 130 fuel. Hauled out, too much to list. \$36,500. (360) 385-7588 or cliffwds@hotmail.com.

CASCADE 36, 1980. Roller furling main and jib, bowsprit, aft cabin, hydraulic steering, radar, sounder, autopilot, windvane. Farymann diesel including hand-starting feature, self-tailing winches, new bottom paint. Needs some TLC. \$36,500. Dan (541) 271-7428 or sail@charter.net.

MORGAN 382, 1979. Fully loaded with new equipment and spares. Everything you need to cruise the Bay and far beyond. \$69,000. For specs, photos, and new equipment (too much to list), see www.stargazer.bz or call Nick (925) 687-3566.



BENETEAU 370, 1991. Clean and comfortable. Furling main/jib, newer 110 genoa, 165 genoa, spinnaker pole, 2 ample cabins, skylights/upgraded interior lights make interiors bright, head with sink, separate stall shower with sink, galley with range/stove/refrigerator, h/c water, salon storage, cockpit with stern walk-through, swim platform with shower, fiberglass cockpit table with ice chest, large cockpit lockers, BBQ, stern seats, knot/log/wind/radio instruments, C/D stereo with cockpit speakers, TV/video. Bristol condition. Richmond, CA, \$84,500. (916) 685-4363.

ISLANDER 36 SLOOP, 1977. Altair. Perkins 4-108 50 hp diesel. Roller furling, Autohelm, Lewmar racing winches, racing and cruising equipment. New jib and chute, LectraSan waste system, teak interior, New upholstery, hauled 2/05, bottom paint. \$40,000. (510) 928-8849.

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.



LANCER 36. Excellent liveaboard, sleeps 6. Lots of beautiful teak inside, 3 sails in good condition. \$29,000/financing available, make us an offer. For more details and pics see: <http://www.geocities.com/jdgunther2000/> Call Jay or Jess (510) 649-7987 or jessgunther@yahoo.com.

IRWIN CITATION 39, 1979. Coastal cruiser, Yanmar diesel, Autohelm 6000 autopilot. New ICOM 302 VHF, hot and cold water, AM/FM/MP3. Instruments, Heart inverter/charger, beautiful Mariner stainless steel range, cabin catalytic heater, roller furling jib, full dodger, roomy cockpit and interior, 4 sails, hauled last year, documented. Good condition. \$33,900. Located Santa Cruz, slip B20. Can sail to SF Bay. Must sell, bought new Beneteau. Photos, more details available. Rich (408) 289-1933 or Richped@yahoo.com.

APACHE 38 SLOOP. Fast sailing, furling jib, gas engine, head, galley, sleeps 6, Berthed at Pier 39. Slip lease also available. \$19,500. Jim (209) 786-6003.



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.

EXPRESS 37, 1985. Cruise equipped, roller furling, dodger, 3-cylinder Yanmar, MaxProp, wheel steering. Alpha AP, hcpw, fridge, inflatable dinghy with outboard. inverter/charger, radar, GPS, SSB, VHF, lots of gear. Very nice condition. \$75,000. Jason (408) 732-9828 (days) or (408) 530-8488 (eves).



HUNTER 356, 2003. Mint condition. If you see it, you'll buy it. Transferable extended warranty from bow through stern. Set up for offshore world cruising: EPIRB, GPS, radar, the works, including CD/DVD with flat screen TV and Bose surround sound. Furling main and jib, dodger, fore and aft bimini. \$139,500. Marilyn (916) 961-1100 or jon@ponzrus.com.



YORKTOWN 39, 1980 center cockpit. Factory commissioned, full size bed in aft cabin, V-berth forward. 2 TVs, DVD, VHS, CNG gas stove and oven, propane barbecue, microwave, refrigerator, freezer, ice maker. VHS radio, radar, 2 GPSs, depthfinder, new Autohelm 4/04, new mainsail 4/04, 50 hp diesel, dinghy with 5 hp outboard, 2 anchors, electric windlass, manual windlass, electric head, separate shower, new survey and bottom paint 12/04. This boat is set up for cruising and ready to go. \$55,000. Call Vic (209) 743-6275.

ISLANDER 36, 1976. Ready to sail. Professionally maintained. 3GM Yanmar, blue LPU hull. Force 10, roller furl, whisker pole. Hauled/painted March 2005. New: Water heater, Norcolder refer, deck paint, halyards, speedometer, water pump, transducer, curtains, window, charger, more. Pristine. \$45,000/obo. (707) 980-0161.

COLUMBIA 36, 1968. Hull #097. Needs engine, otherwise great sailboat. Two 30-gal fuel tanks, marine head and shower, VHF radio, compass, alcohol stove, refrigerator, hot water heater. Surveyed at \$25k March 2003. \$12,000/obo. Call (925) 759-6770.



37-FT ZEELAND YAWL. Dutch built, 6 sails. New main, mast and rig, 1994. 27 hp Yanmar, under 25 hours. Anderson s/t 2-speed winches 1998. Painted, topsides 2002, cabintop 2004, varnish below 2005. \$33,000/offer. (209) 482-2453.

HANS CHRISTIAN 38T, 1978. 7 sails, 70 hp Chrysler/Nissan, 310 hours on rebuild. Furuno radar, Siemens 100A solar, dodger, 8' inflatable with 5 hp 5-stroke Nissan, windvane, autopilot, new bottom paint, new cutlass bearing, new dripless shaft-seal. Currently in LaPaz. \$89,500. (928) 427-0417 or djmoons8259@aol.com.



