ENJOY YOUR INDEPENDENCE AT GRAND MARINA!

• Over 400 concrete berths 30 to 60 feet
• Secured Gatehouses (key access only)
• Dockside Electrical (up to 50A - 220V)
• Cable TV & Telephone Service
• Dry Storage
• Heated & tiled restrooms with individual showers
• Beautifully Landscaped
• Ample Parking available
• Great customer service
• Sailboat & Powerboat Brokers on site

AN EXCEPTIONAL GETAWAY RIGHT HERE IN THE SAN FRANCISCO BAY!

After a tough week at the job you deserve to celebrate your independence at Grand Marina!

• Over 400 concrete berths 30 to 60 feet
• Secured Gatehouses (key access only)
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DIRECTORY of GRAND MARINA TENANTS

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You’ve seen the rest... we’re the best!

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You’ve seen the rest... we’re the best!
Something Old, Something New

The past year has brought memorable changes for Barbara Ohler and Dean Gurke. They bought Unda, a 40’ ketch built in Denmark in 1948 and designed for the choppy waters (sound familiar?) of the Baltic Sea.

In September Barbara and Dean were married at Aeolian Yacht Club and immediately began work replacing Unda’s planks, timbers, beams, chainplates, ballast... even the boat’s decks. They substituted a tiller for the wheel. They managed their full-time jobs “in their spare time.”

The boat needed everything, including sails. They wanted sails that were tough, but they also wanted performance. So the only place the bride and groom registered was Pineapple Sails. As Barbara says, “It sure beats toasters and china.”

Their goal was this year’s Master Mariners’ Regatta, held each May by the Master Mariners’ Benevolent Association, an organization dedicated to the preservation of old boats. And Unda, with her new Pineapple Sails, won the coveted “Cock o’ the Walk” flag for the Marconi 2 division in the Regatta.

Pineapple Sails is pleased and proud to be a part of Unda’s restoration and success. As Dean says, “What’s the point of looking good if you can’t leave the crowd behind.”

Sails in need of repair may be dropped off at:
West Marine in Oakland, Alameda, Richmond or Berkeley;
or Svendsen’s in Alameda.

YOUR DEALER FOR: Musto foul weather gear, Dubarry footwear and Headfoil 2

PINEAPPLE SAILS
Phone (510) 522-2200
Fax (510) 522-7700
www.pineapplesails.com
2526 Blanding Ave., Alameda, California 94501

*Powered by Pineapples
Celebrate Your Independence this July

Island Packet 445

The New Island Packet 445 has a modern underbody, versatile, easily handled cutter rig, and state of the art construction. With only the best hardware and a beautifully hand varnished interior, a better liveaboard offshore cruiser cannot be found at any price.

Island Packet 370

The Island Packet 370 is a roomy rock solid boat that will take you anywhere in safety and comfort. You can order a 370 from the factory for $286,040 with the same equipment or pick up our fully warranted dealer demo boat for $249,000.

Stop by to look at a new boat in July and leave with a personal cooler!
with a New Boat & No Payments 'til 2006

**Cool Deal**

**Beneteau First 44.7**

This new Farr design offers value without compromise in an elegant and comfortable top flight racer/cruiser.

<table>
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<tr>
<th>Swift Trawler 42</th>
<th>First 36.7</th>
<th>Beneteau 473</th>
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<tbody>
<tr>
<td>Beneteau quality and elegance</td>
<td>Exciting Farr design</td>
<td>Electric winches; truly elegant</td>
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<th>Beneteau 423</th>
<th>Beneteau 373</th>
<th>Beneteau 323</th>
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<tr>
<td>Blue hulled teak deck beauty</td>
<td>Head of the 35 to 37-ft class</td>
<td>Exceptional sailing ability</td>
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We have anticipated the summer rush to get into a new boat and have stocked up and ordered inventory to be ready when you are. All of the boats in this ad are either in stock or on the way for summer delivery.

To make your buying decision a little easier, we have set up a program to cover your boat payments on these boats until 2006 on approved credit through PYI financing.

So come in to pick the boat of your dreams and leave with a cool deal and a personal summer cooler.

**Come to our Summer Open House & BBQ**

★ Saturday July 23 ★

Large selection of new & used boats
Very well maintained and ready to cruise. $54,500

37' ENDEAVOUR, 1977

Very well maintained and ready to cruise. $54,500

41' CT

New listing and priced great. Popular layout. $54,500

33' HUNTER, 1980

Great deal on a 33' boat for the family. Now $19,950

29' HUNTER 29.5

We have two of these available. Great for Bay sailing. $39,950.

44' CSY, 1980

Price just reduced on this walk-thru model. Now $129,500.

45' BREWER

New sails, great gear, ready to go. $99,000

51' JEANNEAU, 1994

Now at our dock and the price just came down!

51' ALEUTIAN, 1980

Solid offshore center cockpit cruiser. $139,500.

55' HENDRICKS CUSTOM

Properly constructed to a high standard in Holland, she has proven herself to be seaworthy by successfully completing long offshore passages, including a trans-Atlantic voyage. Certified to carry 50 passengers.

YOUR BROKERAGE MULTIHULL SPECIALIST

82' CNB.................................. $1,700,000
60' YAPLUKA................................. $1,500,000
60' CUSTOM CAT, 1998................... $350,000
56' MARQUESAS, 1999..................... $220,000
55' HENDRICKS CUSTOM............... $289,000
48' NEOS CUSTOM, 2004............ $185,000
47' NAUTITECH, 1995..................... $289,000
43' BELIZE, 2004............................. $330,000
42' VENEZIA, 1993......................... $209,000
39' DUFOUR NAUTITECH.............. $165,000
33' SEAWIND, 2000........................ $160,000

54' ROBERTS STEEL

Recently refitted, ready to cruise. $289,000.

48' FEELING 486

New sails, hard dodger and bimini. $145,000

43' BELIZE

Owners version ready to cruise. $440,000

48' PRIVILEGE 4825

Skippered charter business included in price of this beautiful yacht. $425,000.

SOME OF OUR WORLDWIDE & CARIBBEAN LISTINGS

28' WESTSAIL.............. $39,500
32' ISLANDER.............. $27,500
33' NEWPORT.............. $34,900
35' VINDO.................. $99,000
36' SPRAY STEEL......... $55,000

Please Visit Our Web Site to View Specs of Our 125+ Listings

YACHTWORLD.COM

U.S. Coast Guard Documentation and Notary Services Available

In Grand Marina • 2099 Grand St., Alameda, CA 94501 • Fax (510) 814-8765
The speed of the Hylas is exceeded only by the speed of our development program. Leading-edge thinking inspired by modern offshore racing designs can be found throughout our line. In the 54 pictured above, a plumb bow and beamy aft sections deliver swiftness, power and stability while maximizing space down below. There is more than ample room for a luxurious owner’s suite aft, beautifully finished in hand-chosen woods. Offshore comfort is
further enhanced by the way we build our hulls. State-of-the-art Twaron® aramid fiber construction yields bullet-proof strength, for the ultimate in safety. We invite your closer inspection of the Frers-designed Hylas 54 and 46. You'll find no other yachts compete. On the water. Or on the drawing board.
Sausalito to Monterey Bay and Back

This day class will be taught on our Islander 53 Polaris. We've sailed Polaris to the South Pacific and back twice on multiple legs educating students at the advanced level. Polaris provides students a perfect opportunity to gain exposure to a wide variety of highly specialized cruising equipment including a self steering vane, weather fax, single side band, GPS and more. Mechanical aspects of the boat will also be studied, thus giving students essential knowledge all cruisers must know. ASA Bareboat and Advanced Coastal Cruising.

$1475 pp • August 15-21 with John Connolly

Come and Join Us!

July 24th: Party at the Golden Gate Yacht Club 12:30pm to 3:30pm. At 2pm, there will be a talk and Powerpoint presentation by John Connolly with photos entitled “Comparing and Contrasting Cruising Areas Around the World Including the South Pacific, the Caribbean, the Med, New Zealand, Mexico, Alaska, Thailand”. Free to all sailors.

Wednesday Night Sails: 6-8pm • $25: These sails will take place every other Wednesday. Reservations are necessary.

Starting June 29, July 13, July 27

“Learn To Skipper Course”

• ASA Basic Keelboat (BKB) – July 9-10
• ASA Basic Coastal Cruising (BCC) – July 9-10, 23-24
5 days ($995) or 4 weekends ($1190) – July 4-8, 11-15

We regret that we cannot accept foreign subscriptions. Check, money order, or credit card info. must accompany subscription request. Please allow 4-6 wks to process changes/additions plus delivery time.
... gull wing shape bridgedeck...

LAGOON 440

... EXCEPTIONAL VISIBILITY, GULL WING SHAPE BRIDGEDECK, HARD TOP BIMINI, RAISED STEERING STATION, ELECTRIC WINCH FOR HAYARDS, PROFESSIONAL CHEF'S GALLEY, FORWARD COCKPIT, EASY TRANSM ACCESS, 360° PANORAMIC VIEW, EASY WALK AROUND DECK LAYOUT, HALF ISLAND QUEEN SIZE BEDS, CONDOMINIUM-LIKE AMENITIES ...

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NEED TO SELL YOUR QUALITY SAILBOAT? OUR LISTINGS ARE SELLING FAST. CALL US TODAY.

51’ MORGAN O/I, '74
Proven voyager. $99,000

43’ CAPE NORTH, '80
None better for the price. $89,900
REDUCED

43’ MASON, '80
Classic Blue Water. $119,900

40’ BEN. OCEANIS 400, '95
Immaculate and well equipped.

38T HANS CHRISTIAN, '80
Traditional value. $113,900
REDUCED

38’ NAUTICAT, '83
European comfort. $175,000
REDUCED

37’ RAFIKI, '79
Classic cruiser. $69,900
REDUCED

37’ VALIANT ESPRIT, '81
Bob Perry design. $76,900
REDUCED

36’ FREEDOM, '87
Excellent condition. $84,900
REDUCED

36’ ISLANDER, '77
Classic plastic. $32,500
REDUCED

32’ FUJI, '76
Meticulous care, steady upgrades. $41,000

31’ MONTEREY CLIPPER, ’00
Only 26 hrs on this classic. $57,000

Check our Web sites for other fine listings!
MORE THAN JUST A GREAT BOAT YARD

Located at the end of a deep-water channel in San Francisco’s North Bay, KKMI has earned the reputation as the West Coast’s premier boat yard.

OUR COMMITMENT IS TO PROVIDE:

- The highest quality products and services
- The most competitive prices
- Friendly, approachable staff
- Unprecedented process-driven efficiency

KKMI CAN SATISFY ALL YOUR NAUTICAL NEEDS:

- Internationally recognized yacht brokerage
- Agents for Nautor Swan
- Dealer for Hallberg-Rassy
- Owners rep for custom yacht construction
- Marine store open to the pro and the public
- World class yacht repair facility

KKMI 530 West Cutting Blvd., Pt. Richmond, CA 94804
Store/Rig Shop Ph. (510) 237-4141  Fax (510) 237-2273
For yacht sales visit, www.kkmi.com/yachtsales.html
Questions? Ph. (510) 235-5564  yard@kkmi.com

www.kkmi.com
“Here’s the deal, have KKMI haul your boat, which they’ll do for half price, and then all you’ll pay for is the preparation, painting and materials. In fact, ALL the materials will be sold to you at discount prices. And, if for some good reason you’re not satisfied with the paint job, they’ll give your money back for the haulout.

Give KKMI a call today because this utterly ridiculous deal will not last forever.

What are you waiting for, 4th of July?”

*Half-Off Haul Out for vessels 60-ft or less and subject to availability. Offer Expires July 31, 2005.
DO YOU HAVE MECHANICAL PROBLEMS?

Call the doctors at KKMI. Our team of skilled professionals will diagnose whatever ails your engine and make it healthy again. Not only are they Factory Trained, but you'll enjoy their warm 'bedside' manner too!

The doctors will see you now!

Exceptionally Skilled Team – More than 255 Years of Experience!

Now Operating from Our New ‘Docking Station’ – The Most Efficient Repair Facility on the West Coast

Now Taking Saturday Engine Service Appointments.

Isn’t your engine due for a check up?

★ HIGHLY ACCLAIMED

SEMINARS AT KKMI

Diesel Engines 101

July 23, 2005

at the

KKMI Boathouse

NO FEE!

Call to reserve space

ON YOUR RADAR: As you may have heard, West Marine’s Maritime Electronics has expanded to include a new waterfront location . . . which is now open at KKMI. Between the team of professionals in their Sausalito location and now with the addition of Ron Romaine and Tim Rodgers at KKMI . . . these guys are the electronic ‘Dream Team’. What makes this new location so attractive is how incredibly efficient they are at installing equipment. Within just a few feet of their store they can accommodate almost any size vessel. No more time wasted traveling between the shop and your boat . . . talk about efficient!

★ ★ ★

SLOOP DE JOUR: Nautor’s new Swan 601 is incredible and soon you’ll be able to get your first look at one in the United States. If everything goes according to plan, Moneypenny will be sailing in the Rolex Swan American Regatta, hosted later this month by the New York Yacht Club in Newport, RI. This yacht offers more than just luxury but incredible performance with her all carbon construction. Designed with One Design and offshore racing in mind . . . yet offering accommodations you’d expect in a Swan such as a private owners stateroom with centerline berth. Stay tuned for more information or if you can’t wait visit nau-tors-swan.com

★ ★ ★

KNOW YOUR BOAT 101: If you own a boat that’s equipped with a Yanmar engine or any diesel inboard . . . you owe it to yourself to attend KKMI’s free ‘Diesel Engine 101’ seminar. Conducted by our own Mike Haley, here is what an attendee wrote after attending: “Mike . . . I want to thank you, and KKMI, for sponsoring today’s course on Diesel Maintenance. For a rookie like me, it was extremely educational, and helped to ‘de-mystify’ diesel engines. I’m sure the more-experienced audience members also benefited. Again, thank you for the class. It’s rare these days to find a business that actually gives a damn about the business they’re in.” Well . . . gee now you’re making Mike blush.

★ ★ ★

ARE YOU LISTING?: (Not to port . . . but your boat for sale) When it’s time to sell your boat . . . how do you select a broker? Closest to your boat? Someone at the club? A friend of a friend? What if you don’t want to deal with a ‘salesman’, what options do you have? Graham Macmillan is your answer. A sailor he is . . . a salesman he’s not. He’ll get to know your boat as well as you do . . . and that’s just the beginning. While there are things the other salesman will offer you, with KKMI and Graham on your side he’ll show you ways to save you money the others don’t. Just give Graham a call and get the personal attention you deserve.
TAYANA SEMI-CUSTOM YACHTS

The Tayana 58 Deck Salon is designed and built for serious cruising. The hull is one of the most durable, safest, and best performing hulls in its class. With its 16'2" beam, it easily accommodates a three or four cabin layout and has room left over for a stand-up engine room and dedicated sail locker on deck. Base price, delivered, is $498,000. Center cockpits start at $474,000.

X-Yachts

The X-35 is the newest one design racer from X-Yachts of Denmark. The vision behind the design was to create a sporty and simple yacht with under deck comfort for both racing crew and family weekend cruising. So popular she has already presold 60 boats.

OUR BROKERAGE LISTINGS – TAKE A LOOK!

1999 TAYANA 58 CUTTER Well equipped and well proven, this boat's in excellent condition, ready for your next adventure. $475,000.

2003 TAYANA 42 CENTER COCKPIT Popular bluewater cruiser. Furboom mainsail, Profurl genoa, etc. cond., like new! $239,000.

1982 SPARKMAN & STEPHENS KETCH Well equipped center cockpit cruiser. Has been cruised and is ready to go again. $105,000.

1994 NEWPORT 41 Priced way below market for quick sale. First one with a reasonable offer wins! $25,000.

1979 EXPLORER 45 CC KETCH Rugged, full keel world cruiser designed by Stan Huntingford. New cockpit enclosure, AP, refer, solar. $105,000.

1988 FORMOSA 46 CC A good example of this Doug Peterson-designed performance cruiser. $85,000.

1978 TAYANA 37 Rare pilothouse. Only 200 hrs on engine. Well equipped, new electronics, new roller furling. No teak decks! $105,000.
2005 Catalina 42 Mk II

- Larger, more comfortable aft cabin
- The most popular 42 in the world!
- Long list of standard features

CatalinaMorgan 440

- The first CatalinaMorgan production cruiser
- Raised cabin sole for deck salon views
- Rugged offshore construction
- Winner! Cruising World Boat of the Year

WE NEED NEW LISTINGS

Ocean Alexander 510SE Pilothouse
New Ocean Alexander Altus 48
Ocean Alexander Altus 42

PREOWNED CATALINA YACHTS

| Catalina 470 | 1999 | 393,000 |
| Catalina 400 | 1995 | 175,000 |
| Catalina 387 | 2004 | 190,000 |
| Catalina 380 | 2000 | 149,000 |
| Catalina 36  | 2001 | 128,000 |
| Catalina 36  | 1987 | 72,000  |
| Catalina 36  | 1987 | 63,000  |
| Catalina 36  | 1984 | 57,500  |

PREOWNED SAILING YACHTS

| Challenger 40 | 1972 | 57,500 |
| Irwin 37 ketch | 1982 | 69,000 |
| Beneteau 345 | 1986 | 42,900 |
| Hunter 34 | 1998 | 78,500 |
| Hunter 326 | 2002 | 82,000 |

NEW MOTOR YACHTS

- New Ocean Alexander
- Altus 42, 48, 510 SE
- At our docks

Ocean Alexander 510SE Pilothouse
New Ocean Alexander Altus 48
Ocean Alexander Altus 42

Catalina 320, 2000
Hunter 326, 2002
Catalina 400, 1995

MAKE OFFER!

OPEN BOAT WEEKEND
June 9 & 10

SEE IT TODAY!
31’ GOZZARD, ’93 $119,900
Designed for the demanding conditions of New England, her construction is unsurpassed.

52’ TAYANA, ’92
Undoubtedly the ideal yacht for serious long distance or extensive West Coast cruising. Whether sailing to Catalina for the weekend, the Channel Islands for a week, or the South Pacific for six months, travel with grace and style on a well-found bluewater vessel with all of the appropriate amenities of home supported by a vast array of systems, electronics and navigation equipment. $325,000

40’ PASSPORT, ’86
Some of Bob Perry’s finest work is evident in the Passport 40. Conceived as a comfortable liveaboard/long range cruiser, she does not compromise on sailing ability. Possibly the perfect couple’s bluewater vessel, her galley is amazing, her interior is roomy, and her lines are gorgeous. A proven voyager, this example of this fine design is carefully equipped and nicely maintained. $160,000

68’ NELSON/MAREK, ’84
Mango is easily handled by two, but has three private cabins to accommodate friends and family. She is a definite ‘must see’ for the sailor seeking a safe, well-built offshore boat. The interior is exceptional and is flooded with light from large overhead hatches and light-colored surfaces. Varnished teak trim and a varnished African mahogany sole add a traditional touch. Currently cruising. $324,000

39’ ISLANDER, ’75 $31,000
Maintained by industry professionals, you’ll be pleased with the condition of this favorite.

42’ LA COSTE, ’85 $89,900
These boats are known for great sailing characteristics, structural integrity and comfort.

36’ CATALINA, ’85 $49,900
An amazingly popular coastal cruiser with the comfortable layout Catalina is known for.

40’ OLSONS
Get up and go in these well-regarded racers. Two available – ’84 at $79,000 and ’83 at $79,950.

52’ TAYANA, ’92
Undoubtedly the ideal yacht for serious long distance or extensive West Coast cruising. Whether sailing to Catalina for the weekend, the Channel Islands for a week, or the South Pacific for six months, travel with grace and style on a well-found bluewater vessel with all of the appropriate amenities of home supported by a vast array of systems, electronics and navigation equipment. $325,000

48’ C&C LANDFALL, ’80 $132,900
Her deep-molded bulwarks and mast pulpits are just a few of her offshore features.

40’ PASSPORT, ’86
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40’ OLSONS
Get up and go in these well-regarded racers. Two available – ’84 at $79,000 and ’83 at $79,950.
51' Passport
Asking $315,000

40' Sabre 402
Asking $224,900

44' Nordic
Asking $129,000

38' Hinckley
Asking $72,500

30' Nonsuch
Asking $86,500

30' Catalina
Asking $29,900

43' Hatteras
$139,000

39' Ocean Alexander
Sedan $189,000

35' Viking Express
$149,000

32' Carver 3227
Convertible $50,000

47' Nova CPMY
Asking $220,000

47' Sabreline
Asking $615,000

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**Non-Race**

**July 4** — Celebrate Independence Day.

**July 9-10** — Open Boat Weekend in Alameda. Check out hundreds of boats at Marina Village, (510) 521-0905, and Balena Isle Marina, (510) 523-5528.

**July 14** — Corinthian Speaker Series presents solo circumnavigator Pat Henry. Doors open at 6 p.m. for cocktails and optional dinner; show at 7 p.m.; www.cyc.org/speakers.

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

**July 16** — "Jamaica Me Crazy Party" at Loch Lomond YC (San Rafael), noon to 7 p.m; open to the public; food, fun, music for $12. Info, (415) 721-4273.

**July 21** — Full moon on a Thursday night.

**July 23** — Free marine diesel engine maintenance seminar at the KKMI Boat House, 4 p.m. RSVP, (510) 235-5564.

**July 24** — “Comparing and Contrasting Cruising Areas Around the World,” a free photo-illustrated presentation at the Golden Gate YC by John Connolly of Modern Sailing Academy. Party from 12:30-3:30 p.m.; talk at 2 p.m.; RSVP, (415) 331-8250.

**July 28** — Parade of Sail, featuring the tall ships Cuauhtemoc (Mexico) and Pallada (Russia), 11 a.m. to 12:30 p.m. under the GGYC Bridge. Info, www.sailsanfrancisco.org.

**July 29-31** — Montgomery Sailboat Owners Group Rendezvous at the Port of Brownville (Bremerton, WA). Info, ahaskin@csudh.edu.


**Aug. 27** — Vallejo YC’s 15th Annual Flea Market, starting at 9 a.m. “If it’s legal, sell it!” Carol, (707) 226-7929.


**Aug. 27** — Vallejo YC’s 15th Annual Flea Market, starting at 9 a.m. “If it’s legal, sell it!” Carol, (707) 226-7929.

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**Racing**

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


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

**July 4, 1985** — It Was Twenty Years Ago Today, from an article titled simply TransPac ’85:

So much for your high tech, tricked out, rockstar race boats. So much for onboard computers and other electronic gizmos. So much for the advances of naval architecture over the past two decades. When they write about the 1985 TransPac race from Los Angeles to Honolulu, they’ll have to point out that it was a 20-year-old sloop with a crew of good
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CALENDAR

(but by no means great) sailors who topped the field of 64 entries. They’ll have to mention that the winner, Jim and Dave Denning’s Cal 40 Montgomery Street, was half an hour late to the start, and had her weatherfax machine break on the fourth day out. She was also this year’s entry with the most TransPacs to her credit, eight. “The boat knows the way by herself” as navigator Chris Nash put it.

For sailing purists, nostalgia fans and supporters of the underdog, the 1985 TransPac was a festival of delight. Montgomery Street, the second oldest yacht in the fleet, took both class and fleet honors. Magic, the Eva Hollman 52-footer that won class honors as Sunset Boulevard in 1975, repeated that feat again. And the Spencer 62 Ragtime, the oldest entry with 23 years under her bottom, was in contention for line honors right up to the end of the race, giving the high-tech speedsters around her a bona fide scare.

Of course, the ultra yachts had their shining moments. First across the line were three Nelson/Marek 68s, Swiftsure III, Prima and Saga respectively. Each was two years old or less, with the latest sails and gear and top sailors to make them go fast. These three corrected out to take class honors, thereby winning the “Battle of the 70.0 Raters,” the maximum-sized entry allowed in the biennial classic. No less than 14 yachts fell into this category, making the big boat class a virtual one design fleet. Also new and shiny and fast were the Express 37s, Secret of NIMH, Blade Runner and GU, which swept Class C and took fourth, fifth and seventh overall.

There were hopes, before this year’s race started, that the passage would be a fast one. With all those maxi ultralights, boats 68 to 70 feet long and weighing less than 30,000 pounds, the prospect of three or four of them racing past Diamond Head trying to break the elapsed time record was alluring. Unfortunately for spectators and the press, that wasn’t the case. In fact, the only elapsed time mark under siege was Drifter’s super slow 1979 time of 11 days and 18 hours, a far cry from Merlin’s 8 days and 11 hours, the all-time record set in 1977.

July 4 — Brothers & Sisters Regatta, a low-key lap around the two island groups. Tiburon YC, (415) 789-9294.
July 9 — Midnight Moonlight Maritime Marathon, a fun pursuit race from Raccoon Strait to the Carquinez Bridge and back. First start is at 4 p.m. SFYC, (415) 789-5647.
July 11, 1995 — Ten Years After, from an article titled TransPac ’95 — Weird Scenes Inside the Gold Mine:
It was the oddest TransPac finish ever, strictly Twilight Zone stuff. Forget Mir’s famous mizzen-only backwards finish in ’69, forget Eagle sinking on the reef in front of the Hawaiian Village after the ’73 race. . . even Medicine Man’s dramatic shipwreck at Diamond Head, 200 yards shy of the finish line in ’89 pales in comparison. Imagine, if you will. . .
Hal Ward’s new Andrews 70+ supersled Cheval was off the tip of Molokai, just 35 miles from the finish and jamming along under masthead kite at 15-20 knots. Her 12-man crew knew they had the Barn Door Trophy in their hands, and

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IT’S HA-HA TIME!

Well, actually not quite. But it is time to start making your plans for this year’s 12th annual Baja Ha-Ha Rally, which begins this year on Monday, October 31.

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, more than 130 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, complete with special offers from the sponsors listed in this ad, are being mailed as they are being requested. The event entry fee is $299.

What are you waiting for? Is this your year to Ha-Ha?

Visit www.baja-haha.com for more details!

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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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21 Apollo Road
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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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possibly the whole enchilada — they’d been only 15 minutes behind Merlin on corrected time at that morning’s 5 a.m. roll call. Hot showers, cold drinks and other pleasures of dry land were tantalizingly close. Hal’s new pony had proven wickedly fast in her debut, and morale on board was high.

At 7 a.m. all hands were on deck for the final jibe of the race — one they’d never forget. Explained navigator Mark Rudiger, “The impact of jibing in 25 knots blew up a block in the permanent backstay assembly. The rig bent forward about 20 feet before it broke, raining carbon fiber all over the deck. It was a sickening sound, kind of like the cracking noise a tree makes as it’s chopped down. I didn’t want to believe what I was seeing."

But the crew had no time to wallow in their disappointment, as Cheval was drifting up on Ilio Point just half a mile away. Furiously manning hacksaws, bolt cutters and pliers, they quickly dropped the broken mast, main, dasy staysail and .85 poly spinnaker (“It was a Sobstad chute anyway," joked Jeff Madrigali of North Sails) into the water. “Hey, it’s still possible to win!” shouted Ward from the nav station. “All we have to do is average 8 knots — we can still beat these guys!”

Dave Gruver picks up the story: “Hal really inspired us — you never saw a crew work harder! Within 45 minutes we were back underway, with our spinnaker pole lashed to the stump of the mast. We experimented with every combination of sails you could imagine, even blowing up the .6 spinnaker. Finally, we settled on our jib top flying sideways with the genoa staysail set underneath. Both were North 3DLs — gee, do you think we’ll make their next ad?"

Cheval limped down the Molokai Channel, averaging the requisite 8 knots and even hitting 11 knots once under the improvised rig. They finished at 11:32 a.m. HST after 9 days, 1 hour and 32 minutes on the race course. Despite the setback, they were still the first boat to Hawaii, finishing 1 hour, 22 minutes ahead of Windquest and 2 hours, 39 minutes in front of Sayonara. As Cheval crossed the line, crewmember Ron Love quietly walked to the bow of the boat and, for the second time in his life, scattered the ashes of a relative at the Diamond Head buoy after the 2,225-mile race. "No one knew he was going to do that, and it was just too much," related Gruver. "Everyone was pretty choked up already, and that put us over the edge. About half the crew started crying — it was an incredibly emotional moment!"

CALENDAR


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

July 16-17 — Ronstan Bay Challenge for boards, skiffs and 505s. StFYC, (415) 563-6363.