C&C 38 Mk III, 1986. Beautiful, fast, fun racer/cruiser. 7'6" fin keel, spade rudder. Sleeps 7. Yanmar 3-cylinder, low hours, with folding prop, new dripless shaft seal. Triple spreader, Navtech rod rigging and backstay tensioner, Harken Mark III roller furling, B&G electronics, pressure hot and cold water, head and shower. Original teak interior in fine condition. Newer full-batten main with two reef points and 125 genoa. New low-stretch halyards. VHF with cockpit remote, stereo, TV/VCR. 3-stage battery charger. All spinnaker gear and two original spinnakers included, plus extra sails. All lines led aft, seven winches including three self-tailing. Located Alameda, CA. Second meticulous owner now owns a larger boat. \$87,900. (510) 466-6703.

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: dougot@aol.com or call Doug (707) 765-9248.



ISLANDER 36, 1978. \$49,000. This Islander is in very good condition, has been freshwater boat most of its life. Much updating in last 3 years. Located in Newport Beach, CA. For information and pictures contact Craig Lugo: craig_lugo@sbcglobal.net or call (949) 515-8896.



BENETEAU 361, 2001. Seacure. Bristol condition, all roller furling sails, Westerbeke diesel, 150 hours. Custom dodger with covers, electric windlass, Garmin GPS, Raytheon ST60 wind, speed, depth. Absolute beautiful interior, exterior. Many upgrades. Located Marina Bay, Richmond. \$126,000. (602) 478-2175 or email: GeoTurner1@aol.com.

ISLANDER 36, 1972. New Universal diesel, fuel tank, new Ballenger spar/wires/halyards, keel bolts certified. New electric head, VHF, depth, engine control panel, shift/steering cables, dodger with complete enclosure. No water damage. \$35,000/obo. (972) 757-1119 or rkshroff@pacbell.net.



MAGELLAN 36 KETCH in San Diego. Outstanding condition. Rebuilt Perkins, rigging, interior. Like a new boat down below. Full keel, points well and sails like it's on rails, a true joy to sail. \$52,000. See <<http://www.clancobra.org/magellan/>> for more pictures or call (619) 226-2557.

HUGHES 38 SLOOP, 1970 with Monterey slip. S&S design, built in Eastern Canada. New Universal diesel engine, 60 hours. Pictures available. \$38,000. Call (831) 915-4984 or (831) 775-2475 (wk).

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.

IRWIN 37 Mk IV, 1980. Center cockpit cutter. 2 full heads with showers, 2 cabins, hot pressure water, galley with propane stove/oven and small refrigerator. Rigging and boat in good condition, but not cruise ready. \$40,000. (415) 305-4256.



NEW YORK 36 SLOOP, 1983. Draft 6'4", 10,000-lbs, HD polyester fiberglass construction, fin keel spade rudder, Volvo Penta 15 hp diesel. Good condition. Richmond Marina. \$32,000. Call for survey report. (925) 683-4539 or rodneyfranks@usa.net.

FARALLONE CLIPPER 38. #15 of 19. Classic Bay boat, teak deck, lots of upgrades, mahogany on oak, bronze fasteners, monel tanks, bright spruce mast. Beautiful boat. Priced to sell, \$22,000/obo. (530) 642-2705.



COLUMBIA 36, 1973. Crealock design. Great liveaboard. 160 hours on Yanmar diesel. Newly reconditioned sails. Roller furling. New bottom paint 5/05. Dodger. Located in SSF. Additional information at <www.juddon.com/columbia> \$25,000. Call (650) 692-2321.

PEARSON 365, 1976. Great Bay cruiser and liveboard. Just hauled and bottom painted in March 2005. Diesel, radar, u-shaped galley and walk-in bathroom and shower. \$37,000. For pictures go to: <www.asdwindsurfing.com> (650) 348-8485 or (650) 921-1513.

CATALINA 36, 1983. Windchime. Excellent condition, well equipped, very well maintained. Priced at \$51,900. See details and picture in May *Latitude*. For more info and pictures call Dave (916) 826-1714 or drvii@hotmail.com.



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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.



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.

COLUMBIA 43 Mk III. Tall rig. Custom teak interior additions. Awlgrip last season, many upgrades. A strong ocean boat, and great liveaboard. Please call for details. I am the 2nd owner. \$63,900. (805) 648-1205.

CAL 43, 1970. Proven cruiser with great gear. See: <http://users.adelphia.net/~anchrwtch/SummerWind/SummerWind.html> Price now \$65,000/obo. (360) 636-9262.



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.

FORMOSA 43, 1980. Fin keel, fast hull. Three staterooms, two new heads, 61 hp Lehman with 460 original hours and heat exchange. \$50,000 refit since 2000, including all new: UK sails, standing and running rigging, Furler furler, two Anderson 48ST winches, lifelines, 580 amp hour battery system, 1800w New-Mar inverter charger and electrical panel, Ample Power 115 amp alternator and monitoring system, bronze thruhulls, wet exhaust system, electric fuel pump, Racor filter, four burner stove, interior upholstery, stainless water heater, water pump, mast wiring and lights, ST-60 speed, ICOM 502 VHF with helm remote. Much more new. Buying new boat. \$65,000/firm before going to brokers. Will work with you. I'll email full refit sheet. (510) 388-3667.