July 16-17 — South Bay YRA Summer Series #4, hosted by San Leandro YC. Info, http://sbyeara.home.comcast.net.

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

July 20-23 — Governor’s Cup, an international junior match racing championship at Balboa YC. Info, www.balboayachtclub.com.

July 22-24 — Santana 22 Nationals, hosted by Santa Cruz
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YC. Info, murrac@pol.net.

**July 23** — Silver Eagle Long Distance Race, with a shorter course for boats rating 160 or higher. Island YC, www.iyc.org, or Joanne McFee, (925) 254-5384.

**July 23-24** — Albert Simpson Regatta for J/105s, Eichells, Express 27s, Melgi, and J/24s. StFYC, (415) 563-6363.


**July 30** — RYC/OYRA Lightship II Race. So good, it's on the schedule twice! YRA, (415) 771-9500.

**July 30-31** — Team Race PCCs. StFYC, (415) 563-6363.


**Aug. 5-7** — Aldo Alessio Perpetual Trophy Regatta for IRC, J/120s, J/105s and any other big boat one design class that fields six boats. StFYC, (415) 563-6363.

**Aug. 6-7** — EYC/YRA Second Half Opener/Party, an unfortunate conflict with The Aldo. YRA, (415) 771-9500.


**Aug. 8-9** — Wabbit Nationals. SCYC, (831) 425-0690.

**Aug. 11-16** — 470 North Americans, co-hosted by BVBC, SBYC, and BAADS. John Super, (415) 564-4779.

**Aug. 13** — Gracie & George Race, a coed doublehander with ‘Gracie’ on the helm. EYC, (510) 522-3272.


**Aug. 13-14** — Summer Keelboat Act I for Melges 24s, J/24s, Moore 24s, and Express 27s. SFYC, (415) 789-5647.

**Aug. 20-21** — Summer Keelboat Act II for J/105s, J/120s, and Express 37s. SFYC, (415) 789-5647.

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**FOLSOM LAKE YC** — Every Wednesday night until 9/28. John Poimiroo, john@poimiroo.com.


**GOLDEN GATE YC** — Friday Nights: 7/8, 7/22, 8/5, 8/19, 9/12, 9/28. Tony Shaffer, (510) 522-3272.

**ISLAND YC** — Friday Nights: 7/8, 7/22, 8/5, 8/19, 9/12, 9/28. John Poimiroo, john@poimiroo.com.

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

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CALENDAR


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

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


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: 7/15, 7/22, 7/29, 8/5, etc. Sherry Nash, (650) 302-1187.


TIBURON YC — Friday Nights: 7/8, 7/22, 7/29, 8/12, 8/19, 8/26. Lesa, (415) 332-4014.


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.
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LETTERS

†THE SCHOONER’S STAGE NAME WAS ‘CIRCE’

Last weekend, while hanging on the hook in Newport Beach, my mate and I watched The Lady From Shanghai, starring Rita Hayworth, which I’d taped from TCM. As you may know, much of the action takes place aboard the large schooner Circe as she makes her way from the Panama Canal to San Francisco. There are a lot of scenic shots of Mexico in the movie.

A Google search of ‘schooner Circe’ turned up virtually nothing. Does any of your staff know what’s become of this grand old vessel?

Larry Watkins
Beneteau OC 400, Moondance
Long Beach

Larry — The 118-ft schooner Zaca was built in 1930 by the Nunes Brothers at their yard in the Hurricane Gulch district of Sausalito. The schooner was so big that they had to lay the keel on Main St. — something that couldn’t be done today. Zaca — the Chumash word for ‘chief’ — was commissioned by Templeton Crocker, a San Francisco bon vivant who was part of the Crocker Bank family. Under his ownership she would make eight scientific expeditions. Just before Crocker set off on one, his mother had a tizzy. “Templeton, surely you’re not leaving your mother alone!”

In 1946, following the end of the war, she was acquired by the Tasmanian Errol Flynn and used in several movies. The Lady From Shanghai, shot in 1947, co-starred director Orson Welles and leading lady Rita Hayworth, who were married at the time. We haven’t seen the movie, so you’ll have to decide for yourself if it was “one of Welles’ most brilliant works, and one of the great American surreal-ist works of art,” as one critic wrote.

As for the schooner, movie buff Kevin Jack Hagopian writes, “Much of the film was shot on location near Acapulco aboard Errol Flynn’s infamous yacht Zaca, which Flynn maintained as a perpetual floating party. A drunken Flynn often captained the boat during shooting, and his rages and debaucheries put the film hugely behind schedule. When on the first day of work on the Zaca, a camera assistant died of a heart attack. Flynn ordered the corpse sewn inside a duffle and buried at sea. Quietly, the body was put ashore in Mexico and the incident hushed up.”

Flynn took Zaca to the Med, where her reputation as the wildest party boat only continued to grow. After Flynn’s death in 1959, Zaca deteriorated terribly — and even sunk a few times — in places such as Mallorca and Villefranche sur Mer. In a stroke of good fortune, she was eventually purchased by an Italian art patron named Roberto Memmo, who, among other things, had restored the Renaissance Pallazo Ruspini in
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Memmo brought 50 of the best shipwrights and craftsmen to Brest, France, for a restoration that required 18 months, 200 tons of Alaskan cedar, miles of caulking, truckloads of teak and tons of bronze. Three architects were hired to refit the interior to be as original as possible. By the time the restoration was completed in the late '90s, she was one of the most spectacular yachts in the Med, a Picasso hung in her salon, and she was berthed at prestigious Port Fontvile in Monaco. So this is a grand yacht that’s had a spectacular comeback from near death. It’s such a good story that Luther Greene did a documentary of it called In The Wake of Zaca.

Zaca is not to be confused with the Zaca A Te Moana, a slightly larger schooner from the '90s that looks similar to the original.

‡‡‡

BIKE/AIDS

Just after the departure of the Jeremiah O’Brien on her D-Day Seaman’s Memorial Cruise, five blasts of the horn were sounded to prevent a collision with a beautiful sailing yacht that was approaching from 10 o’clock. Even after the five blasts, nobody seemed to make an attempt to change course. Many aboard the Jeremiah — including foreign dignitaries, honored military personnel, and several harbor pilots — watched in shock as the yacht’s mast barely missed the Victory Ship’s bow. We waited for the crunching sound as the boat slid down our starboard side.

Luckily, it was just a very near miss. The skipper of the yacht was then clearly seen raising his arms and shrugging his shoulders to the two ladies sunbathing on the bow. He seemed to be saying, “So what, we didn’t get hit.”

Capt Patrick Moloney later said he missed hitting the boat by no more than 10 feet, and that the Coast Guard had “got ten the skipper.”

‡‡‡

COLLISION ON THE ESTUARY DESTROYED MY BOAT

On a Saturday morning a little more than a month ago, I was returning from a three-mile row on the Oakland/Alameda Estuary in my Maas Aero Single Shell, when I collided head-on with a 30-foot sloop that was under power. Fortunately, this encounter resulted in no serious injuries. Sadly, however, my shell was destroyed. The sailor involved responded promptly by pulling me from the water and returning me to my nearby rowing dock. Two fishermen and a kayaker, who had witnessed the accident, kindly returned the remains of the shell. Lucky? Very! It could have ended differently.

How did it happen? I was inbound approximately 100 feet off the Alameda shore, abreast of Jack London Square. When I collided head-on with a 30-foot sloop that was under power. Fortunately, this encounter resulted in no serious injuries. Sadly, however, my shell was destroyed. The sailor involved responded promptly by pulling me from the water and returning me to my nearby rowing dock. Two fishermen and a kayaker, who had witnessed the accident, kindly returned the remains of the shell. Lucky? Very! It could have ended differently.

How did it happen? I was inbound approximately 100 feet off the Alameda shore, abreast of Jack London Square. The other vessel involved was at the same location, obviously, only on a reciprocal course. It has always been my understanding that when transiting a channel or a restricted waterway, you treat it as a roadway so that opposing traffic passes portside to. In the case of the Estuary, this would mean that outbound boats would favor the Oakland Shore and the inbound vessels would steer a course along the Alameda side.

‡‡‡

Ron Witzel
Staff Commodore Marin YC

Ron — We don’t think the Coast Guard did get the skipper, because about a week later Capt Moloney came by Profligate and asked us if we knew the whereabouts of the Swan in question. We didn’t. Moloney was spending that day — as he had several others — biking around various marinas looking for the boat. We reckon it’s only a matter of time before he finds her.

‡‡‡

Ron — We don’t think the Coast Guard did get the skipper, because about a week later Capt Moloney came by Profligate and asked us if we knew the whereabouts of the Swan in question. We didn’t. Moloney was spending that day — as he had several others — biking around various marinas looking for the boat. We reckon it’s only a matter of time before he finds her.
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LETTERS

The Oakland/Alameda Estuary averages 600 feet wide, and the length of Alameda serves as a roadway to literally thousands of vessels of virtually every size and description. For most of my 74 years, I have been favored to have lived or played on — and, yes, in — the Estuary. During that time I have seen it develop into one of the busiest waterways in the San Francisco Bay Area.

As I write this on a typical Saturday morning, I have counted 30 vessels in the last two hours, the majority of which were outbound and, almost without exception, they have passed closer to the Alameda shore than to the Oakland side. And some have been within 200 feet of the Alameda side. This doesn’t leave much room for inbound traffic. Right now four jet-skis and one inboard, with water-skier in tow, are zooming past outbound, and all but one are favoring the Alameda side of the Estuary, and all are travelling in excess of 15 knots. A gaggle of kayakers is hugging the shore.

With such an increase in nautical traffic, the lack of observing safe and sound rules of the road — and courtesy — can only lead to some bad encounters. Before long, it’s likely that not just equipment will be damaged. My purpose for writing is to urge all of us in boating — whether it be recreational or commercial — to be more responsible for our actions on the water, for we’re certainly not alone.

Jon S. Clendenin
Damn Yankee, Yankee 30
Alameda

Jon — It’s getting more crowded on the water all the time, but we agree, if everyone follows the Rules of the Road and demonstrates a little courtesy, there shouldn’t be any problems.

But just one question. We’re not suggesting that you were at fault, but a 30-ft sloop probably motors at about five knots, which isn’t very fast. As such, how is it you didn’t see the boat coming in enough time to change course and avoid being hit? We don’t know how you can ‘row defensively’ when you’re looking where you’ve been as opposed to where you’re going, but it seems to us that, like all mariners, you should be responsible for knowing what’s going on all around you.

**††THE TRAGEDY WOULD NOT HAVE OCCURRED**

We are distressed at the news of the apparent murder of Tom and Jackie Hawks of the Newport Beach-based motor vessel Well Deserved by several men who posed as potential buyers.

As dealers for a very well-known brand of long-range trawler yachts, our office enjoyed many discussions with Tom before he retired and while he was still planning his and Jackie’s retirement dream. Naturally, we were mildly disappointed to hear they’d found and bought a boat in Mexico as opposed to buying one from us.

Upon returning from their cruise, Tom called to say that he was putting Well Deserved on the market, and offered our office to have the boat as an ‘open listing’ as opposed to an exclusive listing. An ‘open listing’ allows the owner to sell the boat to his own buyer. His offer was respectfully declined.

We don’t want to put too fine a point on this, but we are led to the inescapable conclusion that the Hawks tragedy would not have occurred had the Hawks relied entirely on the services of any professional yacht broker. Doing that would have given the couple security in the following ways: 1) Sea trials would not have been conducted without a substantial deposit and multiple witnesses to the transaction while in process; and 2) Transfer of ownership does not take place until all the
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James Moore
Newport Beach

James — While there may be an element of truth in what you say, we think it’s both very small and random. For while there are indeed a number of excellent reasons to give a broker an exclusive listing — particularly on more expensive boats — we don’t think eliminating the infinitesimal risk of the boatowners being murdered by phony buyers is one of them.

For those not familiar with the revolting case, after a long cruise to Mexico aboard the 55-ft trawler Well Deserved, Tom, 57, and Jackie, 47, both fitness buffs, returned to Newport Beach and put their boat up for sale. In November of last year, they were reportedly approached by Skylar DeLeon, 25, and Jennifer Henderson-DeLeon, 23, of Long Beach, who said they were interested in buying the Hawks’ boat. Skylar claimed to have made a lot of money as a child actor.

Although the prosecutors haven’t released the details of their case, it’s alleged that during a sea trial the Hawks were handcuffed, secured to the ship’s anchor, dumped overboard, and left to drown somewhere between Newport Beach and Catalina. It’s hard to imagine two more cold-blooded murders. You have to wonder what goes through a person’s mind when they do something like that. The Hawks’ bodies have not been found.

A total of five people have been charged with the murders and are being held without bail. In addition to the DeLeons, they are Alonso Machain, 21, Myron Gardner, 41, and John Fitzgerald Kennedy, 39.

We can’t help but wonder how this crime went down, for, having been a retired probation officer, Tom Hawks had to have more than a little street smarts. Plus, he and Jackie were always well groomed and ran a very tidy ship. As such, we find it hard to believe the Hawks would have allowed such a motley and atypical-looking group of luxury yacht buyers — three young Latinos and two much older African-Americans, none of whom radiated success — to all come along on a sea trial. And if they weren’t all aboard, what part did each play in the murders?

With the delayed pretrial hearings set to begin in July, we expect to get the answers to this and other questions relatively soon. For if somebody hasn’t already ratted out the others to save his/her own ass, we expect that will happen soon. Prime candidate? Young Jennifer Henderson-DeLeon, who, if we’re not mistaken, is the mother of two young children.

IS ‘COMMUTER CRUISING’ IN MEXICO REALISTIC?

We love reading Latitude. In fact, it inspired us to purchase a ‘cruise ready’ sailboat. I keep asking my husband when do we start — cruising that is. I’m trying to convince him that, although we can’t take a year or more off quite yet, we could arrange a trip that allows for us to travel back and forth between the boat in Mexico and work here in San Diego. We figure we could take off about two weeks every six weeks. Considering that we’ve never cruised before, how realistic is
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Unda (top) and Runa, looking good in the Master Mariners Regatta. Congratulations to Unda’s owners Dean Gurke & Barb Ohler for their first place finish; and to Terry Tucker aboard Runa, taking third place. These two wooden classics were sponsored by Berkeley Marine Center.

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Here’s the kind of itinerary I’m thinking about: We take three weeks in October/November to do the Baja Ha-Ha, then continue on to Mazatlan. We leave the boat there, then return in December and have about 15 days to enjoy sailing between Mazatlan and Manzanillo over the holidays. We’d return again in early February and have another two weeks. We’d get the boat to La Paz by March, and in late March or early April, we’d make a two-week sail between La Paz and Puerto Escondido. The big question would be how to get the boat back to her San Diego home by early May.

Is this a realistic plan? What else would we need to consider? I gotta convince my husband.

Mary Mishler
Someday Isle, Passport 37
San Diego

Mary — There’s nothing at all unrealistic about your plan. The marinas in Mexico are filled with boats whose owners do exactly what you propose — although most don’t even get to spend that much time on their boats. Many folks visit their boats every other month. Also on the plus side of such a plan is having a ‘foot in both worlds’, which allows you to ease into the cruising life.

Limiting your itinerary to no further south than Manzanillo is wise. You’re allowing sufficient time to cover the distances you propose without being rushed. When it comes to timing, we’d highly recommend keeping your boat on the mainland — specifically the Banderas Bay area — for the entire month of March. The water in the Sea is still too cold for swimming at that time of year. We’d save that part of your cruise for April.

The biggest question is what is the most effective way to get your boat home. If we were you, and we still had time commitments back home, we’d end the cruise in the Sea of Cortez by sailing to San Carlos. The folks there will put your boat on a truck and send her back to the States. If you’re going to do this, you’ll want to make a reservation early because they get booked up. Yes, trucking costs money, but very possibly less money than if you or someone else did the Baja Bash up the coast. It all depends on what weather you’d get.

As for reservations at marinas on mainland Mexico, you’ll want to make those early, as several fill up. On the other hand, many folks find boatsitters to watch their boats on the hook in places such as Banderas Bay and Tenacatita Bay, saving themselves a bit of money in the process. Marina slips are one of the few things in Mexico that aren’t cheap.

If you go ahead with your plan, we’ll probably see a lot of each other — because we’ll be doing pretty much the same...
LETTERS

thing. Aren’t we lucky to have such an inexpensive cruising paradise so close?

††THE COAST GUARD WANTS TO RECOGNIZE YOU

On page 70 of the May issue there was a letter titled, *She Was Swept Right Out The Gate*. It was about a female sailboarder who had to be helped by a couple of sailors. I have run a search of our data to look for this case, but had no luck. But I’m hoping you can help me find these gentlemen, as the Coast Guard would like to recognize them with a Public Service Commendation award.

Tim McGhee
LTJG US Coast Guard Group
San Francisco

Sir — We hope this letter reaches them and they contact you.

††THE CHUTE MIRACULOUSLY UNWRAPS ITSELF

My heart goes out to Dan Benjamin after reading his harrowing tale of the loss of his beautiful Aerodyne 38 *Fast Forward* in the recent Singlehanded Farallones Race. Apparently the whole episode began with a spinnaker wrap when the chute collapsed behind the mainsail — the cause of most wraps and twists.

Over 30 years ago, Jake van Heekeren, my most experienced sailing mentor, taught me the easiest and perhaps only way to unwrap a chute without a knife. Once sailing nearly dead-downwind on the opposite jibe, the spinnaker receives exactly the opposite wind influences that caused the wrap in the first place, and the chute miraculously unwraps itself — usually in very short order.

I have used this trick countless times over the years, and it’s always worked, both with asymmetrical as well as symmetrical spinnakers. I often sail our cruising J/120 *Django* shorthanded, and without the crew to run the clew of our big asymmetrical quickly to the new side during a jibe, I encountered a nasty wrap just last week. Jibing to the opposite tack from the one which caused the wrap had it free in about 15 seconds.

My heartfelt condolences to Dan.

John Callahan
*Django*, J/120
Belvedere

††WITH CREW THERE IS NO EXCUSE

The loss of *Fast Forward* brought home a point to remember. If you are setting a spinnaker, drop your jib rather than fur it. If the spinnaker wraps, the difference of having to deal with a smooth foil or a furled jib with UV protection can make a world of difference in getting that wrap out. I suppose when racing singlehanded it’s not so feasible, but with a crew there is no excuse.

Will Green
Northern California

††IT SEEMS THAT HE WAS IN A MAYDAY SITUATION

Under the heading ‘what could have been done’ in the case of the loss of *Fast Forward*, what if the skipper had put out a Mayday right away instead of trying to solve the problem himself? It seems to me he was in a Mayday situation from the outset, and maybe the Coast Guard would have been able to reach him in time to tow him away from the rocky Point Bonita shore.

I know such a thing is easy for me to say in hindsight,
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**ADDITIONAL LISTINGS:**
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- Columbia 50, 1966 .......... 69,900
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- Irwin 45, 1973 .......... 58,000
- Roberts 44, 1981 ........ 79,000

- Gulfstar 43, 1975........... 79,900
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- Freedom 39, 1985 ........ 99,500
- Freedom 38, 1992 ........ 109,000
- Morgan 36, 1984 ........ 39,500

- Ericson 35 MkII, 1970...... 35,000
- Pearson 34 ................. 52,900
- J32, 1997 .................. 129,000
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- Catalina 30, 1983 .......... 21,900
- Santana 30/30, 1983 .... 14,000

**POWER**
- 29’ Bavaria, 2003 .......... 99,000
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and it's only natural to try to solve the problem oneself, but still.
I'm sure that every sailor, like me, read this story with great sympathy and a deep sense of loss. Only loss of life could have made it worse.

Michael Shough
San Francisco

Michael — The Coast Guard was there in plenty of time to save the skipper, at which time the Fast Forward was still quite a distance from the rocks. The boat's anchor had been deployed, but was not holding. We're still a little unclear on why the Coast Guard couldn't put a big-ass anchor on the thing until a commercial salvage company could have been contacted. Sometimes the Coast Guard has rules that prevents them from doing what seems like the common sense thing.

⇑⇓

SAVING THE SEA OF CORTEZ
I started reading your great rag in '94, about a year before I realized a lifelong dream of sailing over the horizon by sailing from Berkeley to Papeete in the '95 Tahiti Cup. After that, I helped deliver the SC 50 Yukon Jack back to San Francisco. It was a doublehanded trip with a broken autopilot to Honolulu, so once we made port I slept for a day.

I can’t say that Latitude 'inspired' me, because I'd wanted to sail 'somewhere' since I was a kid, but your magazine certainly added to my inspiration and fantasies. I’ve hardly sailed since I got back from this voyage, but I picked up a copy of Latitude at Pillar Point a few months ago — and damned if you didn’t put the hook back into me! By the way, this doesn’t please my non-sailing wife.

But the main reason I’m writing is bad news. The current issue of the San Francisco Bay Guardian has an article about overfishing in Mexico, specifically in the Sea of Cortez. Since you regularly sail to and write about this area, I thought you might want to read the article and comment about it for your readers. As the article says, this is a global problem, but the author was hiking in Baja, so he wrote about what he experienced there. As an environmentalist, I can also tell you that this is not a new problem, but lately it’s been getting much worse. You can read the article at http://www.sfbg.com/39/36/news_sea_of_cortez.html.

My current fantasy is to sail from Key West to the Caribbean, but it’s possible that I might leave from the Bay Area and work my way down to San Diego to participate in the Baja Ha-Ha before going through the Panama Canal. Only time will tell.

Jeff Hoffman
San Francisco

Jeff — Thanks for the kind words. If you’re going to take your wife on your fantasy sail, we recommend that it be from the Caribbean to Key West rather than vice-versa. After all, most wives — and husbands — don’t care for the nasty 1,500-mile bash upwind.

Even though we’re in philosophic disagreement with almost everything the Bay Guardian stands for, we read it regularly because, 1) it’s always good to consider opposing viewpoints, and 2) because they make surprisingly clear and effective arguments in support of their positions.

As such, we did read their piece on the environmental problems in the Sea of Cortez. It was a decent enough article, but the author clearly doesn’t have a grasp of the breadth, depth, and history of the problem. Folks who really want to learn about the incredible destruction of sea life in that priceless body of
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water should go to www.seawatch.org. There they will find an extremely detailed site with facts, figures, and gruesome photos. If you care about the great saltwater resources of the world, you'll want to check it out.

Since you describe yourself as an environmentalist, perhaps you can explain something that’s always bothered us. A few years ago, when Mitsubishi and the Mexican government wanted to put in a salt plant at Laguna Ignacio on the Pacific Coast of Baja, there was an international uproar, with Hollywood stars crying the usual crocodile tears. The basis of the protest was that such a plant would harm the whales that breed in the lagoon. We always suspected the protest was a little bogus because there’s another Baja lagoon with a salt plant where whales have bred for 40 years without an apparent problem.

It’s fine with us that the salt plant was cancelled, but what really bothers us is that such an uproar could be made over the questionable effect that such a plant might have on a few whales, while just a short distance away in the 10,000-times-larger and ecologically more important Sea of Cortez, a much more obvious and horrible environmental disaster had been going on for decades, and nobody was saying a thing. And in comparative terms, there still hasn’t been a peep. Can somebody explain these misguided environmental priorities to us?

FOURTH OF JULY MAKES ME THINK OF EDDIE

With the summer sailing season upon us, I was reminded of a funny story. Some years back — before GPS and safety-everything — there was this great character here in Newport whom I’ll call Eddie. Anyway, a friend and I patched together a fossil of an old boat and made the short trip across the channel to enjoy a Fourth of July weekend at the West End of Catalina. After getting settled, we met up with another friend of ours who was a harbor patrolman living aboard his Bounty II at the Isthmus. He was just coming off a long watch, anticipating a cold beer and some good company. But just then the radio panned that somebody had been shot. All patrols were to respond immediately.

So off the patrolman went, leaving us in the salon to monitor the event by VHF radio. We just couldn’t believe a person could get shot at the Isthmus, our peaceful and beloved weekend haunt. Was it a gang thing? A robbery? A marital tiff? When our friend returned three hours later, we got part one of the story.

It seems that Eddie and company were also at Two Harbors for the weekend, enjoying themselves as much as anyone. To add to the revelry, Eddie had hobbled his black powder cannon onto the foredeck for reports as required. After a few loadings, the cannon failed to fire. For safety’s sake, it was decided it should be left alone for awhile. After a good while more of enjoyment with friends, Eddie decided to reduce his anchor’s scope. But just as he bent over at the bow to fool with the rode, his cannon, which was right behind him, decided it was time to fire. He was shot right in the left butt-cheek!

That was funny enough, but a few years later we ran into Eddie and heard part two of the story. After being shot, Eddie had been perfectly willing to head over to town and check into


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a hospital on his own. But the authorities wouldn’t allow it because Eddie and his whole crew had been drinking, and because his wound was pretty serious. So they got him into a shoreboat for the quick trip to the nearby USC marine biolab. Before long, a helicopter picked him up to fly him to a hospital in Long Beach.

It just wasn’t Eddie’s day, because just before touchdown at the Long Beach helipad, the copter, which they knew was low on fuel, conked out! The rough landing was hard on Eddie’s butt and had him howling, but he survived. After his wounds were tended to, he was placed in a semi-private room with another poor guy who, like Eddie, was suspended ass-up from a davit.

“What are you in here for?” Eddie asked.

“I was shot in the ass by a jealous husband,” the guy replied.

“That’s amateur hour,” Eddie responded. “I shot myself in the ass with my own cannon!” This put the other fella in stitches — or rather, made him pop a few. He called for a nurse, but Eddie wouldn’t let up, going on with one ass joke after another.

Years later, while helping Eddie move into his new shop, I unpacked a fine bronze powder cannon about 24 inches long. Before my mind could comprehend the significance of what my eyes were seeing, my mouth blurted out, “Hey Eddie, is this the cannon?”

“Yes it is,” he said, “and it left a hell of a scar. Ya wanna see it?” Before I had time to say no, he dropped his drawers right there and mooned the lot of us. It was just about high noon, so I guess we deserved it.

The next day the cannon disappeared forever. But I still can’t go through Fourth of July weekend without remembering good old Eddie and the good times at Catalina. Here’s to wishing all my fellow sailors a fine Fourth of July and a summer of sailing that will leave more memories — but hopefully none that are a real pain in the ass like Eddie’s.

Phil Gaspard
Invictus
Newport Harbor

Cat Harbor, Catalina, is commonly this uncrowded on the Fourth of July. Yeah, right!

¶¶ANOTHER COAST GUARD BOARDING

On Sunday of Memorial Day weekend, I gathered with fellow boat owners at Marina Village Yacht Harbor for a picnic on the green. From about 2 p.m. to 7 p.m., we shared good company and a bounty of homemade fare.

I had just sold my Grand Banks 36 and wanted to take her out one last time — along with 11 fellow boaters. We left about 8 p.m. for a three-hour tour of the Bay, going across the Cityfront and back. As we entered the Oakland Estuary Inner Harbor, we passed an outbound inflatable Coast Guard Patrol Craft. In a very short time, the Coast Guard boat came up to our port side and ordered me to stop my vessel for boarding.
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Upon boarding, the P.O. insisted that I had ignored their siren and flasher — yet none of the 12 individuals aboard had heard their siren or seen their flasher. I then asked the P.O. the elementary question of why we had been boarded, as in what was the 'probable cause'. I emphasized that the vessel had just received an official Coast Guard Safety Inspection, and the decal was affixed to the appropriate window. The P.O.’s response was that they were on a crew training exercise and the decal didn’t mean anything to them.

From the outset, the boarding P.O. was officious, less than cordial, and his demeanor was offensive. Within the first few minutes of the boarding, he stated that they would be accompanying us back to our marina. When I asked what we’d done wrong, he just told me to take the boat back to the slip.

The Grand Banks, by the way, is equipped with every possible safety device, maintained to very high standards, and operated by a very competent and knowledgeable owner. All of the guests aboard at the time of the incident are slip neighbors and experienced boaters based at Marina Village.

One of the first questions I was asked was if the vessel was a ‘for hire’ vessel. When I said we’d merely been on a voyage with friends, the officer proceeded to ask several of the guests if they had paid for the voyage.

I was also asked if I had consumed any alcohol. I told him that I’d had a couple of glasses of wine earlier in the day.

After docking the vessel, the P.O. twice demanded that everyone but the skipper leave the boat. I was then subjected to a number of sobriety tests. Each time the officer stated that I could refuse the test — but if I did, he would call the Alameda Police. The final sobriety test was a breathalyzer. My blood alcohol level was 0.00.