SLOCUM 43, 1987. \$154,950. Custom. Forced immediate sale. Many custom upgrades. Easily singlehanded. Schat-tauer sails. Twin downwind staysail/poles flown Hawaii 18 days, never changed. Act fast. Recent full survey online: <http://homepage.mac.com/ceyerman/> (206) 855-0808 or (206) 331-3760.

PASSPORT 42, 1985. Fuel 120/water 150, re-engined. Glacier Bay refrigeration, 25 gph watermaker, radar, Raymarine GPS, autopilot, wind, speed, depth. Magellan color chartplotter, ICOM 710 SSB, solar panels. Cruise ready and loaded. \$189,000. Located Mazatlan, Mexico. sidetrack1985@hotmail.com.

SPINDRIFT 43 PILOTHOUSE CUTTER, 1984. Sail away tomorrow. Two watermakers, one 18 gpm. 4 solar panels, wind generator, dodger, davits, new stove/oven, more. Ford Lehman 80 hp. Current owner 15 years. Continuous upgrades. Excellent condition. \$129,000/offers. Dave (509) 722-3878.



46-FT HUNTER 460, 2000. Low hours, meticulously maintained. 75 hp Yanmar diesel engine, Raytheon electronics, GPS, autopilot. Priced to sell at \$195,000. For more info, please call (310) 809-8563.

HALVORSEN 41. Sistership to Freya 39. Seakindly 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.



CATALINA 42, 1989. Immaculate condition, 3 cabins, 2 heads, new toilets, new upholstery. Yanmar 50 diesel, low hours, like new. New genoa, main 2004, new water heater, VHF, stereo/speaker system. Autopilot, wind/speed instruments, inverter, cabin air heater, dinghy, windlass. Motivated. \$125,000. (805) 215-6565.

ISLANDER FREEPORT 41, 1977. Cutter rigged ketch, all roller furlings led to center cockpit, proven liveaboard and cruiser. Located Mazatlan, Mexico. Save time and taxes, she is cruise equipped and ready to go again. Email: pngmoni@aol.com or call 011-52 (669) 988-0314.

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. Best offer. Oakland Estuary. Call (510) 325-9089 (cell).

CALKINS 40, 1963. Classic double-ended sloop, true bluewater world cruiser by Wendell Calkins. Very clean. Mahogany over oak, two 45# CQRs, windlass, Monitor windvane, radar, Constellation compass. Volvo diesel. New bottom paint, bronze valves, propeller. Radar. \$21,000. Rolando (916) 612-1257.



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. This boat must be sold. Price reduced: \$119,000. Call (831) 684-0802 or (831) 234-6788.



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.

PETERSON 44, 1980. Yacht Club condition, loaded and completely refurbished. Located Puerto Vallarta. Come down for a sail. Airfare to buyer. Photos and specs, see: <www.kp44.org> in 'Boats For Sale', Yacht Mamouna. \$145,000. mamounatsea@hotmail.com.



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> (805) 340-5316.

BENETEAU 40.7, 2002. White Dove. Don't let the name fool you. This is a serious race boat, a Big Boat winner and competitive PHRF/AMERICA/IRC racing boat. Commissioned at KKMI under management of Scott Easom, rigger and professional racer. Ockam instruments, upgraded carbon rudder with shaft fiddle bearings, template faired bottom and blades sanded to 600. Upgraded winches, rigging, traveler and hydraulic backstay. Carbon pole. North cruising Spectra sails, North 3DLs and Doyle D-4 Kevlar sails. 4 spinnakers, 3 mains, three 142 genoas, 2 blades, one 155 genoa. Tuff Luff headstay, separate headstay with Harken furler for cruising. Berthed at San Francisco Marina. Absolutely turnkey condition. \$179,000. Mike (650) 619-6936 or mikegarl@comcast.net.



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.



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.

VALIANT 40, 1982. HULL #251. Ha Ha III vet. Two-year-old 55 hp Westerbeke diesel and sails, spinnaker, Profurl, hyd backstay, vang, rod rigging. Fleming vane, autopilot, SSB/Ham, VHF, Weatherfax, radar, GPS, separate shower, heat, Link 2000/Heart inverter, 120v/mechanical refrigeration, windlass, 6-person liferaft. No fire retardant resin. \$167,500. (503) 397-0621 or rkmorten@crpud.net.

HUDSON SEAWOLF 44, 1979. Cutter rig, full keel, center cockpit ketch. Fiberglass deck, recent new aluminum masts, standing and running rigging, hydraulic windlass and bow pulpit. Dodger, windvane, refrigerator, freezer, TV, stereo, DVD, instant hot water, inverter, radar, SSB, aft stateroom, solar powered, and more. Bluewater cruiser/veteran. Elegant and solid, classic Garden design. \$115,000. Scott (760) 504-5781 or Colette (760) 504-5782.



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MASON 43 CUTTER, 1985. Profurled, full batten main, storm sails, dodger, ICOM SSB, VHF, GPS, Furuno 24-mi. radar, autopilot. Technautics refrigeration, HRO watermaker, Perkins diesel, dual Racors, feathering prop. Force 10 stove, stall shower, beautiful honey teak interior. \$170,000. (805) 967-1731 or jlbavila@yahoo.com.

CSY 44 FIBERGLASS CUTTER. Proven cruiser, 3 cabins, nice interior. AP, windlass, windvane, hard dodger, furling, much more. Kid-friendly, needs paint and polish. Pictures on <www.yachtworld.com> Located in San Pedro, CA. \$79,000. Call Bruce (360) 966-7374 or email: nashira_sail@hotmail.com.