While I was being given the test, several guests and neighbors observed one or more of the Coast Guard crew looking into drawers and cabinets in the main cabin. They hadn’t asked if they could do this.

As a result of the incident, no violations were found and no citations issued!

Carl — From the outset, we need to clear up an important legal distinction. While it makes no sense to us, the courts have repeatedly ruled that while the police need probable cause to stop and search a car, the Coast Guard doesn’t need probable cause — or any other reason — to stop and search a boat. And it makes no difference if that boat is your home. In fact, the Coast Guard can stop and search any U.S.-flagged vessel anywhere on U.S. waters, and anywhere in the world.
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**LETTERS**

**NEIGHBORS WERE STOPPED TWICE IN TWO WEEKS**
Per your question in `Lectronic` about whether mariners were being stopped in increasing number by the Coast Guard in the Oakland Estuary, two of my dock neighbors in Grand Marina were stopped by the Coasties for no apparent reason in the last two weeks. And one of them was stopped twice.

All of the stops were in the vicinity of Jack London Square. I was told that the Coast Guard teams were pleasant. In one case, the Coasties agreed to do the inspection in the slip instead of on the water, as the boat had been heading back to the marina. Interestingly, the checks were not consistent. In one stop the head/holding tank valve was checked thoroughly. In another, they didn’t ask or even look at the head.

In the case of my neighbor’s second stop, he was asked if he’d been boarded for a safety inspection before. He said he had the week before, and produced his inspection report to prove it. But instead of just letting him go, they made him respond and to your Ch. 16 call!

**ODD THAT YOU ASKED ABOUT BOARDINGS**
The June 13 `Lectronic Latitude` wondered if there was an increase in Coast Guard boardings in the Oakland Estuary because the Coasties needed to train more people for Home-
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LETTERS

land Security. Odd that you ask. I was boarded in the Oakland Estuary on May 29 while motoring my SC 40 Osprey from Marina Village toward the Bay. I’d not been boarded since the ’80s or ’90s. Back then I’d almost routinely be stopped and boarded whenever I entered the Bay late at night — such as when returning from Santa Cruz or Monterey. In this case the Coast Guard guys were okay. We let them board and continued to motor out the ditch while they checked our safety and other required gear.

The thing that was different about this boarding is that one guy filled out a form and gave me a copy. This hadn’t happened during any of my previous boardings, so I imagine that it’s either a new thing or, back in the days of Zero Tolerance, they were less interested in the safety and gear inspection parts of the ‘safety inspections’.

P.S. Isn’t it great that the endless rains have stopped? Good sailing to all!

Eric Sultan
Osprey, Santa Cruz 40
Marina Village, Alameda

††THE BOAT ALMOST ALWAYS COMES BACK UP

When we sailed the Antrim 27 E.T. to Cabo, we often ended up in this position of the Antrim 27 Always Friday depicted in Lectronic. You asked what they should do to keep from crabbing toward the rocks. I’m sure that owner John Liebenberg knows that they needed to put the rudder on the centerline. This puts enough drag on the rudder to pull the stern over. Then they need to unfurl and backwind the jib to push the bow down. At that point, the boat almost always comes back up.

Tony English
Pleasant Hill

††I’D PRAY THAT I COULD GET TO MY KNIFE

With regard to what the Antrim 27 should do in that crabbing position, the first thing I would do is blow the vang. Next I’d pray that I could get to my knife and cut the spinnaker tack line or spinnaker halyard. I’d also try to ease up on that tiller because at that sideways angle it’s just pushing the stern further toward the sun.

Capt Alan Taylor
Roly
San Francisco

††WHAT TO DO NOW

Having been in this very same situation as Always Friday aboard Dr. Dennis Surtees Antrim 27 Abracadabra 2, here’s what I’d do and why: On a Ditch Run about four years ago, after gibing through a picket fence and then rounding up
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near a cement pile daymarker on the river, we were on our side. We were also making good headway — about four knots — towards a piling. I had already dropped the kite — while my mates had a good laugh riding the transom — and I pulled the bow to fall off. And the bow falling off resulted in the rudder getting a better bite on the water. Within minutes we were back in the race. In all the years of my sailing with Dennis, this was the closest call to doing some serious hull crushing damage when no other boats were involved. We teach this technique in the Junior Program and it’s quite effective.

Kit Stycket
Northern California

CRUISING MULTIHULLS TO DO KING HARBOR RACE

I see that you are encouraging those of us with cruising multihulls to enter the Santa Barbara to King Harbor race on August 5. Will I need to apply for a rating/handicap for this race, and is Vic Stern of ORCA still in charge of that?

Paul Ludgate
Manaia
Newport Beach

Paul — We certainly are encouraging cruising multihulls to do the King Harbor Race. We’ve done it about the last four years with Profligate, and think it’s the most fun race in Southern California. It’s typically a light air reach to Anacapa Island, then a little windier reach back toward Zuma Beach, and hopefully there’s still enough breeze to make it across Santa Monica Bay to the finish. It’s about 80 miles in all, so, if the wind holds, many boats finish before the bar shuts down. Other cool parts are that it’s Fiesta Week in Santa Barbara, so there’s lots of fun to be had in that town if you arrive a couple of days early. Plus, the Santa Barbara and King Harbor YCs are wonderful hosts. We’ve always been able to get a berth, but if we weren’t able to, both places have tons of room to anchor out.

David Renouf of Yachtsfinders/Windseekers in San Diego says he’s working on a Crowther 36, Lagoon 380, two Catana 431s, a Catana 471, a Catana 521 and a Hughes 43. He thinks at least five of them will show. Scott Stolnitz will be there for sure with his Switch 51 Beach House, we’ll be there with Profligate, and hopefully Blair Grinols will make it with his 45-ft Capricorn Cat.

Vic Stern of ORCA says if the owners can give him basic measurements, he can get them a rating for $25. You’d have to be absolutely crazy to miss out on this mess of fun. Oh yeah, this race is a little unusual in that it starts on a Friday.

THE TIDE WILL SWING THE BOAT INTO OTHERS

Usually I wouldn’t write a letter like this, however, today’s small event makes me worry about my safety on the water. Maybe it’s common sense that tells me right from wrong, or my experience sailing, or both actually — but it’s hard to believe that other people out there have neither!
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Photos show sisterships. All offers limited to inventory on hand and subject to prior sale, price change, or withdrawal without notice or obligation. Savings based on comparison with current pricing. ©
While doing daily chores on my sailboat this morning, I noticed a couple of underdressed — jeans and Budweiser t-shirts — people get onto a sailboat across the dock from me. The first thing that came to my mind was the tide is already low and still receding — I can't wait to see this! So as they continued pushing off of the dock, I realized that the boat was not moving because it was obviously already aground. But they continued to work together, and I overheard, "Well, if we can just make it out to that flat part, we should be OK." So they made it off!

And as they motored past me, while I was standing just a few feet away, they asked, "Do you think we’re gonna make it?"

"I don’t think so," I replied. I continued to watch as they made it about 10 feet further when I heard, "Dude . . . we’re on the bottom!"

Well, one guy jumped off of the boat and swam up to the dock where his partner threw him a dockline. Now the boat was simply tied up to about 20 feet of dockline with no anchor! I could just imagine what was going to happen when the tide came in — the boat would swing wildly in the wind and crash into somebody’s $40,000 boat!

Someone, stop the madness!

Lee Helm
Northern California

↑↑ SELLING UNUSED BOAT TIME

Since some of your readers have asked how to set up a boat partnership, I’d like to share my experience. I’ve had two boat partnerships. They can be a great way to get lots of boating time with less labor and expense. And unless you sail 24/7, ‘selling’ unused boat time to someone with mutual goals who can help you with the upkeep and payments makes a lot of sense.

My first experience was on a water-ski boat, which I owned with three of my college friends. We were just naïve enough to believe our friendship was all we needed to own a boat together. We didn’t write a formal agreement or do much more than buy it and pay the registration fees. This loose arrangement was fine — until everyone moved on to other things like babies and homes. While the other partners said they wanted to keep the boat, it was clear they really didn’t want to pay the cost of storage, maintenance, and usage.

I knew I had a problem when a broken boat on a rusty trailer had been parked in front of my home for about 18 months. Eventually I got stuck with about $400 in bills because one of the partners kept "forgetting" to send me a check. I finally realized the winds of our friendship had shifted and it was time to tack. After some hurt feelings, I sold the ski boat and considered it a life lesson. Even the most honest and well-intended people can change their minds or forget what they agreed to over time.

I was determined not to make the same mistakes when I bought my first sailboat, a Newport 20, with a partner. Here are a few things that I feel worked well for us for the six years we owned the both together.

1. Take the time to be sure you have the right partner. I think the most important thing is that you have a meeting of the minds about how the boat will be used and not used. Talk with your partner about what you expect from owning the boat. A dedicated racer will have different needs than a daysailor. This is especially important if you have more than just two people involved.

Since my partner and I had crewed together on other people’s boats, we knew what to expect from each other. Racing
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was not a priority. Daysailing and overnights at Angel Island and the Delta were what we both wanted. Once we agreed to this, it helped to clarify the kind of boat and equipment we should get, and how to set up a schedule for using the boat.

2) Put the agreement in writing. While writing an agreement can be about as fun as short-tacking the Cityfront on a flood tide, the process of writing an agreement forces you to be clear about how the relationship will work. You’ll learn a lot about each other by making the effort to put it down on paper. If everyone can’t agree to what’s on paper before you get a boat, how are you going to agree when there’s hard-earned money or labor involved? If the partners are well-chosen, you’ll probably find informal ways to settle most disagreements without ever referring to the agreement again. If that’s not possible, referring to the agreement may be the least painful way to settle a dispute. Just like sailing the Bay, anticipating what could go wrong before it happens, then deciding how you’ll address it, helps take the stress out of the situation.

I’ve had some experience with writing business contracts, so I drafted our agreement myself. While this worked out for us, if you don’t know anything about contracts, and/or there is a lot of money involved, and/or more than two partners, I suggest you make sure an attorney gets involved to ensure you don’t get a rude surprise later. Consider it part of the purchase price of a jointly owned boat.

3) One of the key things we agreed to was a ‘sunset clause’, which called for the boat and equipment to be sold after four years. We did this so there wouldn’t be any hurt feelings if one of us wanted to move on to something different. In fact, after four years we mutually decided to keep the partnership going on a year-to-year basis. When my partner was ready to buy a bigger boat on his own, I had the option of buying him out at fair market value or selling the boat and splitting the proceeds. We made a smooth transition. Having a fixed end date also helped us to make decisions on whether or not long-term upgrades — such as painting the topsides — would be appropriate.

4) Be sure you agree on how much time, labor and money each partner will invest. We did our own repairs. If this is your first boat, you might be surprised by what it takes to keep up a boat. On our boat, safety repairs were always addressed as soon as possible. For noncritical maintenance, we’d have a maintenance day about once a quarter to add gear, do simple repairs, and clean the boat. We created a list of ongoing maintenance to be done after every use, and scheduled a haulout every 18-24 months to address any major repairs or upgrades. We used boatyard labor occasionally when we both felt we were in over our heads. By doing our own maintenance on our ‘starter boat’, we got a real education on everything from boat pox to outboard motor tune-ups. Now that I have my ‘real boat’, I’m less likely to pay a BMW $90 an hour to do something I can do myself.

5) This brings us to the hard part... m.o.n.e.y.! This can be the source of all evil in a boat partnership. Even people with the best intentions can be tempted to put boat-related expenses at the bottom of the priority list.

We agreed to have one partner keep the books — this can be rotated to each partner to balance the work — and issue an annual statement of where the money went. By the way, it’s frightening to see how much we actually spent on a 20-ft sailboat over six years. We kept reminding ourselves that it was just ‘boat money’, not real money.

To keep the accounting clean, we set up a separate joint checking account with just one checkbook held by the busi-
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ness manager. Either partner had the discretion to spend up to a certain amount without approval by the other partner. Higher-value expenses required us to agree or the money stayed in the bank. Here again, having a partner with common expectations helps avoid problems.

Each partner was required to pay a fixed monthly payment for the ongoing maintenance, insurance, loans, equipment and haulout expenses. This made it easy to pace ourselves when we strolled through the boat toy store and saw all the lovely ways we could spend money.

To ensure the partners are treated fairly, I suggest you require each partner to pay up on time by setting a sliding scale penalty. For instance, anyone late in their monthly payment gets fined $25. After 30 days, the fine goes to $50, and to $150 after 60 days. After 90 days, the offending partner relinquishes his equity in the boat to the other partners. This approach keeps everyone motivated to meet their obligations to the other partners, but allows a reasonable ‘oops!’ factor. One way to avoid minor hassles about late payments is to have all partners pay one month in advance.

While I’m not an attorney, and don’t even play one on TV, I’d be happy to share my agreement with anyone interested enough to send me an email at: cal227rosebud@yahoo.com.

I’ve enjoyed reading Latitude from year one, but sometimes it seems you guys are too busy sailing to cover some of the real hidden treasures of the Bay. Your recent revelation that Alcatraz is a floating island was long overdue, and you still don’t cover the events at the Red Rock YC. For those who aren’t familiar with it, the RRYC is the club inside Red Rock Island. You can see the entrance about halfway up the rock on the south side. Stop by sometime. The view is limited, but it’s got a great bar!

Rob Muller
Rosebud
Alameda

††THE PARTNERSHIP WAS A GREAT SUCCESS

In the May issue there was a letter titled Looking For Help On A Boat Partnership. I was a member of a boat partnership in the Bay Area for about five years in the early ’80s that was a great success. I had three — and later a fourth — great partners. The partnership cut my expenses down by a third, but I found that I could generally have the boat anytime I wanted to use it. We had a formal legal partnership and amendments drawn up by an attorney. At the time of signing the partnership agreement, the attorney made an interesting statement that turned out to be very true: “A partnership is no better than the partners.”

Richard (Dick) Olsen
Kapaa, Hawaii

††WOULD I DO A PARTNERSHIP AGAIN? YOU BET!

In the May issue, Jim Rasmussen asked about partnership agreements. Although I’m out cruising, for 15 years I enjoyed the ownership of the Seattle-based Cal 40 Madrugador with four partners. It was an unlikely mix of two cardiologists, two engineers — of which I was one — and a lawyer.

The original syndicate campaigned the boat actively on Puget Sound. The racing program culminated in the Vic-Maui race of 1986, in which Madrugador placed third overall. Although only two members of the syndicate — Dr. Jack Murray and yours truly — participated in the race, the other members generously supported the effort with morale and finances. Inevitably, some partners used the boat more than others, and maintenance chores were self-allocated on a similar basis.
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KEN READ

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The less active members retained full check-writing privileges however.

Sure there were some problems over the years, but even the best marriages have some of those. For example, one partner single-handing the boat around to the new Elliott Bay Marina managed to motor into the West Point buoy at six knots. Mercifully, the hole he punched in the bow was above the waterline. Then there was the usual rash of groundings, spinnaker sheet-around-the-prop-incidents — one of which split the V-drive casing and trashed the transmission. But all were handled good-naturedly by the syndicate. It really was a comfort knowing that the bills would be divided by five — but it also helped to have good insurance!

Our program worked this way: Throughout the year each partner had exclusive use of the boat for seven days every five weeks, with the understanding that the boat would take part in all major races. The ‘skipper’ for the week could opt out of the race, but so long as at least one of five partners wanted to do the race, she raced anyway. During the summer cruising months, the boat was converted to cruising configuration and each partner had exclusive use for a two-week period. By coordinating schedules, time spent getting to the prime cruising grounds — Desolation Sound, Barkley Sound, Queen Charlotte Islands, etc. — was minimized by swapping the boat for a car.

After 18 years, the syndicate was still going strong with four partners, two of whom were originals. Turnover had been minimal, with one ex-partner — the attorney — staying on as honorary ‘business manager’ of the syndicate. Why? Because he enjoyed the company when he was not out on Lake Washington campaigning his Thistle. The replacement partners were mostly found by word of mouth.

Inevitably, the time came when my interests diverged from the other partners. Quite simply, I wanted to go cruising and was willing to take early retirement to do so. Would the partners accept my offer to buy them out? No way, they just loved owning that boat! But they agreed to buy me out per our partnership agreement for the same pro-rated price I had offered them. So we parted amicably. I purchased Hawkeye, a Finnish-built Sirena 38, on Christmas Eve of 1993 and headed south five weeks later.

Would I do a partnership again? You bet — but I would be sure to get a compatible group together with a well-crafted partnership agreement! The Madrugador Syndicate had both and overall was — and is — a most successful partnership.

Update: All but the first couple of lines of this letter were written a few years ago. Twenty-six years after its inception, the Madrugador Syndicate is still going strong — albeit with only one of the original members. The keys to the partnership’s longevity, I believe, have been: 1) a compatible group of sailors, 3) a much-loved Cal 40, and 3) a good partnership agreement.

In reply to Jim Rasmussen’s letter, his proposed partnership will probably be facing some turnover as the older members retire. It is therefore most important that the Partnership Agreement address this issue. In our case, the age spread was about 10 years. As mentioned above, when I departed to go cruising, the agreement handled the turnover flawlessly and to everyone’s satisfaction.

John S. Kelly
Hawkeye, Sirena 38
Bahia de Caraquez, Ecuador

Readers — Several readers sent in copies of their partnership agreements. Nonetheless, all of them encouraged folks consid-
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LETTERS

Owe That Santana 22 a Lot

I followed with interest the story and photos of the Santana 22 YachtSea's wild ride and flipping under the Golden Gate in April. My interest wasn't just because it was a good story, but also because I used to be a partner in the boat.

In fact, I found the partnership through a Classy Classified in Latitude. As a result, I came to regularly sail YachtSea out of Gashouse Cove from February to July of 2004. It was always interesting to take her out, because she had a downwind slip, an outboard that only worked in forward, and didn't have reefpoints in the main. But she gave me all of my first great experiences on the Bay.

I was not an avid sailor when I joined the YachtSea partnership, but soon enough I fell in love with the sport and the Bay. I fell hard enough, in fact, that I quit my office job and started working towards my new life as a professional sailing instructor. But I'll never forget the feeling of YachtSea accelerating beneath me as we reached out of Gas House Cove on a summer evening. I owe that boat a lot, and I hope to see her back on the water soon.

Michael Beers
San Francisco

Next Time We'd Take a Bigger Boat

We're writing to report on our trip from Mexico to the Marquesas. We left Mazatlan on April 28 and didn't arrive in French Polynesia until June 5 — some 38 days later! Based on our experience, here's our advice for future Puddle Jumpers:

1) Choose a bigger boat than our 32-ft heavy displacement Dreadnought 32 Nova. As we proved, such a boat can make the passage, but it makes for a long trip — especially if you're cautious sailors such as us.

2) Have more than one self-steering device to call upon. We did — a dinky autopilot — which we had to use after a bolt sheared in our Monitor windvane. Hand-steering is a terrible strain when sailing shorthanded.

3) Have more than one means of generating the electrical power you'll need. For us, it was solar panels. Ours provided enough power for our autopilot, GPS, and nav lights.

4) The biggest danger we faced was fatigue. You have to be very disciplined about getting enough rest — particularly at anxious times when it's not easy to relax.

Here are some facts from our journey. Our best day was
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115 miles closer to our destination, while our worst was just 11 miles. The Inter-Tropical Convergence Zone was a full four degrees wide when we were there. It took us six days to get across, including one of them hove-to.

We lost three buckets and one hat overboard.

The biggest threat of damage to our boat was the several evenings when boobies tried to roost on our masthead tricolor. We tried scaring them off with a catapult loaded with a boiled sweet, but needless to say we didn't come close to hitting any. Cawing and flapping like a demented booby proved to be much more effective in getting rid of them.

James & Anne Perry
Novia, Dreadnought 32
Southern California

James and Anne — Without any disrespect whatsoever, we'd like to offer you some unsolicited advice that would also apply to many other relatively novice cruisers. We're pretty certain that you could make the nearly 3,000-mile crossing much faster, without having to resort to buying a larger and more expensive boat. How? By spending more time learning how to be more proficient sailors, particularly with your particular type of boat.

As we recall, you were novice sailors who only bought your boat last year, sailed her to Mexico, and then did the Puddle Jump in the spring. We don't necessarily think this is too steep a learning curve — as long as you make a very dedicated effort to hone your sailing skills and really learn how to make your type of boat go. We think it would take sailing at least once a week, paying specific attention to how to get the most out of your boat in the whole spectrum of sailing conditions. Being mentored on your own boat would be terrific, as someone could also evaluate your sail inventory.

We know a lot of people don't want to hear this, but the quickest way to learn about boat performance is by racing — even if just informally against similar size and type boats. As you go along together, you can try different trim with your sails and such. As you probably know, America's Cup syndicates spend billions of hours sailing side-by-side trying to figure out how to make their boats go faster. Obviously there is no need to go to that extreme, but if you can figure out how to realize 85% of your boat's speed potential as opposed to 50% of it, it would make an enormous difference — and would have cut many days off your passage.

Admittedly, nobody would expect you to make a record passage. After all, the Dreadnought rates a modest 200 under PHRF, you were sailing shorthanded, cautiously, and you had the boat loaded down. Still, in lots of reaching conditions we think you could have averaged better than 3.3 knots and had a better day's run than 115 miles. The benefits of honed sailing skills are not just speed, although that would make such a trip much shorter and more enjoyable. Such skills also make you more confident and relaxed when the weather gets a little dicey, and possibly could have reduced the fatigue.

Please understand that we're not picking on you, but are just trying to suggest a way in which you — and many others like you — could enjoy your cruising more — and at no cost. It's not hard to learn how to sail your boat more efficiently, and the more you learn, the more pleasurable your passages will be.

By the way, you may have heard that Harry Heckel, now 89, just finished his second singlehanded circumnavigation with his Dreadnought 32 Idle Queen. More on that in this month's Sightings.
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THE MORE YOU USE IT, THE LESS YOU PAY

From time to time, you've suggested that boats in areas where there is a severe berth shortage be charged more if they don't go out very much and charged less if they go out often. This is very similar to the approach the St. Francis YC uses at Tinsley Island in the Delta. Although I'm not a member of the club, friends who are report that the member rate for a boat left at the island climbs dramatically if the member doesn't come up on the weekends to use it. It seems to work well in ensuring that the Tinsley docks aren't cluttered with boats that are seldom used. While the specifics would probably change, the concept makes sense elsewhere as well.

Eric Artman
Cozy Lee, 36' trawler
Tiburon

Eric — We didn't know that, but a St. Francis member confirmed that you're correct. It makes sense to us. Hell is going to freeze over before any more significant marinas will be built in California, yet the boating population keeps growing. We're going to have to come up with ways to use the available slips more efficiently. Fortunately, we think there are some relatively easy ways to do it.

DRIVE THRU RETINAL SCANNING AT THE BORDER

In Lectronic you said that you couldn't figure out what Dorothy Darden of the Morelli & Melvin 52 cat Adagio was doing putting her passport into what looked like an ATM machine at the dock at Friday Harbor, Washington.

The ‘ATM’ is most likely a NEXUS or CANPASS terminal. These two programs allow U.S. and Canadian citizens to clear through the border between the States and Canada — usually through radio, telephone, or a retinal scanning terminal — at various ports of entry. It’s popular among those who cross the border frequently — such as yachties, commuters, and private planes.

Ben Jones
Vancouver, British Columbia, Canada

CAN I GET $200 CASH BACK FROM MY CLEARANCE?

Although Dorothy Darden of the M&M 52 cat Adagio may have looked as though she were slipping an ATM card in a machine to get money, she was actually getting a remote clearance from Customs.

I keep my sailboat in the San Juans, and am very familiar with the ATM-type Customs machine in the photo. This machine is located on the U.S. Customs Dock at the outside breakwater of the Port of Friday Harbor. Because the Customs Dock is located a good distance from the actual Customs office onshore, clearance is often handled via a combination of this machine, a dedicated phone, and remote cameras covering the dock.

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the machine — and nowhere else until cleared! — and speaks directly to a Customs officer in the onshore office. They can see you and your vessel on camera.

2) They ask the usual questions regarding your vessel, your time out of the country, where you’ve been, whether on business or pleasure, the nationality of the crew, items purchased or received, and what meat and agricultural products you might have.

3) Finally, they ask you to place your passport, photo page up, into the aforementioned machine. It is basically a remote camera/scanner that allows the agents in the office to view your passport on their computer screen. At this point, they usually request to speak with your crew and view their passports as well. I would not be surprised if these photo images/scans are kept on record.

This machine, combined with the cameras, saves the officers from having to walk down the docks — and it’s not a short walk — to clear each boat. There is a small Customs shack at the dock, but I rarely see it occupied — especially off season.

A few other notes about the reentry process here:

1) If you are unable to clear in by phone and arrive after normal office hours, you will be required to tie up to the Customs Dock until morning. This dock is on the outside of the breakwater, and there is considerable wake activity — including ferry wakes — which can be significant! If there is a strong easterly blowing, boats can take a real beating here, so bring lots of large fenders. Better yet, arrive during business hours to minimize the time at this dock. Even though I had a permanent slip in the harbor, I was required to stay overnight at this Customs Dock once when I was late returning from Canada.

2) Until you are cleared in, you cannot leave the vessel. Period! This means no trips ashore, including those to the restrooms or showers. They seem to be serious about this, and apparently monitor the area with cameras.

3) Everyone aboard should carry a passport. Historically, a valid photo ID accompanied by an original — or ‘official’ copy — birth certificate was supposed to be sufficient, but for the past several years the use of passports has been a kind of de facto requirement for returning U.S. mariners. I have been witness to/overheard several heated exchanges between Customs officers and U.S. boaters returning without passports or with only a state driver’s license as ID.

4) Keep a log while out of the country, and record Customs clearance numbers — both those from foreign countries visited and the reentry number issued for the above process. At various times I’ve been asked for the following by either U.S. or Canadian Customs: a) Vessel registration or Coast Guard documentation number. b) Vessel name. c) Vessel builder and length. d) User Fee decal number. e) Foreign clearance numbers/PIN. f) Ports visited. g) List of duty-limited items. h) List of items purchased or received while out of the country, and their cost/valuation. i) List of fresh foods onboard and their origin (meats, dairy, produce, etc.).

5) Phone clearance is a bit of a moving target. At last query in April, I was told that phone clearance was only available to vessels and crew that have cleared in person since January 1, 2005, and who had been issued a PIN at that time. If crew are now present that were not present at the time the PIN was issued, a physical clearance — Customs Dock stop — may be required.

6) Finally — and this should go without saying — it pays to be courteous and cooperative with Customs agents/officers! On many occasions I have witnessed boaters with attitude
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bring all manner of woe upon themselves. While I have found the Friday Harbor and Roche Harbor Customs officers to be a very pleasant group, I can assure you that they won’t be in a good mood if you cause them to make that long walk from their office to your boat!

7) Phone number for the combined Friday/Roche Harbor Customs office: 360-378-2080

Scott Grometer
Pacific Northwest

Scott — It seems to us that it would save a lot of hassle if we just invaded Canada and made it a dependency of the United States — sort of like Puerto Rico, but cooler and with more trees. We doubt the Canadians would put up much of a fight, as many of them — such as Peter Jennings, Alanis Morissette, Jim Carrey and Pamela Anderson — seem to have always wanted to be American anyway.

+++ I ASSUME THAT YOU'RE ON THE WRONG TACK

It would be hard for me to believe that there wasn’t some backroom politicking going on in the Latitude offices when it came to deciding which of your many photos to put on last month’s cover.

Latitude’s reputation and integrity as San Francisco’s most popular sailing rag is on the line each and every month. When the fine line between advertising dollars and unbiased reporting becomes blurred — as was perhaps evident in the June issue — I can only assume that you’re on the wrong tack.

A. Mustad
Alameda

A. — With so many ‘we’ll-give-your-product-editorial-cover-age-if-you-give-us-an-ad’ boating magazines around, we can understand that you might suspect something like that. But the truth of the matter is that we don’t have a backroom at Latitude 38, and we don’t do deals like that. Never have. Not when we struggled to launch this magazine in 1977 with just $2,000. And after nearly three decades of enjoying some success, we’re sure as hell not about to compromise that principle now. If you find that hard to believe, call one of our ad reps and try to arrange such a deal.