J/41, 1985. Bulletproof late IOR classic. Race ready condition. Four headsails/spinnakers, feathering prop, Volvo diesel, alcohol stove/oven. New Ullman main, racing bottom. Huge value at \$42,000 or see ad under 'Partnerships'. (805) 886-7881.



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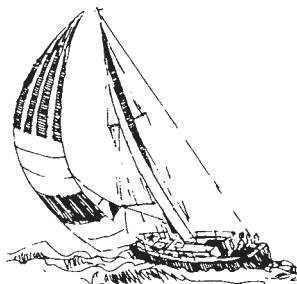


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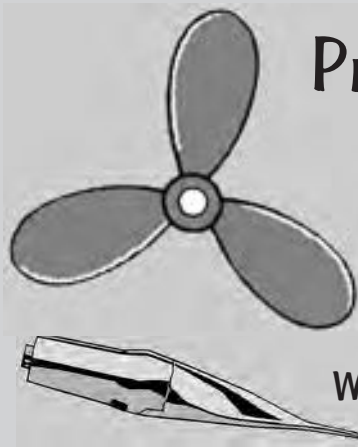
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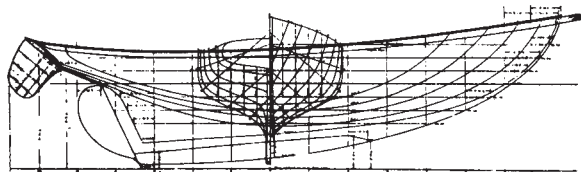
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BAYLINER CONTESSA 28.5, 1986. Volvo Penta V-8, dual prop, stern drive. 50 hours on rebuilt motor. Sleeps 6, head, shower, galley. GPS, Alpine CD, full canvas. \$18,000/obo. (510) 635-4700.

2000 CHRIS CRAFT 21 CUDDY CABIN. Can sleep 4, 280 hp Volvo I/O, 100 hours. Bimini, full canvas, dual batteries, GPS, Porta-Potti, transom shower, dual-axle trailer. Fantastic condition, great for skiing, fishing. Original owner. \$21,500. (510) 594-9848.



29-FT MONTEREY CLIPPER/TROLLER yacht. Spacious family cruiser, excellent condition. Includes GPS, chartplotter, depthsounder, propane heater, autopilot, VHF, more. 2004 haulout/survey. \$15,000/obo or trade for comparable 28+ foot sailboat. Emeryville, E45. Call (415) 820-7827 (days).

39-FT CRUIZON TRAWLER. Heavy glass/marine ply. Built in 1962 with a 1998 complete refit. Cat diesel and generator. Fully loaded including radar and dual station steering. This vessel is in great condition. \$37,500/obo. (510) 689-3432 or yout1234@yahoo.com.



LEGAL HOUSEBOAT LIVE/WORK ship. 72' x 20' x 6' steel ship, former charter boat. 1,200-ft of space, 90-ft dock, systems operational. East Bay location on new dock. Seller financing with 50 percent down or trade of equal value. Email: GaryKJennings@msn.com or (916) 860-8613.

PARTNERSHIPS

BENETEAU 352, 1998. Excellent condition. Fully equipped. 4 sails. Yanmar 27 hp engine with 200 hours. Furling jib, electric windlass, Autohelm electronics; GPS, VHF. Microwave, 2 burner propane stove and oven, refrigeration, propane BBQ, cockpit cushions. 2 cabins, sleeps 6. Stereo, 12 disk CD changer, cabin and deck speakers. 1/2 share available for \$47,500 plus about \$325 per month berthage, maint, taxes and insurance. Sausalito berth. Ed (415) 248-9048 (days) or (415) 785-4251 (eves).

1/3 PARTNERSHIP 1997 CATALINA 400. Beautiful, fully equipped cruiser with electric winches, autopilot and other electronics for Bay/offshore. Two cabins plus salon. Pier 39 berth with parking. Lease Purchase ownership \$375/month 1st year. Cell: (925) 708-3374 or email: msimmons@driveralliant.com.

FOR SALE, 1/3 PARTNERSHIP in Beneteau 350, 34-ft sailboat built in 1989. Two cabins, main salon, sleeps six. Boat is at South Beach Marina, next to Giants Stadium. Park, sail and watch games. All new standing rigging and safety lines replaced this year. Haulout completed last winter and antifouling bottom paint applied. Full inventory of sails. Well maintained and cared for. \$17,000/obo considered. Please contact Rich at (925) 640-4226 or Steve at (925) 413-2079.

CLIPPER MARINE 30 non-equity share. Sausalito berth near amenities. New sails, fully equipped with CD/stereo, nav gear, good condition. \$200/month. Call Sommer (415) 971-9772 or Milo (415) 722-7300 or email: sommerjohnson@yahoo.com or milo.sprague@sbcglobal.net for photos.

CRUISE REGULARLY ON Pearson Coaster 30 fiberglass sailboat berthed in downtown Sausalito. Non-equity partnership, \$150/month. Call (415) 332-3414 or gusvonb@yahoo.com.

1/3 PARTNERSHIP, ERICSON 38. Well maintained and equipped. Roller furling, autopilot, dodger, Larsen sails, full electronics, inflatable dinghy, upgraded electrical system, fuel polishing system, etc. \$21,666 buy-in. \$200-\$250/month expenses including haulout. Berthed Emeryville. (510) 207-8761 (days) or (510) 525-3604 (eves).