Speaking as the publisher, I never ever worry about the reputation and integrity of Latitude. That’s because this magazine was founded as, and continues to be run as, an art project rather than a business. That means our editorial content is not for sale and maximizing profits has never been the ultimate goal. Oddly enough, we think that approach has been a factor in the modest success that we’ve enjoyed. Fortunately, we’ve been blessed by being able to do business in an industry and a region where the overwhelming majority of our potential advertisers realize that editorial independence means in the long run they’ll all get a fair shake. As such, complaints such as yours have been almost non-existent over the years.

+++ DON’T ASSUME YOU CAN CLEAR IN BY RADIO

Your news about the changes for ‘domestic clearing’ in Mexico is absolutely incredible. We were hoping for some positive changes, but what’s happened is more than we could have imagined in Mexico.

As cruisers, it seems that we are conditioned to believe that onerous bureaucracy is our perpetual curse. Based on our experience sailing almost all the way around the world, officials in the French islands are the best, officials in the Latin islands are the worst of the worst, and those in former British islands are somewhere in between.
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The unfair thing about the old system in Mexico was that Americans and Canadians with RVs could routinely drive all over Mexico, and to our knowledge, never had to check in and out with any government agency. Why should it have been different for recreational boats?

To confirm, once we have cleared into Mexico for the first time, all we have to do to check in and out of additional domestic ports is ‘inform’ the port captain — and this can be done informally by telephone or VHF radio. And that there is no further need to check in and out with Immigration and Customs at every port.

We cruised Mexico for 2.5 years before taking off across the Pacific and the rest of the way around the world. During our stay, we held consecutive one-year Temporary Resident Visas. Canadians had a leg up on you Americans in this respect, as the visas were free to Canadians while you Americans had to pay $50 each. Canada had an agreement with Mexico that neither would charge the other’s citizens for visas. Hopefully that has not changed for us.

On another front, we are wondering if there have been any changes to the ‘port tax’ that was assessed to cruising boats in certain Mexican harbors. We take it the $5 night fee you reported charged to a boat in Mazatlan Harbor was a ‘port tax’. Is this tax still levied in all ports on the Baja as well as on the mainland?

On our trek around the world, there were only two countries we visited that did not recognize the rights of owners of ‘boats in transit’ to receive duty-free imported parts and supplies for their boats. The two were both Third World Latin countries — Mexico and Venezuela. The process of importing stuff to both those countries was fraught with disaster. Besides the oppressive duty, it was often necessary to pay mordida to get your shipment. Has Mexico changed in this regard?

Kris & Sandra Hartford
Nomotos
St. Albert, Alberta, Canada

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Kris & Sandra Hartford
Nomotos
St. Albert, Alberta, Canada

Kris and Sandra — Please, let’s be very clear on this: we never said that all you had to do to check in to a domestic port was call the port captain by phone or VHF. In some places — such as Marina San Carlos — mariners have been able to clear out by informing the ‘honorary delegate’ at the marina office by VHF. But we’re not sure this is true anywhere else.

So until ‘informing’ is defined specifically — hopefully before the start of the high season in the fall — do not assume that you can check in over the VHF.

To review, when you arrive at a new domestic port in Mexico, you need to ‘inform’ the port captain. In the worst case scenario, you would have to go to the port captain’s office and fill out a form with the very basics about your boat and crew. It shouldn’t take more than five minutes, there should be no charge, and you should not be required to use a ship’s agent. And no, after you first clear into Mexico, you don’t have to visit Immigration or Customs again until your last port.

Because port captains are no longer getting paid to process cruisers’ clearances, we’re told that most of them don’t want anything to do with recreational boat paperwork. As such, most port captains are allowing harbormasters to become their ‘honorary delegates’ and do the work for them. In these ports you can take care of business at a marina office. Always assume that they’ll want the basic information about your boat and crew. If you’re a tenant of the marina, the marina will probably do this for free. If you’re an anchor-out and want the marina to ‘inform’ the port captain for you, expect to pay the marina a couple of bucks for the service. (It costs $1,000
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and requires some training for a harbormaster to become an ‘honorary delegate’.)

So even in the ‘worst case scenario’, domestic clearing in Mexico is infinitely better than it was only months ago. The reports we’ve gotten from cruisers on the mainland, in the Sea of Cortez, and even the Yucatan, is that all the port captains are pretty much on the same page. There are no fees, no ship’s agents required, no further visits to Immigration and Customs, no going to banks, no long waits in line, no taxi trips all over town. No kidding, it’s fabulous!

With respect to checking into Mexico for the first time, we haven’t heard from many cruisers who have done it because it’s the low season. But those we’ve heard from say it’s like it’s always been. You visit the port captain to get a paper to prove you’ve cleared into the country; you visit Immigration to get your visa or tourist card; and you visit Aduana (customs) to get your 10-Year Temporary Import Permit. Then you visit the bank to pay the fees, and finally return to the port captain to prove you’ve paid the money. Lupe Dipp reports that when she cleared her and J.R.’s Catana 47 Moon And Stars into Mexico for the first time at Isla Mujeres, it cost a total of $75 — not counting J.R.’s visa. We’re not sure if that included the $50 for a 10-Year Temporary Import Permit. In any event, Lupe — who is a Mexican citizen — was thrilled at how easy it was.

The cost of a visa for Mexico depends on what country you’re from, but in any event is not that much. Most cruisers get ‘tourist cards’, which are like visas, but are only for those on vacation and are only good for six months. As we recall, they cost about $20/person. Air and cruise ship passengers pay this fee as part of their ticket price.

With respect to API port fees, they are indeed being charged in some developed ports. The $5/night in Mazatlan Harbor is by far the highest we’ve ever heard of. More commonly — as just outside Puerto Escondido — they are about $1/night. But most places we’ve been to don’t have port fees.

With respect to replacement boat gear, you are supposed to be able to bring it in duty-free if you have a Temporary Import Permit. But this system does not work well in all places. There have certainly been too many instances where cruisers have been ripped off. Having stuff shipped by DHL — particularly if it has to go through Guadalajara — has been particularly risky. And people driving replacement parts across the border have also had problems — even if they had all the correct paperwork. In one case, a cruiser had nearly $10,000 worth of stuff confiscated. Generally it can be done and there won’t be mordida or problems, but it varies from port to port. As far as we’re concerned, this is Mexico’s last Third World type problem with regard to cruisers.

One last correction. When bringing a vehicle or RV into Mexico, you always had to pay a fee. But once inside Mexico, you didn’t have to clear in and out and pay fees each time you visited a new big city. If the requirement of having to ‘inform’ the port captain was ever eliminated entirely, vehicles and vessels would be treated the same.

SOMEONE STILL WANTS PAPERMAN TO HAVE A JOB

In spite of the great news about the various port captains who have ‘gotten the message’ about the new domestic clearing rules in Mexico, it doesn’t appear that the port captain in Nuevo Vallarta is one of them. That would explain why the Mexican fellow who used to process ship’s papers for cruisers is still walking the docks.

We’re currently berthed at Paradise Village Marina, and just had a couple stop by in their dinghy after visiting the port captain in anticipation of a departure tomorrow. They
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By fin at Marina San Carlos, you can clear one of three ways. port captain. or out. And they keep the bottom of the form to show the next that cruisers fi-orary delegate, and he tells us that the port captain is requiring M a r i n a M a z a t l a n H a r b o r m a s t e r A n t o n i o C e v a l l o s i s an h o n- think many will. an agent — Boyce did at Barra de Navidad — but we don't mariners use his services. Some people might still want to use that job is going to be. After all, the port captain can't make a job.” That may be the case, but we're not sure how lucrative in Nuevo Vallarta because “somebody still wants him to have You say the paper-processing guy is still walking the docks port captains no longer want to have anything to do with cruiser Marinas Mazatlan Harbormaster Antonio Cevallos is an honorary delegate, and he tells us that the port captain is requiring that cruisers fill out a postcard-size form in order to clear in Nuevo Vallarta after the new rules took effect, and said it took all of about fi- minutes. So even this worst case scenario is a million times better than the old system, and it's free. And since the port captain is getting no money for doing this, you have to wonder how long he'll want to be bothered once the high season starts. In many other areas of Mexico, we're told have to wonder how long he'll want to be bothered once the port captain is getting no money for doing this, you don't have to worry about it. We want to remind everyone that Jose Lozano, who is the Executive Director of the Merchant Marine, and therefore over-instructions of the port captain in San Carlos, we can't imagine he/she could be in deep poop. We sure wouldn't worry about it. We want to remind everyone that Jose Lozano, who is the Executive Director of the Merchant Marine, and therefore oversees all port captains, has asked to be notified if any officials aren't following the directive of April 19. So if you think you haven't been treated right, send us an email with the details.
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LONG TREKS SEEM TO BE THE ORDER OF THE DAY

With the June 10 'Lectronic Latitude report on the new check-in procedures in Mexico, it appears that the only thing that has changed from the old system is that you no longer need to visit Immigration. The form that was published — and is used in Mazatlan — is virtually identical to the previous ones, which varied slightly from port to port. However, the requirement for passport numbers is new.

The 'Lectronic reports have indicated that some sort of fee may be charged by some persons other than port captains if they handle the paperwork. Agents can no longer be required, but your piece does not define what an agent is. Is it an 'honorary delegate' of the port captain?

And if your latest report is correct, then your previous reports about the new procedures are seriously wrong — particularly in the matter of check-ins via VHF radio. If your latest report is correct, the long treks to some port captains’ offices still seem to be the order of the day. So does paciencia, and tranquilo to all the cruisers who have become overly excited about check-ins.

David and Sally Jensen
Hopalong, Freedom 39
Mexico

David and Sally — We can’t believe what you’re saying! If you’re the kind of folks who didn’t mind having to spend countless hours walking around town to the port captain, immigration, the bank and back to port captain; hoping all the offices would still be open; filling out forms; getting numerous copies of different forms; waiting in line for hours; having to hire taxis; and having to shell out up to $130 per in and out, we suppose it would seem that nothing has changed. But you’re certainly in the minority, as everybody else has been raving about the changes. Even at Nuevo Vallarta, where the port captain seems to be dragging his feet a little more than others, folks report that clearing takes about five minutes and is free. If that’s not a hell of an improvement, we don’t know what would be. In many places, of course, you don’t have to go any further than a marina office. And at Loreto and San Carlos, cruisers have been able to clear over the radio.

We don’t know where you have cleared in Mexico, but historically most port captains not only wanted passport numbers — they wanted photocopies of the whole darned passport.

We’re not sure about every place in Mexico, but here is where you most surely won’t have to make a long trek: Cabo, La Paz, Puerto Escondido, San Carlos, Mazatlan, La Cruz, Nuevo Vallarta, Puerto Vallarta, and Zihua. In fact, if you can name a single place where you now have to make a “long trek,” we’d like to hear about it.

THE NEGLECTED FACTOR — SPEED OUT OF A TACK

I tremendously enjoyed your comments about breaking PHRF fleets by category of boat-type. We did that here two or three years ago, but our thinking was still a little flawed at the time. We have Sportboats, Open Monohulls, and Cruisers.

The Sportsboats class gets its definition from a formula used by Chesapeake Bay YRA, while the Cruising Class draws upon PHRF of Southern California — with one notable exception. We added a performance limit based on the Performance Factor calculated under SoCal PHRF that equates to SoCal PHRF’s ULDB definition. In essence, we don’t let a ULDB into the Cruiser class regardless of how she might be equipped.

Now that we’ve got a few years under our belts, I’d like to see us simplify our system by just bracketing the three fleets using the SoCal PHRF performance factor alone — and toss
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LETTERS

the CBYRA Sportsboat definition.

Think of the PF as a formula that describes a boat’s ability to accelerate, and the PHRF rating as a description of average top speed. The accuracy of the PHRF number would have a bigger impact in a downhill race to Hawaii than PF because tacks are few and far between. However, in a typical short windward-leeward course, the number of minutes it takes to get a heavy cruiser back up to her rated speed after each tack compared to that of a ULDB actually determines the race.

Say we put two identical Porsches with 5 speeds on the track at Laguna Seca — only the car I give you has the gear box jammed so it only has 2nd and 5th gears available. But I have all five. Everything would be identical except coming out of every turn the car with five gears would pull away while accelerating, but the two cars would eventually reach the same top end. At the end of a few laps it would be no contest — even though the two cars had identical top ends.

Good or bad, PHRF really only looks at equalizing the top end speed. SoCal PHRF’s Performance Factor hasn’t arrived at a point where it can be used to equalize via another type of handicap, but it has proven excellent for grouping boats.

Next time we review our club rules, I’ll be suggesting any entrée with a PF greater than 3.5 is a Sportboat, 3.5 down to 2.0 is Open Keel, and below 2 is Cruiser class. You can find PF (listed as Factor) for SoCal’s valid list at: http://www.phrfsocal.org/notice.htm.

Under the new definition, everything from a Hobie 33 and sportier would be a Sportsboat (a Mumm 30 just falls under), Open Keel tops with a Mumm 30 and runs down to a Wylie 38, while a Beneteau 44.7 would head up the Cruiser class. This would definitely fix our present issue of a light Santana 20 with a PF of 1.42 gloating over his win against a Catalina 25 with a PF of 1.42. Oddly, they both rate 222 under PHRF.

Phil Agur
Wing Tip
Cyberspace

I WANT TO SUPERSIZE THE MAY COVER

Your ‘Dry Torugas’ cover was the best ever — although I always thought it was spelled the Dry Tortugas. I want to blow it up to poster size and stick it to the bulkhead above the old PC here at home!

I can’t help but comment on the interior photo of Bella Via in the Changes piece in the May issue. The Gildersleeve’s stash of world charts — in the form of a beach ball with the globe printed on it — is just the all-time greatest reference ‘manual’ I’ve ever seen at the helm!

Ray Cellar
Trickle Charge, Stinkpot
North Spud Isle, Light 19, The Delta

Ray — Compliments on the cover should go to Cherie Sogstii, who took the photograph but wasn’t responsible for the misspelling.

As for the beachball globes, they’re actually very common on cruising boats that are making their way around the world. Folks trace the ground they’ve covered on them with felt tip pens, and ultimately they become much-cherished souvenirs. Such global beachballs come in all sizes — we have a 36-inch in our office for reference — and are inexpensive.

THE COAST OF BAJA IS NOT THE PLACE TO START

Your readers are still missing your clear and simple point. The people of Mexico are friendly, but the coast is hostile. People get that turned around to their regret.
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LETTERS

We are seeing people sailing here with one year or less of experience. That can work fine coming down the coast, as long as the weather remains good, the GPS works, the autopilot works, the engine works, the watermaker works, the ice-cube maker works, and all the other toys work. We all have to start somewhere, but the Pacific Coast of Baja California is not the place to start.

There were three strandings here in the last 60 days, and four engines were flooded here at Marina de la Paz alone in the last month. How many other disasters and near misses have there been? On the plus side, I have been here a week, and not a single vessel has dragged. That used to be a daily occurrence.

The consensus here doubts that the U.S. West Coast ‘graduates’ a class of 150 competent new skippers each year, yet the Baja Ha-Ha brings 150 neophytes down each year. It is commendable that you want to introduce so many people to cruising. On the other hand, it’s courting disaster. Having met some of the late arrivals here, I have to agree with the negative opinion of the others.

I sincerely hope that you start vetting your Baja Ha-Ha applicants and have the courage to say, apply again next year when you are better prepared.”

P.S. Have you considered a northbound rally? That would be a lot more difficult, but a lot more helpful.

Sigmund Baardsen
Mary T
La Paz, Baja California Sur

Sigmund — Speaking as the Grand Poobah, we hope you don’t mind our defense of the Ha-Ha in the face of the annual slam from La Paz.

In the course of 11 Ha-Has to date, about 4,000 people on 1,300 boats have done the equivalent of about 30 circumnavigations. No boats have been lost or damaged. Only one boat lost a rudder, and only one boat temporarily dragged ashore. Can you name an event with a better safety record?

And that extends to personal safety, too. There has been one fatality in the Ha-Ha, a woman who died of a massive heart attack — despite getting immediate attention from emergency room doctors — while her powerboat was at anchor at Bahia Santa Maria. Last year one participant surely would have died had he not been sailing as part of the Ha-Ha. To our knowledge, the most serious injuries have occurred in bars in Cabo after the event. One fellow fractured his kneecap while trying a tricky dance step at Squid Roe, while another required a number of stitches over his eye after falling off a bar stool. Can you name another event with such a good participant safety record?

Based on these facts, the Pacific Coast of Baja during late October and early November has so far proven to be a wonderful place to gain offshore experience. And historically, it’s certainly been less challenging than the 2,000+ mile events to Hawaii, which not only have rougher weather, but don’t have any rest stops or safe havens en route. Naturally, all Ha-Ha entrants are warned that good weather in the past doesn’t guarantee they won’t have to confront the full fury of the Pacific Ocean in the future, but the odds are in their favor.

For the record, the Ha-Ha goes to great lengths to make sure everybody understands their responsibilities and exactly what they are getting into. The liability release states, “The Ha-Ha is a high-risk activity open only to those gladly willing to risk injury and death in the pursuit of adventure.” Just to make sure nobody glosses over it or doesn’t understand it the first time, that warning is repeated seven times in the same document.

In all honesty, we don’t give two hoots what ‘the consensus’
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in La Paz might be. For one thing, far too many longtime La Paz sailors are better drinkers than they are sailors. And you should have vetted your nonsensical statement that the Baja Ha-Ha brings down "150 neophytes a year." Don't you read the skipper bios that appear in Latitude each fall? If you did, you'd learn that many of the Ha-Ha skippers are lifelong sailors, having been preparing to do the event for years, or are doing their second, third, or fourth Ha-Ha. In many cases, Ha-Ha skippers have gone down as crew in previous years. Frankly, we have no doubt that the average skill level of Ha-Ha skippers and the quality of their boats is superior to that of longtime skippers in La Paz.

That said, we'll not deny that there are a number of Ha-Ha skippers each year who are relative novices offshore. But most of them are aggressively in the process of learning how to become better offshore sailors, and skippers certify that at least two people aboard have overnight offshore experience. If you read Changes, you know that for countless West Coast cruisers, now scattered all over the oceans of the world, the Ha-Ha was their first significant passage.

What three boats got stranded and how during the last 60 days in La Paz? Whose engines got flooded and why? And what on earth does this have to do with the Ha-Ha?

No, the Ha-Ha hasn't considered a northbound rally because there are about five good reasons that wouldn't be a very smart idea. But don't let that stop you from trying to start one. The Ha-Ha folks have received over 120 requests for entry packets in the first six weeks, so like it or not, you should expect that there'll be the normal number of Ha-Ha boats coming down again this year. Gird yourself.

We apologize for the harsh tone, but speaking as the Grand Poobah, we believe in the Ha-Ha, knowing what a terrific event it's been for thousands of people — who, of course, were willing to accept the fact that "the Ha-Ha is a high-risk activity open only to those gladly willing to risk injury and death in the pursuit of adventure."
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LOOSE LIPS

Eight bells.

The entire Santa Cruz boating community is mourning the loss of Gary “Garski” Tracey, who suffered a fatal heart attack in his sleep on May 21. He was 57.

Gary (and twin brother Jeff) were born July 11, 1948 in San Jose. They grew up on the family farm, spending all of their free time skin diving and surfing in Santa Cruz. When Gary turned 18, he moved over the hill permanently.

His career paths eventually led to a position as a landscape engineer for the City of Capitola. His avocations always revolved around creating things out of fiberglass. He'd started by repairing surfboards while still in grade school. The talent eventually opened doors to work for the top boat builders in the greater Santa Cruz/Monterey area, including Bill Lee at Santa Cruz Yachts, Pacific Boats, George Olson, Jeff Canepa and Bob Thompson. He also did contract work for Ron Moore building Moore 24s. Gary was even poached from Olson for a time by Buddy Melges and his Heart of America's Cup team to do a specialized keel repair on their boat.

Other landmark glasswork included skateboards (Garski was one of the first to make them of fiberglass), and water skis. One of the latter designs was eventually mass produced by a top water ski company. Another was favored for speed runs at over 100 mph. In the mid-1980s, he was one of the first to design and build a snowboard.

Gary eventually solidified himself as a legend in the Moore 24 fleet when he developed Bruzer. Hull #127 was a reject — the ‘glass didn’t catalyze correctly — that had been sitting on the side of Ron Moore’s shop. Gary eventually got ahold of the bare hull and brought it to Bill Lee’s shop in Soquel. Gary was the mad scientist of the Chicken Coop. He chopped, tweaked and modified the hull, opening up the transom and fitting it with one of Moore’s new SC ‘cabin’ decks.

There was initial resistance in the Moore 24 fleet. Fearing the boat was lighter in the stern, Gary was prohibited from racing one-design for almost a year. When he showed that the cut-out transom was actually heavier than on a stock 24, Bruzer was finally allowed to race in the fleet.

Gary Tracey’s influences are felt throughout the community. He has probably touched more boats in the Monterey Bay than anybody. His creativity and skill was a combination that most will never match. He will be greatly missed.

— James Ketler, founder and Commodore of the Vallarta Yacht Club, passed away June 2, 2005 in Redding California. He was 60.

Jim was the driving force behind the Banderas Bay Regattas and the establishment of the Vallarta Yacht Club. With his wife, Jan, Jim first cruised from the San Francisco Bay Area to the Sea of Cortez in 1990. After a short cruise to ports south of Puerto Vallarta, Jim and Jan returned to PV, sold the yacht and built a beautiful home in Nuevo Vallarta. When asked why, Jim would always say, “We realized we had just passed up paradise — so we came back.”

Jim Ketler was not just a talker, he was always a doer. He was always busy developing projects such as the annual Chili Cook Off for Charity, or establishing and coordinating the daily Picante Net, an HF radio side band net dedicated to providing weather and safety information to cruisers as far north as San Diego and as far south as Costa Rica. Because of his talent for getting people to work together on these and other projects — and enjoying it — Jim was known by all his friends as the Grand Poobah or The Big Guy. He always had a smile, and he always had the love and respect of the cruising and Vallarta communities. He will be missed.

— Steven ‘Barney’ Bales died on June 5 doing what he
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LOOSE LIPS

loved best, riding his motorcycle. He was 59.

Steve also loved sailing. Raised in Richmond, he had been a member of the Benicia Yacht Club for the last 15 years. He owned and raced the Cal 29 Bravada until 1997. He owned and raced the Ultimate 20 Too Tuff until his death. He raced every Thursday-night beer can race for the 15+ years, plus many weekend events including the Delta Ditch Run, Vallejo Race, and the Ultimate 20 Nationals held in Santa Cruz in 1998 or so.

Riding for cancer.

American ironman Lance Armstrong won’t be the only cancer survivor riding this year’s Tour de France route. Also in the saddle for the grueling 20-day, 2,200-mile bicycle marathon this year is former Olympic silver medalist (Solings, 1992) and America’s Cup skipper (Young America, 1995) Kevin Mahaney. Now 43, Mahaney got the idea to ride the route after watching the 2002 Tour de France on TV with his three sons. The Maine resident — who, like Armstrong, beat cancer in the early ‘90s — started training soon after and is now committed to riding the entire route this July, albeit unofficially. As part of his ‘Tour de France Challenge’, he and eight other cyclists will ride the route the day before Lance and the ‘real’ competitors do. It’s all to draw awareness and raise money for both cancer and multiple sclerosis. To find out more, or make donations, visit www.active.com/donate.

Warden Johnston.

We don’t ordinarily highlight boats that are for sale in our Classy Classifieds — much less motorboats — but there’s one back there this month that merits at least brief mention. She is the Warden Johnston, and as the name suggests, she was the vessel that connected the prison to the real world back in the day.

Making her all the more interesting, the Johnston was actually built by prisoners at McNeill Island Prison in Washington in 1944. She’s 65 feet long and weighs 60 tons. Between 1945 and 1961, the Johnston made some 200,000 trips back and forth to Alcatraz and the City, carrying everything from kids to school and wives to shopping (families of corrections officers lived on the island) to provisions and prisoners. The boat was named for James Johnston, who was warden of The Rock from 1933 to 1948, when the prison saw some of its most famous inmates, including Al Capone, George “Machine Gun” Kelly and “The Birdman,” Robert Stroud.

After her ‘tour of duty’ at Alcatraz, the Johnston was donated to the Sea Scouts, who operated her for over 30 years. Brad Sears got her in 1998 and has been working on her and operating her out of San Rafael ever since.

Now she’s for sale. Along with the boat comes a mountain of ephemera, including original drawings for anyone intent on an accurate period restoration (the wheelhouse is accurate, but the scouts modified the interior), as well as a model of the boat, also made by prisoners. What’s she worth? Even Sears is unsure. Check her out at www.wardenjohnston.com and make an offer.

Testing for hypothermia.

We picked up a Field and Stream in the waiting room the other day, and took the test inside to see if we could survive in the wilderness if we got lost. We’d be buzzard meat inside a day. But we did retain an interesting tidbit that could benefit boaters: How to tell if someone’s getting hypothermic. Ask them to touch their thumb to their little finger. If they can’t do it, their motor skills are starting to get impaired.
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end of the line

June 10 was a day of endings for William Peterson. It was the end of his second circumnavigation, the end of half a lifetime of cruising, the end of his boat, and nearly the end of his life.

Peterson, 56, was 800 miles southwest of San Diego, 38 days out of Panama bound for San Francisco on the Clipper route, when things started to unravel aboard his 48-year-old Newporter 40 ketch Kamena. He was on an easy beat under jib and reefed main in gusty 25-knot winds and bumpy seas with the windvane steering when, about 9 p.m., he heard a sharp bang from on deck. He rushed up out of the pilothouse to the disconcerting sight of his mainmast partially collapsed. A side stay on the bowsprit had failed, the bowsprit had snapped off, and the mast had fallen almost straight backwards. The anchors, rollers and

true

This is a test. Can you notice anything different about this month’s Latitude? If you responded ‘yes’, you’re very observant. If your answer was ‘no’, you’re either colorblind or a little slow.

Always on the cutting edge of publishing technology, after more than 28 years, we’ve decided to give full-color photos a try. Since it’s our first time, cut us a little slack if things don’t turn out perfect.

You might notice that not all the photos in this issue are color, and that the color ones might not be in what would
chain had sheared off the staysail stay, too. But the tabernacled mast wasn’t down, at least all the way. It was hung up on the mizzen at about a 45-degree angle. Will thought if he could get the sails off and lead a halyard forward, he might be able to crank it back vertical.

He got halfway through half the plan — he got the sails down — before the 60-ft aluminum spar came crashing down, first onto the cabin top, where it ripped a hole in the bottom of his 10-ft sailing dink, then over the side, where it started banging against the hull. The tabernacle structure crunched around for a while, then ripped out, taking a fair amount of deck with it.

Up until then, things were going pretty well. A few days earlier, Peterson had crossed his outbound track of 9 years before off Zihuatanejo,
peterson — cont’d

completing his second circumnavigation on his third boat. His third free boat. He had gotten Kamera from a guy who’d heard about Peterson’s first roundabout on the 34-ft Kama, a double-ended ferrocement cutter he’d finished off from a bare hull. The owner of the Newporter made Will the proposal most would-be cruisers only dream about: He said, “I’ll give you this boat if you promise to fix her and sail her around the world.”

That was in 1994. Will, a fifth-generation Sonoma County resident, spent the next couple of years in Petaluma Marina getting the old glass-over-plywood Newporter ready for the journey. Among the $20,000 worth of work done to the boat: replacing her two original wood masts with aluminum ones. In October, 1996, he sailed out the Golden Gate and turned left.

Now, on June 10, with darkness upon him, the wind still blowing and the rig smashing against the hull, it was time to do or die. He had to jettison the rig before it holed the boat. Peterson hit the deck with bolt cutters in one hand, an ax in the other, and a maglight between his teeth and set to work.

It took about three hours on the rolly deck to get the job done. Exhausted, he went below to make some coffee — and found the boat was taking on water. Lots of water. So much that it had submerged the starter on his old Perkins 4-108, rendering the engine useless.

“That’s when I started worrying that I wasn’t going to float very much longer,” he says. That’s also when he decided that, if he could get off, he would get off. He set off his 406MHz EPIRB he’d gotten a couple of years ago in Australia. Then he set about pumping the bilge and clearing away the wreckage of the tabernacle and railings on deck. He had no idea if the emergency transmitter was working or not.

Peterson was up all night. When dawn broke, he had cleared away all the broken stuff and was contemplating how to rig some kind of jury rig with the mizzen when, about 6:30 a.m., he heard airplane engines. “I was a paratrooper in the 82nd Airborne back in the ’60s and used to jump out of C-130s, so I recognized the Coast Guard plane immediately,” he says. Although he had lost the antennas to his SSB and VHF with the mainmast, he’d rigged an emergency whip antenna to the back of the VHF to talk to them.

“Once they confirmed that I was alone and uninjured, they told me that a Navy ship had been diverted from 150 miles away the previous night. Now they were 20 miles away and would be there in an hour.”

That Navy vessel was the USS Chung-Hoon, a guided missile destroyer. Launched in 2003, the Pearl Harbor-based ship was so new that Peterson laughs, “I was their very first real mission! Before me, all they’d done was training!”

Peterson has nothing but praise for the way the Chung-Hoon crew completed the rescue, and for the way he was treated aboard the ship. “They let me gather a bunch of belongings, including my log books and photos. Once onboard, they put me up in the captain’s sea cabin and gave me full run of the ship,” he says. As the ship turned east to resume her trip to the mainland, Peterson caught one last view of his faithful old Kamera bobbing in the waves. He’d left the pumps on, but with no way to recharge her batteries, he holds little hope that the boat stayed afloat long.

Peterson flew the last few hundred miles to San Diego aboard a Navy...
— cont’d

names.

If you haven’t given shorthanded sailing a try, you’re really missing something — sort of like taking black & white photos when you could take color. So check out the SSS website at www.sfbaysss.org for a list of upcoming events.

and the sea

and become a passenger. At age 89, it’s best to let someone else do the heavy lifting.

“The 10-year period of my second trip around the world has been a time of significant learning for me,” he continued. “It became apparent that people who travel to new places in small boats are, as a group, the finest in the world. They are interested in people, places, and events, continue middle of next sightings page

peterson — cont’d

helicopter. He finally made ‘homeport’ in Santa Rosa a day or so after that, and is presently getting reacquainted with family. His plans after that are pretty open. No, he doesn’t have much money left. Yes, he will probably have to go back to work soon. No, he doesn’t think he’s going to do any more cruising...

Even if someone gave him another boat?

He hesitates. “Well, let’s just say I can usually stay in the U.S. for a couple of years and then I go nuts and have to leave.”

Look for an in-depth interview with William Peterson in an upcoming issue of Latitude 38.

hey, we already paid for it once!

Imagine Congress voting to do away with most U.S. Post Office services because they cut into the profits of UPS and FedEx.

That’s a valid analogy to a bill proposed by Senator Rick Santorum (R-Pennsylvania). If passed, S-786 would eliminate much of the excellent National Weather Service information you can now access through www.nws.noaa.gov.

Below, ‘Kamera’ rolls in the swell the morning after her dismasting. Left, Will Peterson is taken aboard the ‘Chung-Hoon’.

continued on outside column of next sightings page
hey, we paid! — cont’d

Why would he even think of doing such a thing? Because it “threatens the livelihood” of private weather providers like AccuWeather, a Pennsylvania-based service, which, coincidentally, contributed money to Santorum’s last election campaign.

We weren’t the only ones taken aback. In the words of a spokesman for Florida Senator Bill Nelson, “What are you going to do — charge hurricane victims to go online? Or give them a pop-up ad?”

Actually, the wording of the bill provides for the NWS to be in the forefront in times of emergencies, such as hurricanes. Santorum’s contention is, that’s where the Weather Service focus should be: protecting people’s lives, not telling them it’s going to be warm and sunny. In fairness, the main wrinkle of this proposed legislation is to make NWS — or rather, their parent agency, the National Oceanic and Atmospheric Administration (NOAA) — live up to a promise they made more than a decade ago. In 1991, NWS delineated the respective roles of itself and the commercial weather industry, and pledged its intention not to provide products or services that could be provided by commercial concerns. But last December, NOAA rolled back that policy and now pledges only to give “due consideration” to the abilities of private sector companies. Since then, NWS’s website has expanded into areas served by the commercial weather industry.

Back in the real world, everyone who uses weather forecasting, from pilots to sailors, thinks this proposed bill stinks, including two of the most prominent and weather-savvy sailors out there, Jim Corenman and Stan Honey. Jim and wife Sue circumnavigated aboard their Schumacher 50 Heart of Gold a few years ago, and Jim has written books and articles about weather, as well as created many sailor-friendly communications systems, including SailMail. Stan is a world-renowned navigator (PlayStation, Pyewacket, etc.) who has used both the NWS weather and commercial weather routing.

“As U.S. citizens, we’ve already paid for this stuff,” notes Honey. “NOAA should be encouraged to do all they want to distribute this data. In fact, they should be encouraged to do more.”

Corenman couldn’t agree more. “The expensive part of weather forecasting is not the last-step distribution. It’s gathering data, hiring forecasters and so on. And our Weather cognizant of the need to be on the lookout for trouble, and always ready to assist a fellow traveler. My belief that on a one-to-one basis, people from whatever country can be friendly and helpful, particularly to the elderly, was amply confirmed. My traveling now will be limited to U.S. waters and with a companion. Regards to all my friends.”

Two days later and half a world away, 71-year-old Minoru Saito sailed back into Misaki, Japan, to become the oldest nonstop solo circumnavigator. Saito-san left Japan on his seventh solo roundabout
hey, we paid! — cont’d
Service is the best source of accurate weather in the world. Why should AccuWeather — or any commercial service — be allowed to get this data for free, add a markup and then sell it?

“And the premise that the National Weather Service could put private weather service providers out of business is silly,” says Honey. “Look at FedEx and UPS. They took what the Post Office does and improved on it. That’s exactly what private industry should do — grunt up and compete. It would make it better for everybody.”

If you share these opinions, we encourage you to contact your Senate representative and let him or her know. While you’re at it, cc Senator Santorum through his website (http://santorum.senate.gov/public/), too. (Don’t be too hard on the guy, though — he’s also proposing a reduction of the beer tax.)

S-786 is now under study by the Senate Commerce Committee.

— cont’d
(three of which were consecutive single-handed round-the-world races in the 1990s) on October 16 of last year aboard his 50-ft Challenge 7, an Australian-built Joe Adams design.

Among the lowlights/highlights of his 233 days at sea: sail damage and a broken refrigerator within days of starting — and passing another Japanese sailing legend, 66-year-old Kenichi Horie, who was after the same record.

Congratulations to both ‘old men of the sea’.
Did you ever order a schooner of beer? Ever wonder where the phrase originated? Read on.

In the March issue, we ran a Sightings piece called “The Oregon Clipper.” It was the story about the Western Shore, the first and only clipper ship known to have been built on the West Coast. She was part of a fleet of large commercial ships built by San Francisco lumber baron Asa Meade Simpson of San Francisco and his sailing captain brother, Robert, at their Coos Bay, Oregon, yard. This almost-forgotten chunk of maritime history was unearthed two years ago in the form of 1,500 glass negatives and other memorabilia by maritime historian and ship modeler Steve Priske. The material chronicles the building of some 65 large ships at the Simpson yard, which makes it the most prolific West Coast shipbuilding enterprise of the 19th Century.

While the Western Shore was certainly the queen of the Simpson fleet, another ship recently came to light — literally. She was the 182-ft four-masted schooner Alumna, which slid down the ways on April 6, 1901.

The Alumna — named in honor of Asa’s daughter’s graduation from finishing school — spent most of her blue-water career carrying Simpson lumber from San Francisco to ports in Australia, New Zealand, Chile, China and as far as away as South Africa. By the early 1920s, her deep-water sailing days were over. In 1933, she was acquired at auction by the Pilsner Brewing Company of Alaska. And here comes the good part: Since prohibition had just been repealed, the Alumna was anchored offshore of Ketchikan and converted into a floating brewery.

It was reported in newspapers of the time that when the whistle sounded the end of the work day, Ketchikan laborers would take to the boats and head out to the Alumna for... a schooner of beer. As far as Priske is able to determine, this was the origin of the phrase which these days means “a tall glass” of beer.

Unfortunately, the offshore brewing business didn’t work out very well. In her next incarnation, the old ship went from schooner to barge. She was stripped of her masts, and once again started carrying lumber in the form of raw logs. Her last visit to San Francisco, recorded in 1937, was probably as a log barge.

When the second world war broke out, Alumna, still a barge, carried military supplies from Canada to the Aleutians. She met her end in 1947 when she and another old ship were purposely grounded on mudflats on Vancouver Island to contain floating log rafts.

In one of those weird confluences of past and present, in May, Asa Meade Simpson’s grandson, Michael, commissioned Priske to build a model of the Alumna for the family collection. Within 24 hours of him posting a photo of the model under construction ([http://members15.clubphoto.com/geneva563351/3238546/guest.html](http://members15.clubphoto.com/geneva563351/3238546/guest.html)), he got an email from the Underwater Archeological Society of British Columbia, telling him they had found the ship! Turns out they had unearthed her remains continued on outside column of next sightings page
races

first of its kind anywhere.

The races are held every other Thursday afternoon, and have so far attracted 18 to 22 kites per race. The program consists of five windward/leeward races. It would not be understating to say the reception has been ecstatic.

beer — cont’d

15 years ago, but were never able to find out anything about her beyond the name. “You knocked on the right door!” exclaimed Priske when he finally talked to UASBC’s Rick James. And the mystery of what had for years been called the Mud Bay schooner — the long-lost ‘schooner of beer’ — was finally solved.

the best seat in the house

BMW/Oracle, the only American syndicate entered in the next America’s Cup, is ‘homeported’ at the Golden Gate YC in San Francisco Bay. Last month, GGYC junior sailing coach (and two-time 29er national champion) Trevor Bozina got to ride along as the 18th man when BMW/Oracle participated in the first series of ‘Acts’ leading up to the Cup races.

(From their inception in 1992 until the last Cup races off Auckland, International America’s Cup Class yachts sailed with 16 crew, and were allowed one ride-along observer — the 17th man. The last revamp of the rules allowed for, among other things, an additional crewman. So now the observer is the ‘18th man’.)

The 18th man is not allowed to participate in any way in the sailing of the boat during races — but he (or she, the ‘man’ part is not literal) does get to sit back on the transom scoop and experience the high-level teamwork it takes to tame one of these 80-ft beasts.

“I was most impressed with the teamwork,” said Bozina. “Nobody needs to be told what to do — everybody just swings into their work. It’s amazing to see 17 guys all focused on one thing.”

Bozina rode along on June 19 when BMW/Oracle went up against the Italian Mascalzone Latino team. The Americans won that bout, eventually ending up third in Act 4 behind Alinghi and Emirates Team New Zealand.

Trevor says the whole experience was awesome, “and will push me harder to achieve my dream of being part of an AC Campaign.”

The 12 syndicates entered in America’s Cup XXXII will have completed another round of matchracing in Act 5 in late June by the time you read this, with Act 6 taking place in August. In a new format designed to keep AC fans interested, points earned in the various Acts — there will be 14 of them in all — can be carried forward into the actual Challenger Elimination Series, which begins next June. After reading the description of the scoring system several times, we still have no idea how this ‘bonus points’ thing works, except that the boats that do best will carry a few extra points into the Challenger Series. See www.americascup.com website if you want to try to figure it out.

crew overboard trials

A few months ago, we mentioned an ambitious program of crew-overboard (COB) recovery trials that will take place here on the Bay August 9-12. Since then, the original program has been expanded. In addition to recovery from small and medium-size sailboats, it will also now include catamarans, trimarans, trawlers and powerboats.

Boat US, The Bonnell Cove Foundation, and North Sails have also thrown their support behind original sponsors West Marine and Modern Sailing Academy of Sausalito.

For those of you who missed the
coming next month

original article (or the original trials in 1995), the testing focuses on how best to return to, and retrieve, a person who falls overboard. The value of such testing and training can hardly be overestimated — dozens of people have died in our local waters in years past because the boats they fell off of were unable to get back to them in time — or unable to get them back aboard when they did return.

Among the planned trials will be: return maneuvers, retrieving a COB with special equipment, retrieving a COB without special equipment, retrieving an...
great fun — cont’d

delivered it to *Great Fun*.

But it was too late. Andy and Victor had no more than wrestled it aboard and arranged the inlet/outlet hoses when *Great Fun*’s bow went under, and her engine choked and drowned. The Coast Guard ordered them off. The RIB delivered them — along with Stan and Yani — to a 47-footer which had just arrived.

As they turned to head back for Morro Bay, Glaros’ last sighting of the yacht he had owned and raced since 1987 was of her sailing slowly west, decks awash, cabin lights still on, disappearing into the fog. “It reminded me of *Titanic* in the movie,” he says.

He’s certain the boat sank soon after. The area unconscious or disabled COB, and ‘specialized COB issues’ (spinnaker sailing, night sailing, etc.) Testing will include comparisons of old and new techniques and products, visibility issues, different styles of lifejackets, and so on. Special emphasis will be put on getting a victim out of the water and back on a boat. In case you didn’t know, this can be astoundingly difficult if the victim is unconscious or incapacitated by injury or hypothermia.

The morning gathering spot for each day’s testing will be Modern Sailing Academy in Sausalito. Each evening, there will be a debriefing of the day’s findings at the Golden Gate Yacht Club from 6-9 p.m.

The first two days of the event (Aug. 9-10) are open to members of the general sailing public, who will ride along on the boats and take part in the trials. There’s
limited space, but it’s free and you’re guaranteed to learn something. The last two days are reserved for experts and professionals only.

There are ways to volunteer, and organizers are still looking for a few of them at this writing:

* More men than women are currently signed up. Ladies, you’re needed! Sailing expertise not required.
* Organizers would like to include a J/105 or similar vessel. They’re also seeking a power cat, large or small.
* Most urgent — some hearty volunteers to act as ‘victims.’ “We’ve had offers of mothers-in-law and a few lawyers, but the qualifier is ‘willing victims,’” says organizer Karen Prolieau. You must be in good physical shape and own a wetsuit.

where she would have gone down is about 300 feet deep. Along with a number of personal effects, Great Fun took her second-place trophy from the Coastal Cup with her, a new-this-year set of North 3DL sails, and $1,000 worth of diamond jewelry belonging to Yani. The boat was not insured.

Although no one felt an impact, Stan is convinced that Great Fun must have hit something that either holed her or knocked the keel loose. She had been out of the water only two months before, and had proven to be in excellent structural condition for a 24-year-old boat that been campaigned hard for most of her life.

Great Fun's storied career began when she was launched in August of 1981 and won her class with five straight bullets in the Big Boat Series a month later. She did a number of BBSs and Clipper Cups under original owner Clay Bernard, always showing well. Although her glory days ended with the demise of IOR, Glaros has kept her going in recent years in both crewed and shorthanded PHRF events.

“I’ll be back,” says Stan philosophically. “I’ve never been without a boat since 1967, and I don’t intend to finish this racing season without one. Give us a month or two, but we’ll be back — probably in something a bit smaller.”
rolex transatlantic challenge

Technology triumphed over tradition in the ‘spectacle’ race of the year, as the modern, 140-ft super-maxi schooner Mari-Cha IV finally broke the transatlantic racing record set by Charlie Barr aboard the 185-ft three-master Atlantic exactly 100 years ago. As if scripted by... continued on outside column of next sightings page

crew overboard

or drysuit.
If you want to volunteer or are just interested in more information, check out the event’s website at www.cobevent.com. Volunteers may contact organizers by...
transatlantic — cont’d

Steven Spielberg, the event occurred as part of the Rolex Trans-Atlantic Challenge 2005, which was created to celebrate the 100th anniversary of that prodigious 1905 event, considered by some to be the first formal ocean race for private yachts.

The start for the 20 wildly divergent craft in the Rolex occurred in the same area off the Ambrose Lighthouse in New Jersey where the 11 original participants gathered in May of 1905. Some of the 2005 fleet, such as the traditional-looking 151-ft schooner Windrose of Amsterdam and the spectacular 230-ft clipper ship recreation Stad Amsterdam looked outwardly like they would have fit right in the original fleet, although both are recent creations which sport modern underbodies, electronics and below-decks amenities. A couple of boats really were classics: the 88-ft ketch Nordwind, built in 1958, and the lovely 94-ft ketch Sumurun, launched in 1914. But Charlie Barr never dreamed of boats like Mari-Cha, or her biggest rival, the brand new, 100-ft super sloop Maximus — or, for that matter, most of the dozen other large charter craft or race boats which took part. The smallest boat in fleet was the 70-ft sloop Stay Calm.

The scheduled May 21 start was delayed a day because of stormy weather. Within a few days of the light-air Sunday start, the bad weather was back. A big depression descended on the fleet and stalled over Nova Scotia, trapping boats at the center in its windless maw, while hammering those on the periphery with winds to 50 knots. Dropouts included the 81-ft Carrera, after “catastrophic mainsail failure” and Stad Amsterdam, which was becalmed so long they had to start motoring in order to make England in time for charter commitments. The most serious damage occurred on the 115-ft ketch Sojana when a crewman’s arm got caught in a winch and broken in two places. Sojana dropped out to get him to medical help ashore, then rejoined the race.

Mari-Cha and Maximus both blew out headboards and luff cars, but repaired the damage and soldiered on. It was the first time the two boats had met, and expectations were high on both sides as to which was faster. In the end, it turned out to be the long-legged Mari-Cha, but not by much. She and Maximus were rarely more than 40 miles apart the whole 2,925 miles, and Maximus finished only five hours and change behind her bigger rival — but won the Grand Prix division on corrected time under the IRC handicap.

Mari-Cha passed the finish line south of the Lizard at 10:05 GMT on June 1, for a new record of 9 days, 15 hours, 55 minutes — two and a half days quicker than Barr and the Atlantic. As mentioned in last month’s preview of this race, the Atlantic’s 12-day time was first bettered in 1980 and in recent years has been whittled down to 6 days, 17 hours for monohulls (Mari-Cha IV, 2003) and 4 days, 17 hours for multihulls (PlayStation, 2001). But the Rolex marks the first time the record has ever been broken in a race.

In the end, the first four finishers — Mari-Cha, Maximus, Windrose of Amsterdam and the 98-ft sloop Leopard — all broke Atlantic’s legendary record. But nobody went home empty-handed. There were trophies in three different classes, parties galore before and after the event — even a post-race race around the Isle of Wight on the same course as the original America’s Cup.

For more on the event and how everyone did, log onto the co-sponsoring New York Yacht Club website, http://nyyc.org/index.cfm?menu=270&openitem=270.
**SIGHTINGS**

**ha-ha 12**

“Having sent out 145 entry packs so far for Baja Ha-Ha 12, which starts on October 31, we’ve already received 11 paid entries,” reports Ha-Ha Honcha Lauren Spindler. “I like what Alex Heller, who sent in the first paid entry, wrote with his check:

“The day has finally arrived. I’ve been waiting to sign up for the Ha-Ha since the first one in 1994!”

“For those who don’t like giant crowds,” continues Ms. Spindler, “the news is good. Based on the pace of entry packets sent out and paid entries received, we’re more likely to be back at the 110-boat starting level than at last year’s astonishing record of 145 boats. I know that the Grand Poobah will be pleased, as a smaller fleet will give him a better level than at last year’s astonishing record of 145 boats. I know that the entries received, we’re more likely to be back at the 110-boat starting level than at last year’s astonishing record of 145 boats. I know that the Grand Poobah will be pleased, as a smaller fleet will give him a better chance to get to know folks.”

“Judging from the first 11 boats, we’re going to once again have the diversity that the Ha-Ha is famous for. We’ve got first-timers and Ha-Ha vets, monohulls and multihulls, and even a trawler. Some boats are pretty basic, others are plush. And already they range in size from 30 to 52 feet. Check them out:"

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Length</th>
<th>Owner</th>
<th>Location</th>
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<tbody>
<tr>
<td>Sea Ya</td>
<td>30</td>
<td>Alex Heller</td>
<td>Newport Beach</td>
</tr>
<tr>
<td>Ti Amo</td>
<td>485</td>
<td>Carl Mischka</td>
<td>Newport Beach</td>
</tr>
<tr>
<td>Sandpiper</td>
<td>35</td>
<td>Thomas Larson</td>
<td>Oakland</td>
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<tr>
<td>Aguairelle</td>
<td>MT-42</td>
<td>Diane &amp; Ken Kay</td>
<td>Long Beach</td>
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<td>Maestra</td>
<td>Trawler</td>
<td>John Rodriguey</td>
<td>Coupeville, WA</td>
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<td>Duello</td>
<td>Norseman 430</td>
<td>Stuart &amp; Jean Kaplan</td>
<td>Scottsdale</td>
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<td>Rocinante</td>
<td>Island Packet 38</td>
<td>Paul Granger</td>
<td>Del Mar</td>
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<td>Free Spirit</td>
<td>Oceanis 390</td>
<td>Russ &amp; Jennifer Rieber</td>
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<td>Platinum</td>
<td>Morgan N/M 45</td>
<td>Clair &amp; Mark Romnell</td>
<td>Alameda</td>
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<td>Liberty Call II</td>
<td>Hunter Lgd 37.5</td>
<td>Ron Feldman</td>
<td>Chula Vista</td>
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<td>Gypsy</td>
<td>Columbia 52</td>
<td>Stephen Washburn</td>
<td>Long Beach</td>
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We don’t suppose we have to tell most Latitude readers that the Ha-Ha is the 750-mile cruisers’ rally from San Diego to Cabo San Lucas, with stops at Turtle Bay and Bahia Santa Maria. A rally means that, unlike a race, you go at your own pace. Everyone who finishes is a winner. As always, the Ha-Ha is open to boats 27 feet and over that have been designed, built, and maintained for offshore sailing. Monohulls, multihulls, and even motoryachts are accepted.

Every entry must have at least two people who have overnight offshore experience. While there is a daily roll call and weather reports from the mothership Profligate, the Ha-Ha is not an offshore-handling event. The event is for self-sufficient skippers and crew who otherwise would have sailed to Cabo on their own. The Ha-Ha is not appropriate for people in poor physical condition or who have serious health issues.

“While the weather along the coast of Baja is generally relatively benign in the fall,” says Ms. Spindler, “all entries have to accept that they are potentially exposing themselves to the full fury of the Pacific Ocean. Only adventurous people willing to accept full responsibility for all the inherent risks are welcome to join. The Ha-Ha has a terrific safety record, but we would never want anyone underestimating the risks of sailing offshore.”

Ha-Ha entry packets can be obtained by sending $18 and a self-addressed envelope to Baja Ha-Ha, Inc., 21 Apollo Road, Tiburon CA, 94920. Packets will be sent out immediately. The cost of the event itself is $299 — about a quarter of the cost of similar events — and entries get all kinds of swag as well as discounts from North Sails, the official sailmaker of the Ha-Ha. One reason to sign up early is that Marina Cabo San Lucas traditionally saves all their open slips for the Ha-Ha fleet, and then assigns them in the order people signed up for the Ha-Ha. So if you’re among the first 25 paid entries, you’re much more likely to get a berth than if you’re among the last 25 entries.

While Latitude 38 founded the Ha-Ha and ran the event in the early years, it’s now owned by a separate company with no overlapping ownership. In fact, Latitude pays a hefty fee to the Ha-Ha for media rights.

**sailor, singer,**

Presidio Yacht Club is one of the best kept ‘secrets’ on the Bay. Located in little Horseshoe Cove at the north end of the Golden Gate, the Club has a spectacular view of the bridge from the upstairs dining room. And although its membership is limited to military and government employees, the club honors all reciprocal privileges from other clubs around the Bay.

The reason we’re telling you this is one of the other ‘best kept secrets’ — the Doc Kraft Band, purveyors of 40s to 80s jazz, rock, blues, country, and what-have-you. Front man and rhythm guitar player for the four to eight-piece ensemble is John ‘Doc’ Kraft himself, sailor, singer — and soldier.

Doc keeps a Columbia 24 at the club.

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**bombs**

It was just your average beautiful day at the docks in Sausalito on February 17 — until someone spotted the bomb.

“Well, it looked like it could have been a bomb,” says Bob Irby. “It was a six-inch length of 1.5-inch diameter PVC, with end caps on both ends and what looked like a firecracker fuse.” He and a friend had spotted it when they were preparing his Beneteau 44 Drama for a sail with friends.
police cars and bomb squad guys from noon, the place was a zoo of fire trucks, "By the time we got back there at So much for going sailing. sorry and called the police. emy, who decided to be safe rather than some folks at the Modern Sailing Acad.

and meet his friends, Bob mentioned it to that Friday. On his way out to buy lunch is free and the bar will be open. if you want to come by boat. Admission is free and the bar will be open.

For more on Doc and the boys, go to www.dockraft.com. According to newspaper reports and those who knew him, Mahan may have taken his own life over events surrounding his last boat. According to newspaper reports and those who knew him, Mahan may have taken his own life over events surrounding his last boat.

The 75-year-old author, mapmaker and Delta legend collapsed in his Stockton home of a brain aneurysm. His wife Joanie was home at the time, but confined to a wheelchair by multiple sclerosis. Once Hal, her main caregiver, was incapacitated — neither could even move enough to dial a phone — the two of them endured five days with no food or water before a neighbor noticed newspapers piling up on the doorstep and peeked inside.

We’re happy to report that Hal is on the mend — and sharing a room with Joanie in the rehabilitation hospital. Hal’s monthly Delta newsletter Scuttlebutt is on hiatus until further notice, but he’s reportedly hopeful that he can return to his routine soon.

Hal can receive email messages although he is currently unable to type any responses. We urge everyone who has appreciated Scott’s popular Delta Map or been touched by his extensive writings on the Delta to drop him a get-well message at hal@californiadelta.dawdling.com.

We wish he and Joanie all the best and hope he’s soon back on his feet.

CAPE COD — We were shocked to learn that Larry Mahan, who had purchased the Sausalito-based tallship Hawaiian Chieftain last summer and taken her back to New England, killed himself in his Cape Cod home on June 11. He was 63.

According to newspaper reports and those who knew him, Mahan may have taken his own life over events surrounding his last boat. The boat sat on the bottom near a sewage outfall for three weeks before it was raised. Lawsuits ensued. Mahan lost, and the boat was insured for about a bit more than a quarter of the $800,000 Mahan claimed she was worth. She was eventually sold to a Halifax businessman for $29,000.

“That was a really hard time for him,” said Mahan’s daughter, Linda Lauzon. “He never got over that.”

Many thought Mahan’s purchase of the Hawaiian Chieftain — which he renamed Spirit of Larinda — would mark a rebound for the once-enthusiastic sailor who loved taking people out and teaching youngsters sailing.

“He was trying very hard to see through to the next chapter,” says...
shorts — cont’d

Lauzon. “I think it was a little overwhelming.”

LAKE DUMBLEYUNG, WESTERN AUSTRALIA — As the organizer says, if there’s any chance you’re going to be in Western Australia in September, this event sounds like a real hoot...

Lake Dumbleyung, located about 270 km south of Perth, is the largest open lake in Western Australia’s southwest at 13km in length and 6.5km wide, covering an area of 5200 hectares. Or at least it used to be. The lake has been dry for many years. Back in the days when it was full, the lake even had its own launching ramp and yacht club. Lake Dumbleyung is probably best known as the site where Donald Campbell broke the world water speed record in 1964. Piloting the turbo-jet powered Bluebird, Campbell hit 276.35 miles per hour. (The nearest town, Dumbleyung, has a website at www.dumbleyung.wa.gov.au/.)

This year, Western Australia has received record rainfalls and the lake is filling. It occurred to me some time ago that if this ever happened, I should organise a get together of yachtsmen — and their yachts of course — on Lake Dumbleyung. That is now scheduled for a long weekend in September.

continued on outside column of next sightings page

We didn’t catch her name, but this Ericson 34 was trimmed perfectly, sailing fast and looking good on Memorial Day.

bomb

Berkeley,” says Bob. One squad member, looking like a green Michelin Man in his protective suit and pulling a child’s wagon full of gear, put the ‘device’ in a special container and detonated it. Nothing happened.

Okay, so maybe it wasn’t a bomb.

Nobody quite knows where the object came from, although Irby had recently been cleaning out a dock box that belonged to the Hawaiian Chieftain, the square rigged charter boat that left the Bay for the east coast a few months ago. As most of you know, the Chieftain often held mock sea battles, blasting her cannon at other square riggers or reenactment groups on Angel Island. “It might have fallen out of the box when we were cleaning it out and we didn’t notice,” he
shorts — cont’d

It is not meant to be a race weekend but more a weekend so that like-minded sailors can get together and enjoy perhaps a once-in-a-lifetime experience.