OLSON 30 right on the SF cityfront. 200' from the slip and you're sailing The Slot. Yanmar diesel gets you home. \$3,000 buy-in, \$100/mo. Fun partners, fun boat, few conflicts. We don't use it much. (415) 346-7736.

J/33. GREAT TIBURON BERTH. (Corinthian), great partner, great deal. Selling 1/2 equity share because I don't have time to sail. Excellent condition. All major work just completed. Great racer/cruiser. \$19,000/obo and 1/2 expenses. Email: daniel.shefter@gs.com or call (415) 425-1927.

DO HA-HA AND BEYOND to Caribbean on well equipped J/41. Free(?) to qualified group (2-4 people). Let's talk about it. See ad under '40 to 50 Feet' then call (805) 886-7881.

BENETEAU 393 PARTNERSHIP. Downtown Sausalito berth. Beautiful lines, fully equipped cruiser. Two cabins plus salon, sleeps six, electronics loaded for Bay/offshore. Dinghy and outboard. Non-equity partnership, flexible, \$375 to \$500/month. (415) 331-4900 (days) or (415) 332-4401 (eves).



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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.

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VICTORY/TRINTELLA 40. Located in La Paz. Van de Stadt design, fiberglass ketch, teak interior. US documented. Center cockpit, rebuilt Perkins 4-236, roller furling, propane stove/oven, fridge/freezer, autopilot, GPS, radar. Cruise ready. Hull and bottom just repainted. \$72,500. Email: patatsea42@aol.com.

HARDIN 45 KETCH, 1982. Heavy displacement bluewater cruiser, fully and newly equipped with good stuff and really ready to go. No teak decks, aluminum masts, too much to list. Already in Paradise, will help/deliver. \$129,500 or trade?? Email: shellback8067@yahoo.com.

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LOOKING FOR FLYING SCOT. Please call Les at (831) 646-3925 (wk) or (831) 646-5187 (hm).

LASER 2, VANGUARD 470. All offers considered, but I would like to find a clean, well equipped boat preferably with a trailer. Please call Willy (707) 795-6983.

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SINGLE-AXLE TRAILER for 22 to 27-ft keel boat up to 3,000-lbs. Good tires, registered and working lights. \$1,000. (510) 233-1616.

CAULKINS TRAILER for small boat/Laser. Free to scouts, sailing clubs, charities. Others get second choice. 100 miles original but may need some wheel bearing work. Otherwise in perfect condition. Current registration. Located Oakland. (415) 331-1241.

TRAILER FOR SALE. Holds two Lasers and gear. Homebuilt in 2004 on 1991 Shoreline boat trailer chassis. Will forward photos on request. \$1,000. (408) 455-2556.

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USED GEAR

36 HP FRESHWATER COOLED DIESEL, sold as Westerbeke 30, complete with transmission, \$1,600. 6-354 Perkins, \$2,500. Borg-Warner velvet drive tranny, \$300. Atomic 4, Volvo and Isuzu parts. Livingston 9-ft fiberglass dinghy, \$450. (415) 272-5776.

NEARLY NEW NEIL PRYDE CRUISING sails. Main: Luff: 44', Foot: 15'3", 1 reef, 8.3 oz Dacron. Roller furling jib: Luff 46', Leech: 43', Foot 14', white UV sun covers, 8.3 oz Dacron. Cruising spinnaker: Luff: 47'3", Leech 45', Foot: 21'4", color: red, 1.5 oz Nylon. Call Bob (831) 476-3009.

ANTAL MAXI GRIP 18 rope clutches, two unused still wrapped, list \$1,050, steal for \$600. Unused Asko marine ventless clothes dryer, list \$1,000, sell for \$500. doug@amani.net or (707) 647-1715.

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45-FT WOODEN MAST and rigging off my Rhodes Reliant. Good condition. \$2,800/obo. (415) 602-1170.

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AVONS: ROVER 280, REDSTART. Outboards: 2-8 hp 2cyc/ss. Plath sextant, PUR35, Paranchor, hookah, CQR-25, stainless plow-35, 35H, blocks, Yanmar spares, oars, Ham/SSB, autotuners, Volvo saildrive, chartguides, Bellingham (235-240) Caribbean chart portfolios, bottom paints, compass, headsails, windlass, divewatch, Bangstick. (415) 497-3731 or email: brad-low@sbcglobal.net.

BOARDING STEPS FOR SALE. New West Marine 3-step white fiberglass steps, \$150. Email: pattijobrennan@sbcglobal.net or call (925) 210-1960.

SPINNAKER 3/4-oz TRI-RADIAL. Good condition. Surveyed by sailmaker. Dark blue, light blue, white. Taped edges. Pressed metal rings. Luff and leach 58'4", Foot 32'9". \$450. (209) 403-9890 or email: musetta@inreach.com.

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SF BAY OCEANIC CREW GROUP supports the marine environment through education and sailing experiences in the Bay and coastal waters. We welcome dedicated skippers and crew who enjoy sharing and learning. Please see our website: <www.crewgroup.org> or call (650) 588-4263.

CLUB NAUTIQUE COUPLES PASSAGE Maker Membership. This is the exact product you get if you buy directly from Club Nautique. Club Nautique direct price is \$5,425. Mine: \$3,725/obo. (209) 533-2223 (days) or (209) 533-2226 (eves) or email: kerryworden@starband.net.

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PIER 39, 36-FT SLIP for sale. C-39, East side. \$12,500 or can be rented month-to-month for \$280. Call (707) 557-5704.