My idea is that everyone would need to nominate their yacht and crew and pre-book meals, etc., so that local service clubs may benefit. Sailors will arrive on the Saturday in time for the beach barby and party with cooked brekkies each morning. Sunday would be ‘race day’ — despite the fact that it would be much less of a race than a rally where people would sail a course and identify certain aspects at each compass point, then hand in their completed form to be eligible for a prize. An important feature of the event is that everyone gets a trophy — as part of the entry, everyone must BYO their own trophy, to be pooled and handed out at the completion of the weekend. The rally would commence at about 8 or so on the Sunday morning and finish at about 5 or so in the afternoon.

It should be a real hoot, and I’m hoping to get over 100 boats to show up, which would make this the biggest inland yachting event in Western Australia history. I’m hoping I might even attract some trailer sailors from the States.

For my part, I live nowhere near Lake Dumbleyung — but in Albany, about 200km south — and have absolutely nothing to gain from this event other than to enjoy the company of other sailors and help the Dumbleyung community. The locals seem pretty excited about the idea.

— mark mcrae, yachtsman@westnet.com.au

S W I G H T I N G S

CONISTON WATER, LANCASHIRE, ENGLAND — Donald Campbell, mentioned in the foregoing ‘short sightings’, met a sort of mythical end on the water. In 1967, while attempting to break the 300-mph mark on Coniston Water, Bluebird became airborne and disintegrated over the surface of the lake upon landing. The boat was said to have been traveling in excess of 300 mph when the accident occurred. No trace of the boat or Campbell was found. The last chapter of Campbell’s story — he also set several land speed records at the same time of the Bluebird runs — was written 34 years later, in 2001, when the remains of Bluebird and her enigmatic creator were located and raised from the bottom of the lake. A large crowd attended a hero’s funeral on the shores of Coniston Water that September, the day after 9/11.

SAN FRANCISCO BAY — The tallships are coming back to the Bay next month. Well, a handful of them at least. Sail San Francisco, scheduled for July 15 to July 31, will showcase the largest gathering of tallships on the Bay since the highly successful event in 2002. The non-profit Pacific Rim Foundation will play host for the event, and will welcome, among others, Japan’s 361-ft Nippon Maru II and the 270-ft Mexico-based Chuauhtemoc. Russia’s 356-ft full-rigger Pallada, and the 85-ft topsail schooner R. Tucker Thompson, which is coming up from New Zealand. Joining her in a parade of sail on July 28 will be a number of Bay-based and visiting craft, including the 121-ft topsail schooner Lynx, the Maritime Museum’s Alma, the charter boats Gaslight, Emerald Lady and Kailulani — and even a few not-so-tall (but still impressive) ships like the liberty ship Jeremiah O’Brien and FDR’s presidential yacht Potomac. The parade starts at 11 a.m. at the Golden Gate and ends at the Bay Bridge at 12:30.

There will be open houses, battle re-enactments and rides available on some of the ships all week long. For more information, log onto www.pacificrimfoundation.org or call (415) 376-6691.

SOMEWHERE OUT THERE — Australian scientist Craig Venter is currently halfway through a circumnavigation. But he’s not cruising his 95-ft ex-race boat Sorcerer II purely for pleasure. Venter, you might remember, beat the mighty U.S. government in the race to sequence the human genome. Now he’s on a three-year mission to catalog all the genes on planet Earth. A tall order, to be sure. Venter and his group have already identified more than five million of them, and he’s only halfway.
As they have since Ulysses Grant was in the White House, the wind gods smiled on the annual Master Mariners Regatta, held this year on the gloriously sunny 28th of May. And though the turnout once again paled in comparison to years past — 60 starters is less than half what this event fielded in its heyday in the mid-1980s — most participants were also smiling gloriously.

The Master Mariners Regatta had its beginnings in 1867, when the organization that was to become the Master Mariners Benevolent Association staged a race to add some excitement to Fourth of July celebrations. Everybody had such a good time that the new MMBA decided to make it an annual event: a day of racing around the Bay for working ships. Prizes were useful items like sacks of potatoes or cords of wood, as well as a coveted banner with a strutting gamecock and the word ‘Champion’ emblazoned on it. In the days before unions and workmen’s comp, proceeds from the races went to disabled sailors and the wives and families of those lost at sea.
The original Regattas were held more or less regularly until 1891, when interest waned. In 1965, the event was resurrected as a race for classic yachts. It has been one of the most colorful sailing events on the Bay ever since.

The only remaining veteran of the original Master Mariners is the National Park Service’s venerable scow schooner Alma, which was launched in 1891. She’s had the honor of starting first in the modern Regattas at high noon. She’s followed by the rest of the fleet in reverse handicap sequence — the handicap being built into the start so that the first boat over the finish line in each division is the winner. Starts for this year’s event went off every five minutes for the 10 divisions, with the Ocean Division boats crossing the line last at 12:50.

In a bit of a departure from past years where breeze was light on the
top end of the course, this year it blew consistently well throughout the day — at times gusting to 30 knots. These are ideal conditions for the bigger boats. Combined with the 15-mile reaching/running courses (Cityfront start — Harding Rock — Blackaller Buoy — Blossom Rock — Southampton — finish below Treasure Island), it really brought back a sense of the rough and tumble days when schooners ruled the local racing scene.

Especially in the Gaff I Division, where one of the great showdowns in recent memory took place between two of the 'gold platers': Terry Klaus' spectacular 50-ft Herreshoff schooner *Brigadoon* and the Ford family's equally magnificent 52-ft Stone schooner *Yankee.* Never mind all the legends behind the two boats — *Brigadoon* was once owned by Sterling Hayden, and *Yankee* fell off her building blocks during the 1906 earthquake — this was a battle royal between two impeccably kept yachts with experienced crews. Klaus was at the helm of *Brigadoon,* while John McNeil was driving *Yankee.* The latter started at 12:30, five minutes behind *Brigadoon.*

"Well, actually, it was more like seven and a half minutes," admits McNeil, who says they were late for their gun. "But we've learned a lot about proper trim on this boat since her restoration two years ago, so once we crossed the line, we really got rolling." By the time they'd rounded Harding Rock and were halfway back to Blackaller, they had caught up to *Brigadoon* — and then passed her. You would have to be a member of the Master Mariners or have covered as many Master Mariners Regattas as we have to appreciate the full import of that statement.

But Klaus and his crew, many of whom have sailed with him for two decades or more, were hardly out of it. Spreading her prodigious downwind wardrobe, *Brigadoon* closed the gap steadily, and had made up half the deficit when they rounded Blossom. By the time the two boats rounded Southampton and hardened up for the reach to the finish, *Brigadoon* once again held a narrow lead.

The stretch run was reminiscent of all the great sporting duels of history — Ali and Frasier, Seabiscuit and War Admiral, the last Red Sox/Yankees World Series. The two boats, both trimmed perfectly and with foamy bones in their teeth, were rarely more than 30 yards apart and virtually dead even in speed.

"The only time you know you've got Terry is when he looks back," says McNeil. "We tried everything — heading up a bit, falling off. But he never looked back." *Brigadoon* crossed the finish line at 2:36 p.m.; *Yankee* followed only 29 seconds later.

One notable departure from years past was the number of female owner/
skippers in the Regatta. Among them, Dee Dee Lozier (Stroma of Mey), Yasuko Tomizawa (MLady), Elizabeth Roso-Diaz (Kaze), Audrey Burnand (Odyssey), Pam DeWitt (sailing with dad Jim on Tunami), Elise Brewster (Finesse), and Alice Merrill, who sailed her Bear Boat Trigger to a Division win in Marconi 4. Trigger was also the first boat to finish the race — practically before the committee boat had even set their anchor.

“This one’s for Scotty!” says Merrill, referring to Scott Cauchois, Trigger’s former owner of 45 years and many-time class champion. “It’s taken us three Master Mariners, but we’re finally carrying on the boat’s winning tradition.”

Alice — who, as the daughter of Charlie Merrill, grew up on and around race boats — admits much of the credit for this year’s victory goes to one of Cauchois’ old crew, Christopher Lonacker, who talked Merrill through an excellent start and orchestrated additional crew Bill Wells and Pete Richards into an effective team.

By way of contrast, Elise Brewster finished last in the five-boat L-36 fleet — but may have had the most fun of any skipper.

“It was like taking out the ‘big board’!” says the former boardsailor about the step up from her previous boat, the 28-ft sloop Corsair — also a Master Mariner — to Finesse. “Several times we hit 10 knots. It was quite a ride.”

It was actually ‘quite a ride’ just getting to the start. Brewster had purchased Finesse from old friend Sergio Galli only 10 days before the start, and had completed a partial rig of the boat only the day before the race. In fact, the Master Mariners was the first time Elise and her crew of four (including co-owner Jeff Shroeder) had ever sailed the boat — and the engine was out of commission so they had to sail in and out of the dock! She still had the time of her life.
The other L-36 skippers were all grins, too. After all, it was the first time the L-36s had started as a one-design class on the Bay since 1977. David James won the five-boat class with *Leda II*, which has been in the family since his father had her built in 1965. And no less an authority than Bob Griffiths — 29-year owner of *Eventide* and ‘godfather’ of the local L-36 comeback tour — claimed this year’s Master Mariners Regatta was “The most fun race we’ve ever done.”

Other ‘new/old’ faces in the crowd included Steve Kibler’s *Vixen*, which took fourth in Marconi III, and Nick Haines’ *Pearl*, which won Gaff II. Although both boats have been in the Bay Area for decades, they are both new members of MMBA, and this was their first regatta.

Built at Stone’s Boat Yard (then in Tiburon) in 1904, *Vixen* was the oldest yacht in attendance at this year’s regatta. (*Alma* is older, but she was a workboat.) *Vixen* was a hot racer in her early days — she made the rounds of yacht clubs under numerous owners in the 20s, 30s, 40s and into the ‘50s. After retirement from the buoy wars, she underwent a renovation in the ‘60s that turned her from a long-boomed sloop into a yawl.

Kibler acquired the boat in September and has been working on her ever since.

Steve sailed the race — *Vixen’s* first competition in 52 years as far as he can tell — with son Jason, as well as Andrew...
Church and Richard Geiger. Compared to today’s boats, Kibler says racing the old girl was a real eye opener. “We have all of 14 inches of freeboard, so she’s wet,” he notes. “She has big, wide shoulders, but a narrow entry, so on any upwind leg we’re more of a submarine than a yacht. We found the boat sails best with her rail underwater, which means the cockpit (self-bailing) filled two or three times each windward leg. And let’s just say now I know why the forward part of the cabins on these old boats all have this nice, round, oval shape.”

Nick Haines is the younger half of the father-son partnership that sailed the 32-ft Danish-built gaff sloop Pearl to victory in Gaff II. The boat is a DeVries Lentsch design, built in 1932 in what’s now a suburb of Amsterdam. It got to America as part of the Marshall Plan when U.S. ships were delivering post-war aid to Europe and scrambling for anything to take back home. No one knows exactly how Pearl got to the Bay, but she’s been berthed in the Estuary for at least the last 25 years.

Nick found and bought the boat...on eBay. He’d had a good experience with the last eBay boat — a 20-footer he and dad Richard bought for $26 four years ago and fixed up to sail Lake Tahoe. Oh, did we mention the Haineses live in Reno and commuted to the Bay every other weekend last year to work on Pearl? “We’d never sailed or even thought much about boats before that first boat,” says Nick. “It was just something that looked like fun. We bought a couple of books, put up the sails and, after several trials-by-fire, we were hooked.” Anyway, Nick says they wanted to move up to a bigger boat to do some ocean sailing, so they logged back onto eBay last summer and found Pearl.

As for the Regatta, it was the first racing Pearl or her owners had ever done. “I’m still trying to figure out how we won,” admits Nick, who says it was really a family affair, with Dad driving and sister Natalie rounding out the crew complement. “A minute before the start, we blew the crew out and were reeling for about the first mile.” In retrospect, he figures that could have helped their boatspeed while others in the class were overpowered. At the finish line, they weren’t quite sure which side to pass the committee boat on — plus their duct-tape sail numbers had all fallen off by then. “So we sailed really close so we could yell our sail numbers at them and they started yelling back, ‘You won!’”

**RESULTS**

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**BIG SCHOONER (15 nm)**

- Gaslight: 1997, 50’ Schumacher sloop schooner
- Alma: 1961, 60’ Steiner gaff sloop schooner
- Royaliste: 1970, 71’ Square topsail ketch

**GAFF I (15 nm)**

- Brigadoon: 1942, 50’ L.F. Hersheff schooner
- Yankee: 1906, 52’ W.F. Stone schooner
- Miss Alice: 1926, 30’ Aiden schooner
- La Sirena: 1963, 42’ Chapelle schooner

**GAFF II (15 nm)**

- Pearl: 1932, 28.5’ Devries Lentsch sloop
- Regulus: 1946, 36’ Crocker sloop
- Briar Rose: 1939, 30’ Hanna ketch
- Polaris: 1913, 34’ Pumpkin Seed sloop
- Dutch: 1953, 36’ Winslow gaff yawl

**MARCONI I (15 nm, 6 boats)**

- Barbara: 1932, 52’ Aiden staysail schooner
- Rowena: 1954, 49’ Rhodes cutter
- Radiant: 1955, 45’ Hinckley/Exxon cutter
- Volunteer: 1935, 30’ Edson Schooner
- Pegasus: 1972, 45’ Aiden Ketch

**MARCONI II (15 nm)**

- Manila: 1949, 49’ Aage Utzon ketch
- Sydney: 1959, 36’ Myron Spaulding sloop
- Salina: 1963, 35.5’ Arthur Robb sloop
- Salute: 1958, 35’ Huber sloop

**L-36 (15 nm, 5 boats)**

- Leda II: 1965, 36’ L-36 sloop
- Papoose: 1958, 36’ L-36 sloop
- Ole: 1960, 36’ L-36 sloop
- Eventide: 1958, 36’ L-36 sloop
- Finesse: 1960, 36’ L-36 sloop

**MARCONI III (15 nm)**

- Makai: 1936, 34’ DeWitt sloop
- Flirt: 1914, 31’ Charles Mower sloop
- Runa IV: 1918, 35’ Nielsen sloop
- Vixen: 1915, 30’ Peter Swanson yawl
- Adagio: 1951, 31’ Van de Stadt sloop
- Little Packet: 1959, 33’ Lester Stone sloop

**MARCONI IV (13 nm)**

- Trigger: 1938, 23’ Nurses Bear Class sloop
- Tivoli: 1962, 25’ Folboats (modified)
- Puff: 1953, 23’ Nurses Bear Class sloop
- Camber: 1963, 23’ Nurses Bear Class sloop
- Ragnaroek: 1952, 50’ L.F. Hersheff ketch
- Cybelle: 1958, 26’ Pacific Flyer sloop
- Tumai: 1942, 20’ DeWitt sloop
- Kaze: 1951, 23’ Maya

**OCEAN (17.1 nm)**

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Special trophies: Baruna Cup (perpetual awarded to the top Ocean Division boat); Odyssey, 57-ft Stephens yawl, Audrey Bunand; Dead Eye (yacht over 30 feet with best elapsed time); Volunteer, 60-ft Edson schooner, Ken Lunde; Biliken Trophy (gaff-rigged yacht over 30 feet with best elapsed time); Yankeew, 52-ft Stone schooner, John McNeil; Lyle Galloway Memorial (yacht under 30 feet with best elapsed time); Trigger, 23-ft Bear Boat, Alice Merrill; Aloha Trophy (Marconi II or III Division boat with best elapsed time); Lydia, 40-ft Schock cutter, Bob and Kristi Hanet; Kermit Parker (Gaff II yacht with best elapsed time); Pearl, 28.5-ft Lentsch schooner, Nick Haynes; J. Everett Hanson (Bird Boat Perpetual); Polly, 31-ft Bird Boat, Stephen Gott; Gerry O’Grady (Bear Boat perpetual); Trigger, 23-ft Bear Boat, Alice Merrill; Lapworth 36 Perpetual; Leda II, David James.
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SUMMER CRUISING

When friends start talking about spectacular sailing vacations, do you feel like a perennial bridesmaid — always left behind, waving bon voyage with a forced smile while trying to hide your envy? If so, this article is for you.

In these pages we’ll make the case that you don’t need to travel halfway around the world to have a splendid vacation under sail. Right here in the Bay Area, you can find plenty of cozy anchorages and guest berths within easy reach of world-class dining and nightlife, as well as a wide range of shore-side recreational opportunities — all of which can be enjoyed without having to sell your Pet Rock collection or tap out your equity line.

Living in the Bay Area year-round, we sometimes take for granted what an incredible place this is, on so many levels. First, of course, we should point out the obvious: that the Bay and Delta region is blessed by some of the most consistent breezes found anywhere. In fact, during a week-long cruise here you’re likely to experience more hours of glorious sailing conditions than you would in many premier yacht vacationing venues overseas such as Greece, Turkey or the French Riviera. True, the water temperature in the Bay probably won’t inspire you to go skinny dipping at sunset, but there are plenty of other ways to recreate.

Amazingly, the Bay Area attracts roughly 15 million vacationers and convention-goers each year. Why? For the same reasons that make it fun to cruise here: its geographical beauty, colorful history, moderate climate, fine cuisine, live music and theater scene, and easy access to healthy outdoor recreation. To our way of thinking, even the region’s most popular tourist attractions — such as Fisherman’s Wharf, downtown Sausalito and Angel Island — can also be great fun for us locals to visit from time to time.

If you have a week or more to expend on a sailing getaway, you can put together an itinerary that will allow you to sample a wide range of Bay Area offerings, including many of the hot spots of the Central Bay as well as a saunter up the Delta or a North Bay river. Rather than spelling out specific itineraries, though, we’ll simply throw out a smattering of worthwhile destinations, and let you cobble together the ‘float plan’ that best suits your style and time frame. If you can only spare a weekend or a single overnight aboard, just pick one or two of the following scenarios which are most appealing.

San Francisco

San Francisco alone holds a wealth of attractions for visiting sailors, many of which are easily accessed from The City’s three main sources of guest slips, South Beach Harbor, the Pier 38 Maritime Recreation Center and Pier 39. All of them maintain a number of ‘transient slips’ specifically earmarked for overnighters. Naturally, it’s always wise to reserve ahead of time.

Since South Beach Harbor and Pier 39 MRC are located adjacent to the S.F. Giant’s SBC Park, our first suggestion is a no-brainer: spend the day sailing the Central Bay, then tuck into a guest slip, have yourself a rollicking ‘tailgate party’ in the cockpit, then take in a night game on a balmy summer evening. This year the Giants need all the fan support they can muster, but win or lose, a trip to the ballpark is always a good time.

In the same neighborhood there are a number of rockin’ bars and restaurants — a favorite is the 21st Amendment brewpub, a block west on 2nd Street. Alternately, you might take a long walk down the Embarcadero (or jump on an inexpensive Muni Metro streetcar), sightseeing along the way. The landmark Ferry Building is fun to check out, and across the street is the Hyatt Regency, with its massive atrium lobby and classy revolving rooftop restaurant, Equinox. From here, Chinatown is just a few blocks inland.

San Francisco’s dramatic theater scene is nationally renowned. Most venues are a 10 or 12-block hike from South Beach or a five-minute cab ride. The City’s broad range of current offerings include Edward Albee’s acclaimed The Goat, or Who is Sylvia? as well as the ever-popular Beach Blanket Babylon, a San Francisco institution.

Sailing north, then west along the waterfront, you can’t miss Pier 39. Hundreds of tourists typically line its railings, gawking at the hordes of harbor seals who’ve claimed ‘squatter’s rights’...
on many finger piers. Berthing here will put you in the heart of the Fisherman’s Wharf district, where you can have fun playing tourist by perusing the art galleries and souvenir shops, then enjoy a fine seafood meal overlooking the fishing fleet. At night, there are blues and jazz bars within reach, and a short cab ride will get you into the heart of the city for live music, theater or comedy.

From our point of view, a must-see here is the Hyde Street Pier (focal point of the S.F. Maritime National Park), with its amazing collection of historic vessels, including the massive 1886 square-rigged Balclutha. Adjacent is one of the city’s most underappreciated resources, the S.F. Maritime Museum. If you love California history, nautical antiquities and vintage photography, plan to spend a few hours poring through this treasure trove.

With a dinghy in tow, you can also access the Museum and Wharf area by anchoring in idyllic Aquatic Park, a peaceful lagoon just west of Hyde Street. (You must anchor under sail, however, as no engines are allowed.) Its location gives you a spectacular vantage point for surveying the Bay and soaking in the charm of the Wharf area. Plus, you’ll get to witness one of San Francisco’s most bizarre rituals: swimmers from the waterside Dolphin Club practicing their sport, day and night, without wetsuits!

If you have room on your sidedecks to lash on bicycles, you can have a wonderful ride from this area, west through the old Fort Mason grounds, past the Marina Green, along Crissy Field, where you’ll witness the artistry of kiteboarders and windsurfers, then inland to explore the sprawling wood.

The East Bay

An ideal segue between The City and the East Bay would be an overnight at Clipper Cove, a flat-water anchorage lying behind a thin isthmus which separates Yerba Buena and Treasure Islands. True, the roar of the Bay Bridge traffic can be annoying when winds are light, but normally the strong breezes coming at you from the Golden Gate have the calming effect of ‘white noise’, making for peaceful sleeping on the hook.

By far, the East Bay’s most outstanding cruiser destination is the Oakland-Alameda estuary, a natural flat-water inlet separating Alameda Island from the mainland.

On the plus side of the ledger, this area of the Bay tends to have a much better summer climate than San Francisco, as the gloomy midsummer fog rarely makes it that far inland. Add to that the fact that the entire Estuary is focused on maritime activity, and therefore actively welcomes recreational boaters. There are a number of waterside restaurants with free-while-you-dine guest docks, and a number of excellent marinas that welcome short-stay visitors.

The prime spot for dining, nightlife and general tourism, of course, is Jack London Square. Thankfully, now that the Oakland Port Authority has subcontracted Almar Corp. to manage its Jack London facility, you can usually get a short-term berth there, giving you access to at least two dozen restaurants, shops of all sorts, theaters and music venues. Two of our favorite dinner spots are The Scott’s Seafood at Jack London Square is one of several waterside eateries that offer free dockage to diners.
Fat Lady, for fish or pasta, and Yoshi’s, for sushi. Attached to the latter is one of the best jazz clubs on the West Coast. At the end of this month, for example, ‘hot club’ jazz virtuoso John Jorgenson will appear with Bay Area legend David ‘Dawg’ Grisman.

While wandering the Square complex, you won’t want to miss the fabulously funky Heinold’s First and Last Chance Saloon, a remarkable relic of Oakland’s colorful maritime heritage. If these hundred-year-old walls could talk, they’d describe how, as a boy, would-be author Jack London listened with fascination to the seafaring tales of rough-living waterfront characters here, many of whom later ended up in his novels.

Another thought worth noting is that there are several reasonably priced hotels at or near the Square, in case some of your cruising companions would rather splurge for a room ashore than compete in the snore-a-thon aboard.

Farther up the Estuary lies a well-loved piece of Oakland history, Quinn’s Lighthouse. Moved here long ago from the entrance to the waterway, it has a fascinating history, serves good food and offers overnight dockage.

Our other East Bay recommendation is to consider an overnight at the Berkeley Marina (or perhaps at the adjacent Berkeley YC). The expansive marina is located in a peaceful park setting at the base of University Ave. Take a bus, cab or bike ride up to the campus area and rub shoulders with tomorrow’s billionaire scientists, or stroll down bustling Telegraph Ave., buy some patchouli oil and pretend you’re back in the ‘60s — even if you hadn’t been born then.

If you time your visit right, you could take in a show at U.C. Berkeley’s famous Greek Theater, which hosts top names during the summer months. This year’s lineup includes Mark Knopfler, James Taylor and Tom Petty.

Marin County

Many regard Marin County to be the most geographically beautiful part of the Central Bay. In addition to a couple of town stopovers, some of the Bay’s only decent anchorages are here: in front of the Sausalito waterfront; on the north and east sides of Angel Island; at Paradise Park, on the east side of the peninsula; at McNear’s Beach; and off of China Camp State Park.

Sausalito is a busy place during the summer months. While the half dozen marinas here don’t specifically set aside slips for transients, they will often find a spot for you for a night or two. From any of them you can walk or bike into the heart of town to play tourist in the

Both the docks and picnic grounds at Ayala Cove are busy on weekends. But evenings out in the mooring field are downright tranquil.

‘Junk shops’, marvel at the art in several prestigious galleries, enjoy fine food and celebrate life at legendary bars like the No Name and Horizons (which allows tie-ups out front).

If you have a dink, you can also anchor right out in front of downtown (although ferry wakes will give you an occasional roll), or farther north in the relatively peaceful waters of Richardson Bay. The city’s only official dinghy dock is a few blocks north of the conspicuous ferry docks at the Paradise Bay restaurant, so many visiting sailors are forced to improvise.

If you bring bikes along, you can take a mellow ride on a wetland path, north up into Mill Valley — or all the way up 2,500-foot Mt. Tamalpais for that matter, the birthplace of the mountain bike. Another option is to ride south through downtown and out to now-decommissioned Fort Cronkhite, at the base of the Golden Gate Bridge. While we’re on the subject, we should mention that you can anchor out in front of the old Fort com-
IN YOUR OWN BACKYARD

China Cove, just east of the northern tip, Pt. Campbell, or anchor overnight along the eastern side between Pt. Simpton and Quarry Point. With little wind back there, you'll lie to the tide, so remember to leave swing room for the shifts.

Across picturesque Raccoon Strait lies the quaint downtown of Tiburon. There are no public guest docks, nor a public dinghy dock, but the famous Sam's Anchor Cafe has a long finger out front that can accommodate 4 to 6 boats. It's busy as a beehive on weekend afternoons, so plan to tie up here fairly early in the morning or on a weekday. Naturally, the owners' intention is that you eat and drink at their place, but, in truth, dockers often stray to other nearby eateries also, such as Guaymas and Waypoint Pizza. Tiburon's neatly-manicured Main Street is a fun place to shop and browse for everything from souvenirs to designer clothes. (Note also, that the landmark Corinthian YC and nearby San Francisco YC can often accommodate reciprocal club members.)

You can't overnight at Sam's, but a short sail around the Tiburon headland to the east will take you to the Paradise Park anchorage in the tranquil lee, beneath forested hillsides.

If you choose to sail north from the Central Bay for a cruise up the Delta, or perhaps up the Petaluma or Napa River, you may want to break up the trip with a stop at either McNear's Beach or China Camp. Both are open roadsteads, but are generally wind- sheltered with flat water. During the summer months, McNear's is a prime picnic spot for Marinites, with its public pool being the biggest draw. China Camp, the site of a 19th-century Chinese fishing settlement, is more tranquil, as most land-bound visitors congregate in the campgrounds inland.

North Bay Rivers

Leisurely sailing up to Petaluma or Napa past unspoiled wetlands, grazing land and vineyards, you'll think you're a million miles from a major metropolis. And that's precisely the appeal. On the trip from the Petaluma rivermouth to the downtown turning basin — roughly 12 miles — it would be unusual to pass more than three or four boats of any type. With a little luck you can sail much of the way up to the outskirts of town, where the well-kept Petaluma Marina almost always has guest slips. A Sheraton hotel now abuts it, which has a nice upscale restaurant called Jellyfish.

The real fun, though, is side-tying at the turning basin, right in the heart of this lively Victorian town. (These docks are also administered by the marina manager.) A wealth of fine restaurants, bars, shops, grocery stores, movie theaters and live music venues lie within a 10-block radius. The only snag is that you'll have to pass beneath the D Street lift bridge. The operator likes to be given 24 hours notice of your expected arrival: 707-778-4303. (Info on all of the businesses and services mentioned here can be found on the Internet in two seconds, but this one might have been a little tougher to find.)

Unfortunately, the shallow depths of the Napa River don't allow you to take a keelboat all the way up to the downtown area, but you can get as far as McNear's Beach or China Camp. Both are open roadsteads, but are generally wind-sheltered with flat water. During the summer months, McNear's is a prime picnic spot for Marinites, with its public pool being the biggest draw. China Camp, the site of a 19th-century Chinese fishing settlement, is more tranquil, as most land-bound visitors congregate in the campgrounds inland.

Located in the heart of Victorian Petaluma, the turning basin docks give immediate access to dining, shopping and nightlife.
SUMMER CRUISING

up as the Napa Valley Marina — about 11 miles from the rivermouth — where the friendly staff can often find a spot to tuck you in for a night. Here, you really are in the heart of the wine country, with rows of grape vines as far as you can see, and hot summer weather. In fact, it’s typically bikini weather on the trip upriver. Apart from getting a sunburn, the only hazard is getting so relaxed that you run aground on the soft mud. So watch depths carefully, and keep a chart close at hand. You can reach town with a motorized dinghy — roughly 5 miles — for dining and shopping. Another idea, though, is to trade a daysail to friends who live in the area in exchange for a wine country tour.

Vallejo lies less than two miles up the Napa River, where both the Vallejo Marina and the Vallejo YC almost always have guest slips available. Although the downtown area is a ways inland, this can be a nice sunny stopover, especially when heading up the Delta. The upscale Water Barge restaurant and the Sardine Can cafe both lie within the marina complex, and the nicely kept waterfront promenade is an inviting place for a casual, sunny stroll.

Similarly, Benicia Marina — which lies four miles west of Carquinez Strait, where the Sacramento River meets San Pablo Bay — is a nice spot for a layover, as a variety of bars, restaurants and shops are within walking distance. The town used to be famous as a Pony Express stop, but in modern times the name Benicia has become synonymous with jazz — especially for the hundreds of sailors who flock here with the Jazz Cup on Labor Day weekend.

The Delta

Many Bay Area sailors consider the maze-like waterways of the Delta to be a perfect summer cruising ground — especially sun worshipers weary of having to layer up with five articles of high-tech fabric every time they want to spend time on the water in the Central Bay. Drawn by the promise of sun-baked days with nothing more pressing on the agenda than fooling around in fresh — albeit muddy — water, bonding with friends and family and contemplating the universe at night under starry skies, many NorCal sailors make annual pilgrimages

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Page 130  •  Latitude 38  •  July, 2005
here, and consider it to be the highlight of their summer sailing season.

If you list gunkholing as your favorite pastime, the Delta is your place. Between Antioch and Sacramento, you could poke around for months and never run out of shallow sloughs, funky ‘resorts’ and waterside towns to visit. And you might be surprised to learn that you can get in some great flat-water sailing, especially on the larger channels and rivers. If you’re new to this realm, our best advice is to bring a gallon of sunblock, wind-scoops, lots of water and some sort of sun shade, even if it’s just a ‘K-Mart bimini’ (blue plastic tarp), because temperatures are often over 100°. You’ll also want to bring all your water toys — especially if you have kids — including a sailing dinghy, windsurfers or a kayak if you have the deck space.

Delta vets all have their favorite places, such as Potato Slough, Brannon Island, Herman and Helen’s, Decker Island, Georgiana Slough and the historic town of Locke — home of Al the Wop’s restaurant. You’ll find them all in the cruising guides and on Hal Schell’s essential Delta Map and Guide. But some folks just like to play it by ear and see where they end up. The downside of cruising here is the proliferation of powerboats and jetskis, but there’s plenty of space for all.

A lot of serious partying is done in the Delta, but the biggest bash of all is the annual Hilton Fireworks Extravaganza on the Fourth of July. We’re told that as many as 6,000 boats show up at Mandeville Tip to join in the fun.

Whichever section of the Bay Area appeals to you, we urge you to get out on the water and make the most of it this summer and fall. No need to overthink it. Just pack up the cooler, the kids and the dog, and set off on your own little cruise. Later, you’ll be glad you did.

— latitude/aet
WANT TO GET AWAY?

If you think life is crowded and polluted in the Bay Area, you’re just missing the forest for the trees. For right in the middle of where you live are two of the least crowded and most refreshing places to recreate — San Francisco Bay and San Pablo Bay. The Stevens 47 sloop you see is romping in the former, while the Catana 47 Jitterbug is sliding along in the latter. You’re lucky if you live in Northern California — but not that lucky if you don’t get out sailing often! To see more folks enjoying our great aquatic resources, turn the page.
SAIL THE BAYS
WANT TO GET AWAY?
The 15th annual Delta Ditch Run, the popular 67.5-mile downwind charge from Point Richmond to Stockton, attracted 117 boats on June 4 — and, for a change, Don 'Lance' Jesberg didn’t win it overall. Jesberg, who has racked up a remarkable five Ditch Run titles in a row, had family obligations that kept him from racing, but he came out in his Boston Whaler to watch the start of the race. Naturally, he was rooting for his boat, the Melges 24 Ego, on loan to Ricky Matthews and Nick Adamson.

The race started on time at 11 a.m., with multiple bangs — the first one from the race committee’s shotgun, and the subsequent ones as Auspice, Yucca, Howl and two other boats plowed into Ego in one of the bigger starting line pile-ups we’ve witnessed in recent years. The starting line was absurdly pin-end favored, and when several boats on starboard tried to turn the approaching overlapped wall of port tackers, all hell broke loose. Jesberg could only watch in amazement as his boat bore the brunt of the blows.

Ironically, Ego, which helped create the massive raft-up in a futile attempt to exercise their starboard rights, wasn’t even meant to be on the starting line. Her crew had downloaded the SIs off the web midweek, and were unaware that Richmond YC had juggled the starting lineups at noon the day before the race to push the unexpectedly large 14-boat Melges 24 fleet back five minutes. Altogether, it was a dangerous and unsettling way to start an otherwise fine race — fortunately no one was hurt, and damage to the boats was surprisingly minimal.

Thoughts about the carnage on the starting line were soon forgotten as the pleasant and unusually easy sail through the Delta unfolded. With moderate wind and more ebb than usual, the course record of 5:34:58, set by the SC 50 Octavia in 1997, was never threatened. There was little drama or carnage, other than the turbo Hobie 33 Magic Light dismasting and the usual groundings. The first monohull in, Tom Sanborn’s SC 52 City Lights, crossed the finish line at 6:54 p.m. after 7 hours, 54 minutes of match racing with the SC 50 Surfer Girl, which also rates -6. After many lead changes, City Lights nipped Surfer Girl by 1 minute, 13 seconds — a particularly satisfying win for City Light’s local knowledge guru, Stocktonite Chris Shepherd, whose wife Karri was a frisbee throwaway all day on Surfer Girl.

Pulling in at 7:29 p.m. after 8 hours, 24 minutes — not to mention 92 jibes and lots of beers — was Tim Hawkins’ Melges 24 Go, Dogs, Go!, named after the well-known children’s book. ‘Hawk’, his fiancee Martha Reynolds, and Santa Cruz ‘dogs’ Pepe Parsons and Chris ‘Biff’ Watts not only won the Melges 24 class, but took the race overall with four minutes to spare.

‘It was relaxing compared to ’97, when Pepe and I sailed on Octavia — that one was a total blur!’ said Watts. ‘We had a gas this year! Five different boats swapped the lead all day, with Ego eventually running aground near #19. Then it was just us and Shawn Bennett, but we took the lead for good about five miles out. I think we crushed their spirit, as they fell to fourth.’

Andy Hamilton's Wylie Wabbit
White Boat, with Jonathan Livingston and his wife Suzie Grubler crewing, was the overall runner-up, nipping Kim Desenberg’s sistership Mr. McGregor by 21 seconds. Finishing a commendable fourth overall was the Melges 24 Tinseltown Rebellion, sailed by Cam Lewis and an all-girl squad — Karen Loutzenheiser, Dana Riley, Emily French and Alex Bestoso. “Two of my crew had boyfriends on other Melges, and they refused to lose to them!” claimed Lewis. The rest of the top ten was swept, not surprisingly, by Melges 24s and Wabbits.

Overall heavy boat honors went to Bob Harford’s Newport 30 Fast Freight, which rode the building flood up behind the bulk of the fleet to finish 15th overall. Yucca, Hank Easom’s lean wooden 8-Meter, topped Heavy-I for the third year running, and was second overall in the heavy boat competition (“The old log loves to go up-river!” claimed longtime Yucca crew Charlie Mohn). New mom Shana Phelan took the biggest and arguably most competitive class, the 25-boat Moore 24 fleet, with her Ngellew Fej (“wind dancer” in an African language). “It was a total catfight, really close this year!” said Shana, who sailed with husband Peter, Morgan Larson, and Krista Scheer.

Two generations of Erkelens also won
their divisions this year. Bill, Sr., swept the multihulls with his D-cat Adrenaline, finishing at 4:32 p.m. after just 5 hours and 7 minutes. Sailing with sailmaker Skip Elliott; Olympian Chris Steinfeld; and Jeremy Londergan; Bill, Sr., clobbered the multihull class by 46 minutes on corrected time, "for once not breaking anything significant." Not to be outdone by his father, Bill, Jr., pushed his turbo 33 Enzo to an equally decisive victory (24 minutes) in the Light-I division. Sailing with wife Melinda, Peter Stoneberg, and Eric Steinberg (and, unlike Magic Light, with running back-stays), Bill, Jr., reported a fun and mellow trip.

It wasn’t the fastest or the slowest Ditch Run ever, but it was certainly one of the more pleasant ones. Even the crew of the Cal 27 Whisper, who crossed the finish line last at 11:11 p.m. arrived in great spirits. And, happily, all parties in the fender-bender at the first start found each other on the docks after the race and "settled out of court," as no one wished to drive back to Stockton — or any place, for that matter — for a complicated protest hearing that could have been avoided in the first place by a somewhat square starting line.

"Maybe next year we need to consider an upwind start with a short beat, like the Vallejo Race and the Jazz Cup," commented RYC member and Auspice crew Jocelyn Nash. "Certainly, it would be safer."

— latitude/ rkm


LIGHT II — 1) Extreme, Hobie 33, Keith Det- tman; 2) Voodoo Child, Olson 30, Charles Barry; 3) Hot Betty, Olson 30, John Scarborough; 4) Miss- tress Quickly, SC 27, Larry Weaver. (8 boats)


HEAVY II — 1) Arc Angel, Sonoma 30, Jack Tatum; 2) B Mer, B-25, Bruce Schumacher; 3) Marrakesh, Express 34, Craig & Anne Perez; 4) Ex- press Lane, Express 34, Paul Tomita. (9 boats)

HEAVY III — 1) Fast Freight, Newport 30, Bob Harford; 2) Sunset Woman, Hunter 31, Lou Kruk; 3) Fandango, Cal 2-27, Alan Weller. (7 boats)

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HEAVY I — 1) Yucca, 8-Meter, Hank Eassom; 2) Auspice, Schumacher 40, Jim Coggan; 3) Jarlen, J/35, Bob Bloom; 4) Spindrift V, Express 37, Larry Wright; 5) Desdemona, J/120, John Wimer; 6) Expeditious, Express 37, Bartz Schneider; 7) Samiko, Serendipity 43, Dexter Bailey. (14 boats)

HEAVY II — 1) Arc Angel, Sonoma 30, Jack Tatum; 2) B Mer, B-25, Bruce Schumacher; 3) Marrakesh, Express 34, Craig & Anne Perez; 4) Express Lane, Express 34, Paul Tomita. (9 boats)


EXPRESS 27 — 1) Baffett, Tom Baffico; 2) Moxie, Joshua Grass; 3) Desperado, Mike Bruszzone; 4) Wile E. Coyote, Dan Pruza; 5) Dianne, Steve Katzman. (10 boats)

MELGES 24 — 1) Go Dogs Go!, Parsons/ Hawkins; 2) Tinseltown Rebellion, Cam Lewis; 3) Ego, Ricky Matthews; 4) Delta Snake, Shawn Bennett; 5) Goin’ Back to Ceres, Matt McQueen; 6) Minor Threat, Peter Dalton; 7) Smokin’, Kevin Clark. (14 boats)

WYLIE WABBIT — 1) The White Boat, Andy Hamilton; 2) Mr. McGregor, Kim Desenberg; 3) Bad Hare Day, Erik Menzel. (7 boats)


MULTIHULL — 1) Adrenaline, D-cat, Bill Er kelens, Sr.; 2) Water Wings, F-31R, Jim Lawson; 3) Rocket 88, D-cat, Brendan Busch. (7 boats)

CRUSING — 1) Sail A Vie, Hunter 30, Wayne Wilson; 2) Beulah, Cal 2-29, Mike Conrad. (5 boats)


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Communications

Back in the "old days" — like 10 years ago — heading for the distant islands (or even Mexico) meant being out of touch for weeks at a time. For many folks that was just fine, but most of us liked some contact with home — if only to know that everything was okay. And of course family and friends (well, most of them) wanted to know that we once again Survived the Savage Seas.

That was then. These days, there are a number of options for reliable offshore communications. But before we explore the details we need to establish a couple of ground rules. The first of these has to do with us being in control. One of the big attractions of cruising, for us at least, is the simpler, more self-reliant lifestyle. If the phone rings every 10 minutes with somebody else's problem, we've accomplished nothing. So rule #1 is that we control the communications, and it happens at our convenience.

Rule #2 is that the cost needs to be reasonable. For many folks out there who try to run a business from some remote and picturesque location and need reliable communications at any cost, you need more help than we can offer — and I'm not talking about just communications. Our goal here is to help regular cruising folk stay in contact, be able to share experiences, and torture their friends back home with great stories.

The other guiding principle is that there is no single perfect answer. We'll talk about a variety of options. Most of these are not exclusive and a number of technologies can make up your 'bag of tricks' for staying connected. The prices discussed here are only guidelines, things change quickly and you need to do your own research (see 'Sources' box on page 142 to get started).

The basic choices are telephones and email. Telephones are handy but have two serious drawbacks: They can ring, which is not good (see rule #1). And if you make the call, the chances of talking to anything other than an answering machine are pretty remote. So we strongly favor the email solutions (although there are some systems which will do both so you can cover your bets). With email, the next question is how much do you want to send and receive? The issue is bandwidth. At home (or in port) this is a non-issue, but offshore it is the limiting factor. Text is simple: a half-page email is only about 1000 characters (1 Kilobyte or "1K" in the vernacular). A half-page photograph from your digital camera is a different matter, those are typically 1-2 megabytes (i.e. 1000x larger). Even a small wallet-size photo is still around 50x larger than a half-page email. So a picture really is worth a thousand words at least in terms of communications costs.

When comparing options, we're going to assume an average of six 1000-character messages a day (i.e. 3 in and 3 out), that's about average for Sailmail members and a good reference point. Your mileage will vary, so make the appropriate adjustments.

In terms of technology, there are two basic choices; wired and wireless. "Wired" is obviously useless offshore but a good option when ashore or in port. This includes payphones, internet cafes, fax offices, etc. We're also going to lump wireless internet (802.11b or "WiFi") into the "wired" category because of its short range, from a few hundred feet up to a mile or two with the right gear — definitely not in the "offshore" category. The advantage of short-range wireless internet is that it is fast and cheap — great for sending off a few pictures. It is also being provided by many marinas and purveyors of mediocre espresso. Many of these networks are also free, and the setup is simple, so being set up for wireless-internet access is quite useful and should be part of your 'bag of tricks'.

Many new computers come with 802.11b access built in, but no provision for an external antenna. This will work okay on the boat if the access point is not too far away or you can take the computer up on deck. A better choice is a wireless adaptor (PC-card, USB or ethernet-connected) with an external antenna such as a flat-panel directional antenna aimed at the marina office. The key is clear air line-of-sight with no buildings, trees or large motorboats to mess up the signal.

The wireless technologies that are useful offshore are HF (high-frequency) radio, low-orbit satellites, and high-orbit (geosynchronous) satellites. We'll talk about each in turn, but our personal favorite is HF radio (3-30 MHz). HF radio has an interesting characteristic which makes it quite useful: It can travel many thousands of miles by skipping between the earth and sky (ionosphere to be more precise). This 'skip' effect depends on solar activity and sunspots and isn't always reliable, but the same can be said for many other aspects of the cruising life — weather and refrigeration, for example.

The two HF radio email systems which provide world-wide coverage are Sailmail and Winlink. Besides a computer, an email-capable SSB radio and a special radio-modem are required.

The radio you have already — right? Don't even think of leaving home without a good SSB. The ballpark cost for the modem is $1,000. The good ones are made by SCS in Germany, and the U.S. distributor is Farallon Electronics in Sausalito (see sources, below). Both systems use the same modem and the same Airmail software for access that I started writing about 10 years ago.
when we were looking for solutions ourselves — but be aware the shoreside systems are different. Both systems have strengths and limitations, both use the same equipment and software, and many cruisers use both.

Winlink is a ham radio system and requires a ham license with HF privileges. In the states that means a general-class license. There is no charge for access, since the system and stations are all built with donated time and equipment. There are currently about 40 stations and 5,000 users, maybe half of whom are sailors (the others are RV’ers and land-based experimenters). Like all the other systems, there are some limitations; connect time is limited but fairly generous; to be legal you need to get a reciprocal ham license for each country you visit (usually just a matter of paperwork); communication with non-hams is restricted in some countries (the so-called “third-party” limitations); and business communications are strictly prohibited.

The Sailmail association was founded by Stan Honey and your faithful reporter in 1998 with the goal to provide reasonably-priced, radio email service on the marine bands. Sailmail has now grown to 16 stations around the world and around 2,800 members. Membership fees ($250 per year, no traffic charges) pay for equipment and system upkeep. There are no limitations on business or third-party communications but connect time is limited so that everyone can have access to the stations. (Realistically, the limit is equivalent to 30-40 emails a day, more than most folks would care to sit down and type). Sailmail also operates the Sailingdocs weather server, which is used by Sailmail and Winlink users, and in fact can be used by anyone with a low-speed connection.

The advantage of the HF-radio systems is relatively low cost. The drawback is that you are dependent on radio propagation which may limit your connection to particular times of the day, depending on location. The other way to get radio signals to travel long distances is via satellite. The low-earth-orbit (LEO) satellites are only a few hundred miles up, just above the atmosphere, which means they can communicate with a station on the earth using fairly low power and simple non-directional antennas. But LEO satellites circle the globe every couple of hours and don’t stay in one place very long. So for global communications, a large number of satellites are needed, along with some way to relay transmissions, all of which adds cost and complexity.

There are three low-earth satellite systems: Globalstar and Iridium, which are both sat-phone systems (which also offer email capability), and Skymate/Orbcomm for email only. Globalstar is a “single-hop” system (called a “bent pipe” by Globalstar). This means the satellite has to ‘see’ both you and the earth-station in order to communicate — there’s no satellite-to-satellite relaying. The satellites are about 900 miles up (remember that a higher altitude means more coverage but a weaker signal), so the service ‘footprint’ varies depending on the satellite track and earth-station location. Check the maps on the Globalstar website for details.

Off the West Coast, service extends only partway to Hawaii and not very far off Mexico. Southeast Alaska is also within the service footprint, but the angles to the satellite are nearly horizontal and the mountains are tall, which results in many reported problems. Data is provided at a 9600-baud rate but not everywhere. Costs are in the $1,000 range for the phone and data kit, and connect-time costs range from 50 cents to $1 a minute, depending on the plan. (Warning: these folks went to the cellular school of marketing). The cost per message is modest, but it adds up. Checking mail twice a day and sending/receiving our six messages can easily run $50-100 per month. Sending/receiving pictures is possible but expensive. Iridium uses satellite-to-satellite

With a bit of practice, it’s simple to look at a chart and figure out sailing conditions.
relaying and provides global satellite voice and data service. It is a ‘real-time’ system, which means there needs to be a continuous path to the earth station. If no satellite is available, then the connection is dropped. Some users report great results, some report problems with dropped connections. Data is handled at 2400 baud, equipment runs around $1,600 and air time costs about $1.50/min. Minimum billing is 20 seconds, which helps, but the data-rate is slower. We’ll go out on a limb and say that the monthly costs for most folks will be about the same between Iridium and Global-star. Two things we like better about Iridium: First, they offer a pre-pay plan with no monthly charge — simply ‘recharge’ the balance whenever it gets low — and second, it works anywhere. Both Globalstar and Iridium offer direct internet access, but realistically that means email. Web surfing at 2400 or even 9600 baud is not a pretty picture. And both of these systems benefit greatly from compression software. The HF-radio email systems are designed from the ground up to be efficient over slow links and use efficient algorithms and data compression, but satellite internet does not. So some sort of data compression is highly recommended. Sailmail members can use the same radio-compression via satellite. UUPlus is one of several which offer good service. However, these compression services are in addition to the satellite cost, typically another $25-30 per month.

**SOURCES**

Radio Email
www.sailmail.com
www.winlink.org
www.farallon.us

Satellite Services:
www.iridium.com
www.globalstar.com
www.skymate.com
www.inmarsat.org
www.kvh.com

Free Weather Sources:
www.nws.noaa.gov/om/
marine/home.htm
www.saildocs.com

That’s a long haul for any radio signal, and requires either tons of power or large directional antennas (or very slow data rates). So costs are higher, but this is the choice for folks who absolutely need reliable connections. Most of these services are offered by Inmarsat in its various incantations — Inmarsat-C, mini-M, Fleet-77, etc. The most affordable of these is Inmarsat-C, such as the KVH eTrac unit, with equipment costs in the $3,000 to $4,000 range, and message costs around $6 per (1K) message. Text weather is free. That makes it impractical for routine use, but for a high-priority/low-volume backup system, we think it makes sense. Iridium-M is an even pricier global telephone/email system; mini-M is its baby brother with less-than-global coverage and a lower — relatively speaking — cost ($5,000-$6,000 for the box and $2-3/min). Inmarsat Fleet-33, Fleet-55 and Fleet-77 are the higher-speed higher-cost alternatives for those who really need help (see above).

Before making any decisions on communications let’s also touch briefly on another topic dear to cruisers’ hearts — weather. There are three types of weather information: Warning and forecast bulletins prepared by whichever weather office has responsibility for the specific area; forecast charts, usually spanning whole oceans and prepared by one of the interested weather offices; and, fairly recently, computer weather-model data offering more detailed wind and weather forecasts.

Of this information, warning and forecast bulletins are the most important. This is where gale and storm warnings will appear, along with a general weather synopsis. In some areas the forecasters issue daily or weekly discussions, such as Bob McDavitt’s Weathergram for the South Pacific. The focus tends to be on dangerous weather and there may not be much information on areas of light winds, for example. These text bulletins can be obtained via VHF or SSB radio by voice, or radiotelex if you have the right setup, or via email. Since it is simple text the messages sizes are quite small, a few kilobytes.

Weather charts are the best choice for watching the ‘big picture,’ and with a bit of practice, it’s simple to look at a chart, note the highs and lows and the spacing of the isobars (pressure contours) — and figure out what sort of sailing...
conditions you're going to have. Charts will also show areas of storms or gales, but sometimes with less detail than the bulletins. Having both is ideal.

Weather charts are primarily distributed via radio weatherfax using a dedicated fax receiver, or a computer with special software and a fax decoder of some sort (for example, the radio modems used with Winlink or Sailmail make great fax decoders, and most computers come with sound-cards which will also work). NOAA publishes a great worldwide fax schedule — search Google for rfax.pdf or chase down ‘radio fax’ in the NOAA link noted in the gray ‘Sources’ box on this page. Fax charts are also available via internet or email via some systems, but the file sizes are large and can be either slow or costly to download.

A fairly recent development is the availability of ‘grib’ weather files. These are computer data files which come from one of the global weather computer models. The major weather centers run global computer models to predict the weather patterns — NOAA’s GFS model, for example, runs four times a day on an IBM supercomputer and computes the world’s weather for the next 16 days. (Beyond day 4 or 5 it is arguably just a guess, but we figure NOAA’s guess is a lot better than ours.)

This is one of the tools that forecasters use when writing the specific forecasts, and like any sort of computer model, it’s not always correct. But for sailors, this is very interesting data because it details wind speed and direction for every degree of latitude and longitude anywhere on the planet. It also goes out into the future a lot farther than most other forecasts, which makes it great for passage-planning. NOAA provides the data without charge, but the files are very large and need to be ‘sliced and diced’ into manageable pieces. A data file for a few day’s sailing in a specific area can be quite small, a few KB and easily/cheaply sent via radio-email or satphone. Grib files which cover a whole ocean are too large for low-speed links, so it’s important to find a source for ‘custom’ grib files such as our (free) Saildocs service.

Other weather services offer additional data and pretty colors for a per-message or per-file fee, but even the most expensive services get their data for free from the same source that you can: the folks and computers at NOAA. And at the end of the day, the weather will do whatever it wants, no matter what the forecast says.

— jim corenman
In less than two weeks, the 43rd TransPac will begin leaving from Point Fermin, Los Angeles, bound 2,225 glorious downwind miles to the finish off Diamond Head. The race will double as the Transpac’s centennial edition, falling more or less 100 years after the first race in 1906. Seventy-five boats, topped only by the 80-boat fleet in the ’79 drifter, will take off in three waves — 35 smaller and ‘cruiser’ boats on July 11; 20 midsize racers on July 15, and 20 flat-out machines on July 17. The race is pushed back farther into July than usual to accommodate the full moon (July 21) and to insure, hopefully, a more mature Pacific High (i.e., more wind).

"It’s a fantastic turnout — we’re thrilled!” claimed TransPacific YC commodore Jerry Montgomery. “The only problem will be that recent tradition calls for the commodore to greet every boat on the docks in Hawaii. Brad Avery did it last time, and I’m going to try to do it this time — but I’m already exhausted just thinking about it!”

Here’s a quick scouting report on this year’s large and eclectic fleet:

**Turbos** — The crews on the seven boats in Division I read like a who’s who of sailing, with Morning Glory (watch captains Russell Coutts and Morgan Larson) particularly stacked. According to race chairman Bill Lee, the top five boats have the ability to knock more than a full day off Pyewacket’s 1999 record of 7:11:41. In the process, another record that will surely fall is Pegasus 77’s longest day’s run of 356 miles, set in 2003.

While Morning Glory, Pyewacket, and Genuine Risk duke it out for Barn Door honors, one of the slower boats — such as Bill Turpins’s chartered R/P 77 Scout Spirit (ex-Zephyrus IV), which gets over 30 hours from the ‘big three’ — could well win on corrected time, especially if the race finishes on a building breeze. The original R/P maxZ86 Windquest (ex-Zephyrus V) may be a sleeper in this division, too.

**Biggest** — Randall Pittman’s San Diego-based Dubois 90 Genuine Risk is the biggest boat in the fleet, though it rates even with the two maxZ86s. Risk has six feet more rated length than the maxZs (good), but has been forced to throttle back its horsepower to get under the TransPac’s rating limit (bad). Pyewacket and MG, which have both supposedly gone to deeper keels and lighter bulbs, have spent more time optimizing their boats for the race and have benefitted from sailing a lot more than Risk. However, Pittman has assembled a great crew — including watch captains Ken Read and Erle Williams, and sailmaker Dave Ullman — and may put it all together this time.

**Smallest** — The Australian Super 30 Cone of Silence (remember Maxwell Smart?) is the smallest boat entered, though it is by no means the slowest. This is the second shot at the TransPac for this radical R/P-designed 32-footer — last time, they dropped out on the second day when their jet drive door (the water intake for their engine) opened due to operator failure and blew off its hinges. The ‘Coneheads’ will have a physical trip, as the only way to overcome the boat’s harsh rating and short waterline is to plane frequently — which won’t be a problem with just 3,800 pounds of displacement. "This is sort of like..."
sailing a 49er to Hawaii,” marvelled Bill Lee. “I think ‘Banzai burnout’ may be a factor.”

**Cal 40s** — Forty years after they burst onto the TransPac scene, 14 of these 1963 Bill Lapworth designs are entered and, depending on the whim of Mother Nature, whoever wins this class could be in the hunt for overall honors. *Illusion* nearly won overall last time, falling to third in the final day or so as the wind finally filled in. This year, with more leverage (a six-day headstart instead of five), a much more competitive fleet (up from 10 last time), and a new rated distance that helps small boats (2,300 miles instead of the usual 2,225 miles), the Cal 40s may be poised to strike again.

If the weather is uniform (unlikely) and the Americap-based ratings are accurate (more likely), the numbers indicate that the Cal 40 fleet will begin arriving half a day before the turbos. Previously, Cal 40s have won overall in ’65 (*Psyche*), ’67 (*Holiday Too*), ’69 (*Argonaut*), and 1985 (*Montgomery Street*). Could it possibly happen again?
TRANSPAC PREVIEW

Clean sweeps — This has only happened four times in TransPac history — Dorade (’36), Windward Passage (’71), Chance (’91), and Silver Bullet (’93) — and it won’t happen again this year. The comfy Pedrick 75 Shanakee II, sailing with a 6-day headstart in Aloha-1, should easily finish first, though they’ll have a hard time correcting out well. Previously, Shanakee was first to finish in ’01 after 11.5 days, also with a 6-day jump, and is returning with much of her same crew, including TPYC staff commodores Brad Avery and L.J. Edcomb. They’ll be distracted by air conditioning, hot showers, music, laundry duty, fishing, beer and wine, and various other hardships.