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SEEKING SEAFARING LASS. Duration of voyage: as long as it's fun. Requirements: she loves life and the sea, appreciates high quality food and music, she's open to the possibilities. Life is short. Start with a simple phone call. Joe (310) 823-6609.

CREW WOMAN WANTED. I am a single sailor with a lifetime at sea. I seek a healthy, fit, well adjusted lady to share sea time and adventures with. I have just purchased a 48' sloop in bristol condition. Go to Saveke Offshore Expeditions Ltd. website for particulars. I am 50 years old, fit, secure, retired pro mariner. Also just ready to enjoy life. Saveke is located in San Diego. Hoping to depart Fall, 2005 for Mexico, Central America, South Pacific. Email: thomasclinkskill@yahoo.com.

SOUTH PACIFIC. 55-year-old, experienced sailor/cruiser, licensed captain, scuba-diver, snowboarder, good cook, great sense of humor, mechanical wizard, non-smoker, fit, happy, mentally/physically/emotionally and spiritually healthy. Levi, t-shirt type likeable guy, nice, well-equipped boat. Returning to South Pacific for 3+ year adventure, seeks female co-captain/accomplice/playmate/soul-mate with an adventurous spirit, sense of humor, playfully positive attitude and spiritual awareness with, hopefully, no more than carry-on baggage. Please email: downwind13@earthlink.net.



SEEKING FEMALE COMPANION. Delta to Southern California. I like to take my Grand Banks up to the Delta in the summer where I also have a ski boat, do some wakeboarding, hang out and just have a good time. Then in the late summer/early fall, I like to head out the Gate, go down the coast and hit all the harbors from San Francisco to San Diego including the Channel Islands. My boat is seaworthy, 40' in length. I am very experienced and a nice guy, 5'9", 160#, fit, clean cut, financially secure, 50s. You are 5' to 5'7", h/w proportionate, pretty good-looking, 45-54, fun, upbeat. No prior experience necessary. Please email: California94010@aol.com.

SINGLE ATTRACTIVE LADY SAILOR, 15 years cruising/racing experience, seeks 55+ congenial skipper who's mentally / physically / financially healthy, to enjoy Pacific NW and warm water sailing. Email: seafaringlass@yahoo.com.

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CLUB ZINJA 46-FT CUTTER. Two Kiwi guys (38) seek female crew for extended cruise to New Zealand via South Pacific. Reply to: ludwigaj@yahoo.com.

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YACHT DETAILING positions available. Well established Bay Area mobile yacht maintenance company is seeking experienced detailers to clean and polish private yachts. Must have high speed machine buffer experience, and valid California driver's license to drive company-provided fleet trucks. Seeking individuals who are familiar with boating and marine industry, enjoy working outdoors and have an eye for detail. Experienced auto-detailers are welcome to apply. Full-time hours, health benefits, 401k plan. \$ based on experience. Call (415) 806-8213 to apply.

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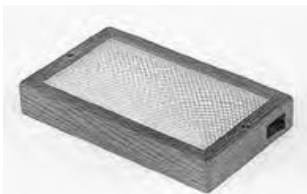
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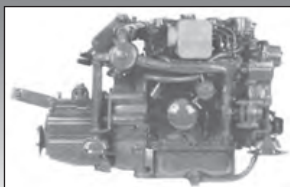


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34' BROWN SEARUNNER tri, '79	30,000
35' CORONADO CC sloop, '74	34,950
36' ISLANDER sloop, '75	Reduced! 29,000
37' HUNTER cutter sloop, '80	34,900
37' ENDEAVOUR Plan B sloop, '78	52,500
38' DOWNEAST cutter, '78	SOLD!
38' PEARSON 385 CC sloop, '84	SOLD!
38' HUNTER 380 sloop, '99	129,000
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39' HUGHES COLUMBIA CC cutter, '81	79,900
39' WILLARD ketch, '58	41,500
40' COLUMBIA cutter sloop, '64	55,000
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40' O'DAY sloop, '86	77,500
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CATALINA 36, 1983 Extensive equipment, many upgrades, wind vane, windlass, solar panel, Alaska vet. 1 year SC slip avail. **\$55,900**



CATALINA 28 MKII, 1996 Roomy cruiser in nice condition. 1 year SC slip available. **\$44,900**



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43' HANS CHRISTIAN, 1987

Rare Hans Christian 43 Traditional cutter with a custom Mark II interior with the Pullman berth and two heads. In very nice shape, she underwent a \$60,000 refit in 1998 for an extended cruise that was never taken. **\$219,000**



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48' C&C, 1973 One of two built, this vessel was extensively refit at the factory in '96, incl. full new interior. In better shape now than when new. Upgraded, updated or rebuilt from stem to stern: new 80 hp Perkins diesel has less than 200 hours, complete top-of-the-line electronics. **\$199,000**



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42' BENETEAU FIRST 42s7, 1999 The last 42s7 launched, she embodies all the improvements Beneteau made in building her 150+ sisterships! Two cabin owner's version. An unusual combination of short rig and deep keel makes her perfect for conditions here. **\$195,000**



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38' SABRE MkII, 1990

This East Coast gem is nice both above and below, is well equipped and the only Sabre 38 available on West Coast at present, very competitively priced and lying in a transferable Sausalito Yacht Harbor slip. **\$159,000**



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40' SPARKMAN & STEPHENS, 1953

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REDUCED

40' VALIANT CUTTER, 1975

Equipped for cruising and in nice shape overall. Recent Quantum genoa ('04) on ProFurl roller furler ('94), substantial dodger ('03), engine and transmission rebuilt ('96), etc. Most importantly: NO BLISTERS! **\$119,000**



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37' RAFIKI, 1976

Bluewater capable. This particular example shows very nicely, much, MUCH newer than her actual age: she was Awlgripped in 1999, but it looks like she was just splashed yesterday! **\$74,900**



NEW LISTING

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30' SUNDOWNER Tugboat-style trawler, 1986. All the charm of a Nordic tug at half the price! She's in VERY nice shape, and, with a low-time 100 hp Yanmar diesel engine (upgrade from the standard 70 hp Pathfinder) and pilothouse, will make a fine weekend or local cruiser. Transferable Sausalito YH slip. **\$74,000**



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31' HUNTER 310, 1999 The 310 is a member of Hunter's newest generation: cockpit arches are standard, the cockpit well is virtually circular, the rig is fractional, the hull is rounded with lots of freeboard and beam, the sheer is straight, and windows proliferate in astounding profusion. **\$59,000**



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36' MAXI, 1983 Maxi built almost 200 of the 108s and this particular example is in EXCELLENT condition; she also shows much newer than her actual age. If you're in the market for a classic European boat built largely by hand and showing bristol, this is a must-see. **\$59,000**



NEW LISTING

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34' CATALINA, 1987 The Catalina 34, launched in 1986 and still being built, is one of Catalina's most popular boats. She offers the space of a typical 36 footer at a very affordable price. This particular example is very clean and sports the deep keel as well as a keel-stepped mast, RF and dodger, more. **\$59,000**



REDUCED

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36' ISLANDER FREEPORT, 1978 Another Robert Perry-designed classic, and the rare B plan interior with the Pullman berth to boot! This is a solidly-built boat with a functional layout that in many ways was ahead of her time. **\$47,000**



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SISTERSHIP

30' HUNTER, 1989 Attractive interior with spacious aft cabin plus good sailing characteristics. Difficult to find boats in this price range that offer these features. Shows like NEW inside and out – cushions look like they've never been sat on! Low hours on Yanmar diesel, new batteries. **\$37,000**



NEW LISTING

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32' ARIES, 1976 Very nice canoe-sterned classic. Mast, sails & covers, Harken RF. Standing/running rigging renewed '93—very lightly used since. Dutchman mainsail flaking system recently installed. Westerbeke dsl w/ less than 1,000 hrs. Exterior brightwork redone summer '98. Electronics updated '02. **\$26,500**



NEW LISTING

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30' TARTAN, 1978 S&S-designed classic has been extensively updated over the years and shows very nicely today—brightwork, sails, roller furler, running and standing rigging, winches, boom, Magellan daylight-viewable color chartplotter just installed (1/05), much more. Transferable Sausalito YH slip. **\$26,000**

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HUNTER 35.5, 1994 (pictured)
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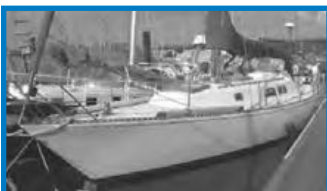


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51' Baltic.....	'80	249,000	36' Columbia.....	'69	25,000	49' Kha Shing.....	'84	179,000
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42' S&S.....	'70	57,500	30' Isl. Bahama	4 from	20,000	38' Stephens.....	'48	36,000
42' S-7 Beneteau.....	'99	195,000	30' S-2 CC.....	'78	28,000	38' Californian.....	'76	69,000
42' Bavaria.....	'05	235,000	30' Pacific.....	'71	15,000	38' Hatteras MY.....	'69	59,500
41' Ericson.....	'69	29,000	30' Catalina.....	'83	29,900	38' Bayliner.....	'87	106,000
41' Newport.....	'79	60,000	30' Pearson 303.....	'85	36,000	36' Sea Ray SF.....	'80	79,000
41' Morgan OI.....	'79	70,000	30' Nonsuch.....	'82	57,500	34' Tollycraft.....	'79/'80	59,500
41' CT ketch.....	'71	57,500	30' Baba.....	'79	60,000	34' Bayliner Avanti	'87	38,500
40' Brewer PH.....	'88	129,000	30' Pearson.....	'85	36,000	34' Uniflite.....	'77	Offers
40' Columbia.....	'65	39,900	29' Van der Stadt.....	'69	16,000	33' Hunter.....	'61	22,000
40' Cheoy Lee MS.....	'75	95,000	28' Islander.....	'78	19,000	32' Bayliner, diesel....	'89	79,900
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38' Ericson.....	'81	45,000	27' Catalina.....	'82	9,500	29' Silverton.....	'85	26,000
38' Ingrid.....	'74/'84	95,000				27' Sea Ray.....	'83	14,000
38' Colin Archer.....	'51	58,000	POWER			26' Star Fire.....	'86	25,000
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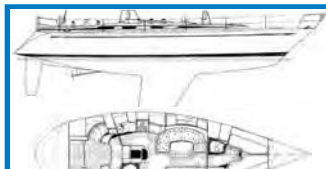
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VAGABOND 47, 1980
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New set of sails including cruising spinnaker.
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Holland design, deep draft. Asking **\$239,000**



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54' CT-54 CENTER COCKPIT PILOTHOUSE AFT CABIN KETCH. Dsl, full keel, 7 Barlows, bow thruster, watermaker, genset, inverter, dual helms, full galley, 4 staterooms, 2 heads & more than you can imagine. **Ask \$217,000**



34' WYLIE 34 SLOOP. Tom Wylie's famous IOR champion performance cruiser design. Appx. 15 bags of sails, Yanmar diesel, galley, enclosed marine head. Well rigged & LOTS OF FUN! **Asking \$23,950**



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**



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**



35' BERTRAM FLYBRIDGE SPORT FISHER. Twin Cummins diesels, 22 kts, outstanding condition, super boat! Much new. Radar & more... **\$99,500 Asking**



33' LAGUNA 10 METER F/B Sport Fish by American Marine. Twin dsl, radar, gen set, loaded, well appointed & in beautiful condition! **\$44,950**



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**



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. Real estate 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

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 Alberg's legendary Pocket World Beater. If you can find a better small cruiser anywhere near this price... BUY HER! ... Ask 16,000

24' SEAFARER sloop, Rhodes/MacCarty, O/B, main, jib, genoa, all glass... Ask 3,500

22' CATALINA 22 Sloop, O/B... Ask 2,200

22' CHRYSLER Sloop Try 1,800

POWER

63' FERRY conversion, 671 diesel, 19.5' beam, excellent condition. Ask 28,000

56' LANDING CRAFT LCM-6 converted by USN to Dive Boat. Strong, steel, twin 671s, P/H. Radar & lots of electronics. Hydraulic take-off Ask 24,950

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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

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36' CHRIS CRAFT EXPRESS. Twin V-8s. Full canvas REDUCED - Try 8,000

36' USCG PATROL CRAFT. 671 diesel. Loaded and in beautiful shape. All wood, radar, etc. Asking 30,000

36' CHRIS CRAFT SPORT FISHER, fiberglass, flybridge, twin V8s, radar, VHF, dual helms, aft enclosure, shower, galley, autopilot & more! Asking 35,950

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 44,950

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

OTHER

60' STEEL BARGE, 20-ton A frame, spuds, deck house, more Offers/55,000



36' UNIFLITE AFT CABIN FLYBRIDGE CRUISER. Twin Chrysler 440s, 2 enclosed heads, showers, full galley, radar, GPS/chart, twin helms, documented & more. A GOOD ONE! **Ask \$59,950**



65' CLASSIC, '31 WHEELER M.Y. 16' beam. Over \$40K hull refurbishment in October '04, and she is ready for you to finish restoration. Wheel House, diesels, three heads, huge salon, more. **Asking \$75,000**



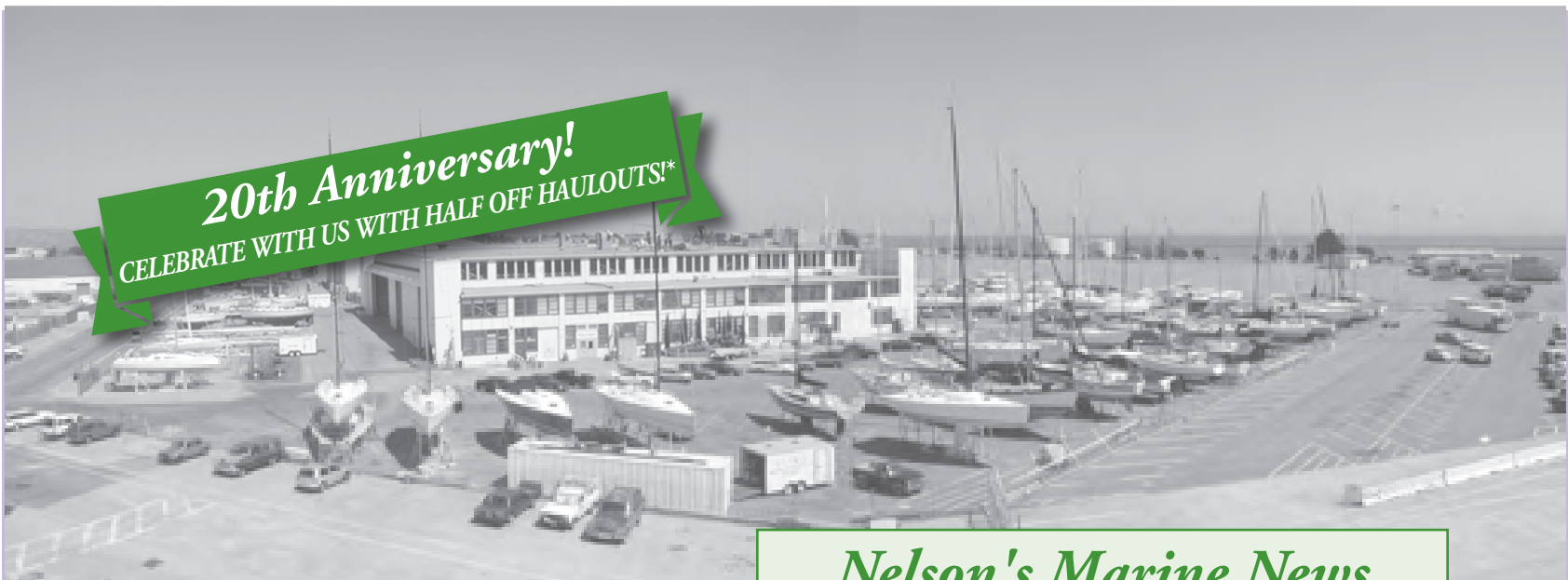
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