Bay Area boats and sailors — The Bay Area will be well represented by 14 entries, each of whom was profiled in last month’s article Bay Area TransPac Entries — Diamond Head or Bust! In order of size, our contingent consists of Barking Spider, Cipango, Pegasus 52, Rosebud, Dasher, Charmed Life, Pyewacket, Dorade, Genuine Risk, The Cone of Silence, Between the Sheets, and the brave men of B-Quest.

A dozen U.S. states are represented as well, including far away places like Maryland (Pursuit, Florida (Trader), Texas (Soap Opera), Colorado (Ralphie), Tennessee (Blue), Illinois (So Part), and Michigan (Windquest). There are also five boats which list Hawaii as their hailing port — TransPac legends Merlin and Ragtime, Two Guys on the Edge, Seafire, and

Different approaches to the race, from left — Genuine Risk, The Cone of Silence, Between the Sheets, and the brave men of B-Quest.

2005 TransPac Entries

<table>
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<tr>
<th>Vessel</th>
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<th>Skipper</th>
<th>TP Rating</th>
<th>Hailing Port</th>
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<tr>
<td>Morning Glory</td>
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<td>Hasso Plattner</td>
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<td>Genuine Risk</td>
<td>Dubois 90</td>
<td>Randall Pittman</td>
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<td>Andrews 80</td>
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<td>Windquest</td>
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<td>Andrews 70</td>
<td>Dan Sinclair</td>
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<td>Lee 66</td>
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<td>Andrews 61</td>
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<td>Farr TP52</td>
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<td>Trader</td>
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<td>Bengal 2</td>
<td>Ohashi 52</td>
<td>Yoshishiko Murase</td>
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<td>Pendragon 4</td>
<td>Davidson 54</td>
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<td>Ragtime</td>
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<td>Peterson, Richards, etc.</td>
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<td>DIVISION III (starts Friday, July 15)</td>
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<td>Cipango</td>
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<td>Myron Lyon</td>
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<td>Uproarious</td>
<td>Olson 40</td>
<td>Robert Bussard</td>
<td>193.611</td>
<td>San Diego</td>
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</table>

No foreign legions — There’s an international vibe again this year, with eight countries — one less than last time — on the entry list. Two boats are entered from Japan (the new Beecom and Bengal 2, back for the third time); three from Mexico (returning yet Jelto, Iatata, and the new red Enchilado), one from Germany (Morning Glory), one from
**2005 TransPac Entries**

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<th>Hailing Port</th>
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<td>Challenged America</td>
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<td>S&amp;S 65</td>
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**Notes:**
- All boats are double-handed unless noted.
- ** = doublehanded

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**Different approaches, cont’d — The lethal new ‘Pegasus 52’; the 1938 woodie ‘Odyssey’; and Barn Door contender ‘Morning Glory’.

TransPacs (’39, ’55, and ’61) and her crew has done 53 TransPacs between them. The oldest people, by far, are aboard Lloyd Sellinger’s Cal 40 Bubula — all six of her crew are over 65!

**Newest** — Pegasus 52 is literally a month old, fresh out of Eric Goetz’s shop in Rhode Island. Owner Phillip Kahn has pulled out all the stops to get to the race on time, and based on the Farr design, a rock-solid crew (including his 15-year-old son Shark on his third TransPac), and their track record (Barn Doors in ’01 and ’03) — not to mention that the TransPac rating system still favors big, light boats — we think Pegasus 52 could be the boat to beat.

**Profiles in courage** — Urban Miyares and B’Guest, Challenger America’s donated Tripp 40, is back again this year, once again staffing their boat with folks with disabilities. They’ll also sail with one able-bodied sailor, skipper Josh Ross. To learn more about this inspiring group of guys, see www.challengedamerica.org.

**Doublehanders** — There are seven doublehanded entries this year: Camille, Charmed Life, Diablo, Jacare, Serena, Soap Opera, and Two Guys on the Edge. The latter boat, an ID-35 sailed by ‘edgy’ Hawaiians Dan Doyle and Bruce Burgess, has won the last two TransPac’s doublehanded division and is the odds-on favorite to repeat. Soap Opera, a Hobie 33 from Texas, should also do well if her crew is up to the task.

Camille and Charmed Life, both lower-key efforts, will go into the TransPac history books regardless of how they finish: Jim and Ann Reed’s Camille is the first husband/wife doublehanded team ever, and Charmed Life, sailed by Pat Garfield and Diane Murray, is the first all-women doublehanded team. See the latest Sunset magazine for a feature article about the latter effort.

**Family values** — There are five family members sailing on the Mexican Jeanneau 54 Enchilado — 67-year-old Cesar de Saracho, his wife, and three grown kids. Five family members are also sailing on Reinrav 2, four on California Girl, three on Callisto, and at least a dozen boats have father/son combos aboard. Interestingly, there are more married couples than ever before, with ten or more.
FIRST TO FINISH — The luxurious Shanakee II. Do the math.

BARN DOOR — Pyewacket or Morning Glory, too close to call. Everyone would like to see Roy go out on top, but Hasso may have other plans.

DIV. I — Scout Spirit, with many of the same crew who won overall in ’03 on Alta Vita.

DIV. II — Pegasus 52 — prepare to experience The Wrath of Kahn again. Other players include Rosebud, Medicine Man, and Pendragon 4.

DIV. III — Reinrag 2 — been there, done that. The Garniers know the way.

DIV. IV — Sensation in a squeaker over sistership Tabasco.

DIV. V — It’s Showtime, fully crewed and the right horse for the course.

CAL 40 — Illusion — you go, girls! Ralphie, Radiant and Callisto will also be in the hunt.

ALOHA A — Between The Sheets won Aloha overall last time and, barring anything Incredible, should repeat.

ALOHA B — Wind Dancer gets the nod, at least So Far.

DOUBLEHANDED — Two Guys on The Edge — take it to the bank.

FIRST OVERALL — Impossible to call due to staggered starts, but that’s never stopped us before: Pegasus 52.

The fleet should start arriving in Honolulu on Saturday, July 23, or Monday, July 24, and the centennial celebration should be underway in earnest by the 25th — unfortunately without us, as the end of the race coincides with our monthly deadline. However, we’ll be glued to the Internet, following the daily position reports and press releases at www.transpacificyc.org and emailing our friends on various boats to come up with some semblance of a race report next month. With a 75-boat fleet, there’ll be no shortage of stories!

Good luck to all entries, and congratulations to everyone associated with the 100th anniversary edition of this great race. Here’s to 100 more years!

— latitude/rkm
NOW THIS WAS SAILING!
and PUSSER’S RUMs— or “Nelson’s Blood” — was their rum!

The original navy rum and the father of grog as issued on board ships of Great Britain’s Royal Navy for 330 years. There is nothing like the full, rich taste of PUSSER’S - 100% pot stilled like single malts. Sip it neat, or try it with cola to taste the real difference. Gold Medal Winner, London 2001 & Double Gold, San Francisco 2003.

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IMPORTED BY SHAWNEE INTERNATIONAL IMPORTERS, MIAMI, FLORIDA - PUSSER’S RUM AT 75% ALCOHOL PROOF
HOW TO BE A MOVIE STAR

It’s probably safe to say that every modern child has fantasies about becoming a movie star. That dream was rekindled in me a few months ago when folks from Disney called me in Antigua to say they wanted my Baltic Trader, St. Peter, to be used in Pirates of the Caribbean II and III, which was to be filmed once again at St. Vincent. I’d waited seventy years for them to call me, but the wait was worth it. “Okay, you guys,” I said in my best Bogart lisp, “but this time I want a cameo role like you promised in the first Pirates.” My grandchildren didn’t speak to me for months after seeing that first epic, because I hadn’t even gotten a walk-on — or a role as a dead pirate.

“No problem,” the Disney rep replied “You’ll have a part. Dead pirate, okay, bro?” This particular guy was constantly curry-favouring with calling everyone bro or, sometimes, brother, which is short for bro.

Before I knew it, platoons of production workers descended on St. Peter, fitting her out with seven new brick-red sails, a new jib-boom, new oil lines to the engine, new hatches, a new stuffing box, a change of oil filters, even a new kettle. They washed the bunk covers, cleaned the fridge and scrubbed the floors. Next, they hauled the old girl out at the Antigua Slipway in Nelson’s Dockyard. There, they fixed new mahogany sides around the rudder post, stuffed some leaky spots near the transom and painted her bottom with an anti-fouling. The cost of all this, including a few coffees at Catherine’s Cafe, was over $10,000. If we’d hauled out at Cartiers on Bond Street in London it would have cost less!

With the refit completed, six of us set off for St. Vincent late on March 12th, only to discover that someone had liberated all the knives, forks and spoons. Several of the crew were ordered onto chopstick patrol and one even carved the skipper a proper spoon, so it was a propitious start. A large kitchen knife (actually my son’s shark-killing weapon from Borneo) was found in the bilge, so we were living like kings.

Unfortunately, though, there was an ever-increasing leak on the trip south. Sadly, someone developed an ever-increasing leak on the trip south. Luckily, conditions improved and our new Garmin GPS soon told us we were doing fourteen knots in the lee of each island. And we actually had some rice left over at the entrance to Ottley Hall three days later. After tying up to the west quay near HMS Bounty, we hurried over to the Disney canteen for curried chicken sandwiches (a leg of chicken between two pieces of bread, but remarkably tasty after years at sea).

Sadly, St. Peter had developed an ever-increasing leak on the trip south. Several bald, muscle-bound Disney divers plunged around, but failed to see anything wrong. Actually, I don’t think they really cared one way or another, as we were just another prop in the film.

The director, however, fell in love with St. Peter and used the boat for many shots throughout the five weeks of shooting. She certainly wasn’t the prettiest boat they chartered, but the director’s enthusiasm certainly made up for the pounding she received at the hands of the Disney marine sailing director, who had apparently never heard of tender loving care. Baltic Traders, such as St. Peter, were built to last five years and then be thrown away. St. Peter is fifteen, so, in animal terms, she is already a hundred years old. A bit like her skipper.

“Now, your ship is to be kitted out as a shrimper in which Orlando Bloom has an interest. He will be on board chasing Johnny Depp who has kidnapped Keira Knightley,” explained the director. “You will play the part of the skipper, okay? Get over to wardrobe please, and get measured for your skipper’s outfit.”

The costume crew decked me out from head to toe. I even got a grey wig with grey eyebrows! I looked like I was heading for stardom at last.

But the day my big scene was to be shot, the script was changed! Someone decided that it would not be entirely PC for a honky from Saskatchewan to be skippering the black rasta crew. So a black skipper was sent for from London, and I was eliminated before my image even hit the cutting room floor. No black limo ever arrived to whisk me away. My wardrobe was dismantled. God’s wounds — fame is so fleeting.

The Production Department threw a grand party at the Beachcomber, a snazzy
restaurant facing Young Island at the south end of St. Vincent. During the festivities, one young blood from the Bounty crew sauntered up to Miss Knightley and said, "Haven't we met somewhere?" Bit like asking, "Gosh, didn't you used to be Marilyn Monroe?" She stammered a little and said, "Er, well, I don't think so. I'm the star of this movie." So in utter embarrassment the poor fellow sloped off and hid in the men's room.

The Wallilabou anchorage (on the west side of St. Vincent) was closed for the length of the shooting schedule, and all the gates along the road by the beach were locked to keep out the hordes of twenty-first-century onlookers in bright bikinis.

Disney paid the owner of the Anchorage Hotel $5,000 a day to remain shut, but he stayed open for us. Indeed, some shots were made using the archways Disney had built for the first film as the old pirate capitol Port Royal along the beachside of the hotel. This became our refuge, and Steve the Prop, his wife Jane and their two kids became our best friends along with his staff Edmund Chef Morris, Yvette Caesar and Alcina Hamlet. The guitar player and singer on our crew, Eric Lieblein from New York, often serenaded the gang at the bar. One evening, Charles Hambleton borrowed the Red Rocket speed boat from Disney for an evening in Bequia. With its twin 250-hp outboards, the crossing took only thirteen minutes! Charles has never been shy of throttles — or fast women — and had cranked it up to the max.

Our Wallilabou shooting finally ended, the helicopters flew off, and we were asked to go to the north end of Dominica for more. A shot had gone wrong, so once again the boat was kitted out as a shrimper with yards of bamboo frames and nets. It was a seven-hour return sail from Portsmouth, and one day a cloud came along, ruining the shot. By the time it had scudded past, the light had gone. Such are the vagaries of outdoor filming.

I think I'll give up my notions of becoming a famous movie star and take up directing instead. Then, if something goes wrong, I can always cuss out the hundreds of assistants and staff members. As a famous movie star, you gulp or stutter at the wrong moment and you're finished. You could easily wind up as a newscaster or hosting a dog show!

— bob williamson
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I t's not that unusual for a blimp to fly over my marina, and I always stop what I'm doing to watch. But this time, when I poked my head out of the hatch, who should I see on the guest dock but Lee Helm. She was standing there with a radio control unit in her hand, eyes fixed on the lighter-than-air flying machine. "No, it couldn't be!" I finally convinced myself as I made some quick mental calculations of relative motion and parallax. The blimp was full scale. But I thought I'd walk over anyway and see what she was up to.

Another sailor, probably from the big boat tied up at the guest dock, was just as curious. He got there first, but I hove within hailing distance in time to hear their conversation.

"T hat your blimp?" he asked as I walked into range.

"Uh-huh," Lee nodded, eyes fixed upward, fingers on the tiny RC control levers.

We watched for another minute as the airship made a low approach.

"Hi, Lee," I finally said. "Can I have a go at the controls?"

She shook her head without looking down, and made a small adjustment as the sound from the engines overhead changed slightly.

But when the airship was almost directly above us, anyone could tell that this was not a model but the real thing.

"D'oh!" the sailor exclaimed and stormed up the gangway to the club.

Lee doubled over laughing, and so did about four of the crew of the big boat who had been watching the scene from their cockpit. Then I saw the real reason for the RC hardware — there was a radio controlled model sailboat at the guest dock next to a medium-large ocean racer.

"You also had me going there for about a quarter of a second," I admitted.

"Here," she said as she handed me the control unit. "You can't fly the blimp, but like, you can try out the model boat."

It turned out that the model sailboat belonged to one of the crew of the big boat who had been watching the scene from their cockpit. Then I saw the real reason for the RC hardware — there was a radio controlled model sailboat at the guest dock next to a medium-large ocean racer.

"You also had me going there for about a quarter of a second," I admitted.

"Here," she said as she handed me the control unit. "You can't fly the blimp, but like, you can try out the model boat."

It turned out that the model sailboat belonged to one of the crew of the big racer at the guest dock, and they were in the final throes of preparing for a long ocean race. Sailbags, seabags, provisions, coils of running rigging and spinnaker poles were strewn all over the dock. It looked like more gear and more food than could possibly fit below decks.

"How do you have time to play with a model boat just a few days before the start?" I asked absently as I tacked and jibed the model between two fingers of an empty berth.

"Everything is, like, totally under control," said Lee.

"Are you sailing with them?" I asked.

"No, just an alternate," she sighed.

"You know," I said to the crew, "you're crazy not to bring her along to navigate."

"We don't need a naviguesser," one of them answered. "We have software that does the route optimization for us. Works great. Four of the last five winners of this race have used it."

"But like, that doesn't mean they actually did everything it said," noted Lee. "I mean, if the forecast is dead right, and the drivers can steer exactly to the polars, and like, if the polars are corrected for the wave conditions, then for sure for sure."

"I gather you don't really trust the software," said an older sailor who I took to be the owner.

"Routing software can lead you pretty far astray if you take it too literally."

"I hope you're not planning to disagree with it," said the owner to the crew who was apparently designated as navigator. There was more than a little concern showing in his voice.

"Let's just say that, like, human navigators aren't obsolete just yet," Lee observed. "I mean, if all your drivers could promise to sail the boat exactly to the polars, then the navigator could promise to follow the computer's optimal route. But this is reality, and in reality most human drivers will steer up a little too high, especially if the conditions get a little light and sloppy. The polars don't..."
know about wave conditions.

"But the route the computer comes up with should still be optimal," argued the navigator.

"I dunno," Lee shrugged. "If you steer just a little too high for a couple days, and if the route skirts the bottom edge of an area of light wind, like it usually does, then you could get too far into the light stuff which will make you want to sail even hotter and get sucked even further into the light air, and then, like, you have to sail even hotter into even less wind and the only way to get out is to jibe to a course that’s like 90 degrees off rhumb."

"Been there, done that, didn’t want the T-shirt," said another one of the crew.

"Okay," promised the owner. "We’ll make sure all our drivers watch our polars very carefully."

"But in light air and sloppy going," Lee reminded them, "the polars are wrong."

The navigator looked distraught.

"But you can correct them," Lee tried to reassure the crew. "All you have to do is fudge the polars for your driving style and for the wave conditions. And you can also correct for, like, the opposite problem, when the wind is up and the waves are big enough to surf. Then you sail lower than the polars to catch waves, which is what you want."

"So I guess what you really need," I suggested, "is routing software that takes the wind forecast and calculates the wave height, and then modifies the polars for the wave conditions. They have software that does this, right Lee?"

"It wouldn’t be a difficult feature to add," she answered. "But like, as long as it’s doing the wave calculation, it might as well work up the whole directional sea spectrum from the wind history, and figure out the amount of surfing effect or slatting effect based on the boat’s and the drivers’ known responses to different kinds of waves."

Meanwhile I had crashed head-on into a piling, having tacked when I meant to jibe because with the boat sailing toward me all my steering reflexes were completely backwards.

"Uh, some people find it useful to rotate the control unit to align with the boat," one of the crew called out, "but I think that’s cheating."

Fortunately there was someone on the other dock ready to give the model a push back into the fairway.

"Okay, John Henry," the owner said to the navigator. "It sounds like we may need you to make some fancy calls after all. The steam drill hasn’t replaced you just yet. But Lee, don’t confuse this crew so much. All they really need is a course to steer."

"Actually, that’s one bit of info I think they should never have," she answered. "The instructions to the helm should always be something like ‘best VMG upwind’ or ‘best VMG downwind,’ or maybe with ‘a little on the hot side’ or ‘a little deep’ thrown in."

"Makes sense for a run or beat, I guess — but what about on a reach?"

"Then it’s, like, ‘maximize boat speed.’ I would still never give them a course to steer, at least not ‘til we’re approaching the finish. Even on a reach, sometimes VMG along the rhumbline is a useful number to sail to. There’s no point in slavishly sticking to rhumbline in a long race, when a few degrees off can sometimes get you closer to the finish faster."

"I think our instruments are calibrated well enough to make the VMG sailing work," said the navigator, "if that’s what we decide to do."

"Be careful using the instruments for this," cautioned Lee. "It’s like, really hard to keep them calibrated well enough to get accurate VMG numbers when the..."
wind is light. Yes, you gotta sail best VMG, and no, don’t steer to the instruments.

“Now I’m even more confused,” said the owner.

“Look,” Lee sighed, “when I say, ‘best VMG downwind,’ what I mean is, sail what feels like the best VMG down the wind. One way to do this is to just look ahead of the boat and imagine a mark less than half a mile dead downwind. Race to that imaginary mark, and if you’re a good driver you’re more likely to be doing best VMG than if you stare at the instruments or follow a printed set of polars.”

“Enough theory,” said the owner. “How much do you think we should fudge our polars to make the software steer us right in light and sloppy stuff, and in surfing conditions?”

“You need to reduce the running speed in light air, and increase the running speed in heavy air,” Lee answered. “But the only way to find out how much is to do some tests. And like, there are other problems too. For example, the software doesn’t know about variability of the wind speed. It just uses averages. I mean, what if the average wind speed is 15, but half the time it’s really 5 and half the time it’s 25? Would you make more progress in the steady 15 or alternating 5 and 25? The software doesn’t know about this at all, and might send you into squally conditions when a course through sligher lighter but steadier wind would really be faster.”

“Is there a fudge to correct for this one, too?”

“Noope. But there could be, if the routing software looked at the instability index of the air mass, which is a good way to predict squall activity. The numerical models can forecast this along with all the other parameters, so it wouldn’t be hard to factor it in. It’s like, not nearly as big an effect as in my exaggerated example, but it’s still real.”

“Got it. Watch for squally conditions and bend the route a little towards smoother air,” said the navigator.

“Ready to load snack food,” called out another crew who had just appeared in the main hatch. Lee and the rest of the hands started passing bags of turkey jerky and dried fruit up to the cockpit and down into the cabin.

Meanwhile I was finally getting the feel of the model sailboat, and could actually carry on a conversation and steer at the same time, sometimes even when watching it from head-on.

“How many more years,” I asked Lee, “until all the deficiencies in the route optimizers are fixed and we really can take all the guessing out of navigues-sing?”

“Not to worry,” she said. “There’s one thing they won’t do for a long time, and that’s probabilistic routing.”

“Proba...what? What’s that?”

The software only has one forecast to work with, and it can only assume that this is deterministic reality and optimize accordingly. But like, as long as weather prediction has an element of probability, which it always will, then the results of the route optimization are also based on probability.”

“Well, yes,” said the owner as he tossed a case of energy bars into the cabin, “but the computer optimized course is still the most likely to be the fastest.”

“But ‘most likely to be fastest’ is not always what you want,” said Lee. “For example if you are doing well in the race, then ‘least likely to sail into a big hole’ might be more important than ‘most likely to be fastest.’ I mean, look again at the case where the fastest predicted route goes just along the south edge of a high pressure light-air zone. There’s a 50% chance of the high being farther south, and a 50% chance of the high being farther north. The cost of sailing a little south of the theoretical optimum may be only a few minutes of lost time, but would add a lot of reliability. But the consequences of the route turning out to be a little too far north could be, like, game over.”

“We usually consider those possibilities,” said the owner.

“Zacly!” said Lee. “Human navigators, whether they realize it or not, take into the account the probabilities of the forecast being off. Even that old Transpac chart from the ‘60s — the one with ‘point most’ on it — labels one route as ‘most likely to be fastest’ and another route as ‘most likely to be the least likely to sail into a big hole’.”

“I think I see what you’re getting at,” said the navigator. “But can’t good software make that calculation also? Why not offer a range of routing options with a reliability factor assigned to each?”

“Because the variance probabilities are not included in the forecast data,” said Lee. “The wind field you get from GRIB files is presented as deterministic truth.”

“Hmm, that gives me an idea,” said the navigator. “All I have to do is input the wind fields from several different forecast models, assign probability weighting factors according to which ones I think are more reliable, and then split the difference in the computer optimized courses according to that weighting.”

“Fine if you can get multiple forecasts during the race,” said Lee. “And if the forecasts disagree by enough to cover the range of possibilities. Sometimes they all agree, but they’re all wrong. Maybe, for more than a few days out, the climatological average should be considered one of the possible forecasts to keep in
“Looks like you won’t be out of a job for a while,” I assured him. “But Lee, what are these ‘GRIB’ files that people seem to use for input? Don’t you use weatherfax for your wind forecast?”

“Like, weatherfax is so last century,” said Lee. “GRIB stands for ‘gridded binary.’ It’s a very compact way of getting a very compact digital file of the wind field forecast.”

“Don’t you work from the surface pressure? And the upper air chart?”

“Those used to be a lot more important,” said the owner, “before the numerical models got so good, and before email and internet access was allowed during the race. Back in the day,” he said with a grunt as he lifted a flat of water bottles, “any navigator with half an ego believed they could somehow outguess the professional forecasters by looking at the surface pressure and the 500-millibar chart. Sometimes they could. But now the game has tightened up, and it’s a rare day when someone who tries weather prediction as an amateur just a few times a year can beat the professionals and their numerical models.”

“Except when the numerical models are all wrong,” added Lee. “But I agree that there’s usually no good reason to look beyond the forecast wind field. The computers do a much better job of converting from pressure fields to wind fields than we can.”

“How can I get a peek at these files?” I asked.

“That’s easy,” answered Lee. “Send email to query@saildocs.com with the correct incantation, and in a few seconds you’ll get a binary file back with the wind field forecast for the area and times you specify. See www.saildocs.com, or send a blank email to gribinfo@saildocs.com for instructions.”

“I’ll try it,” I said.

“Ready for the sails!” called a voice from the forward hatch, and Lee helped them heave a couple of very big and very heavy sailbags on board. It looked like hot work, so I decided it was a good time to retreat back to my boat. I brought the radio controlled model in for a smooth landing.

“You guys are working Lee pretty hard for an alternate,” I said, seeing that she was making heavy weather of it.

“Time to delaminate,” Lee gasped as she peeled off her jacket to reveal a new race T-shirt that proclaimed “100 years of racing across the Pacific.”

“Has it really been a hundred years?” I asked.

“For sure,” she said, pausing for a few seconds to catch her breath. “The first TransPac was in 1906. Actually it was supposed to start from San Francisco, but because of the little seismic event in April they relocated the start to LA. I thought this over for a minute.

“Um, Lee,” I finally asked, “doesn’t 2005 minus 1906 equal 99?”

“SHHHH! Don’t tell anyone!” she whispered.

— max ebb
With reports this month on the IRC racing at the Stone Cup; the ‘beecomed’ Coastal Cup; another fast Spinnaker Cup; the collegiate sailing championships; the windy Memorial Day Regatta; a quick look at the lake circuit; and, last but not least, the usual assortment of box scores and race notes.

Stone Cup

St. Francis YC’s once-formidable Stone Cup showed signs of life again on May 21-22, attracting 81 boats to sail in IRC, PHRF (it was an HDA counter) and five one design classes. Saturday’s two Cityfront races were held in moderate air, while Sunday’s two races were a real workout in 25-30 knot winds.

All eyes were on the IRC class, as this was only the second time the new rule has been employed on the Bay (the first was last year’s Big Boat Series). Fourteen pioneers showed up to see how their boats fared under IRC and, when the smoke cleared, the winner came as no surprise — John Siegel’s slippery aluminum Wylie 42 Scorpio, which also ran away with IRC-II at the ‘04 BBS.

Siegel, a member of StFYC and the event’s regatta developer, dominated the IRC racing with a consistent 2,2,1,2 record. Helping Scorpio continue her winning ways were tactician Bren Meyer, G.W. Grigg, John Buchanan, Toby Cooper, wife Joy Siegel, Geoff McDonald, Nancy Blum, Larry Peterson, Marcy Fleming, and Sean McBurney. Hank Easom’s 68-year-old 8-Meter Yucca took the first two bullets (but stumbled on Sunday with 4,6 finishes), and Rob Cooper and Dennis Deisinger’s J/105 Natural Blonde won the last race.

As a reality check on IRC, the yacht club rescored the four races under PHRF (time on distance). “The results were basically the same, though Zephyra and Double Trouble would have moved up to third and fourth, respectively, if it had been a PHRF regatta,” reported Siegel. “Yucca would have been fifth.”

While it was eye-opening that a J/105 fared so well under IRC, the numbers indicated ahead of time that Yucca, a Sherman Tank amongst Ferraris, may well be the ultimate IRC weapon. With an IRC rating that is roughly 30 seconds a mile kinder than her PHRF number of 90 (i.e., it rates the equivalent of 120 under IRC), Yucca looked unbeatable until the wind piped up on Sunday. “We go the same speed if it’s blowing 10 or 30, while everyone else takes off,” explained Easom. “We also backed off a little, using the little jib and the fractional kite to make it easier on the boat and our aging crew.”

On the whole, the feedback on IRC was positive. “It seemed to work pretty well, though narrower rating bands would make it work even better,” said Siegel. “We’re hoping for a bigger IRC turnout next year, which will help return the Stone Cup to the prominence it enjoyed in the previous three decades.”
Division II of the Coastal Cup on the starting line, with eventual class winner ‘Tivoli’ (46812) visible at right. Inset, the mighty ‘Becom’.

10-35 — 1) Jazzy, Bob Tumbull, 8 points; 2) Zsa Zsa, Mr. Gramonti, 8 (4 boats)

ISLANDER 36 — 1) Midnight Sun, Peter Szasz, 4 points; 2) Tomcat, Barry Stompe, 9; 3) Windwalker, Richard Shoenhair, 13; 4) Silver Cloud, Melin/Hodgson, 36; 5) Absolute, Steve Schneider, 36 (13 boats)

OLSON 30 — 1) Hoot, Andy Macfie, 5 points; 2) Family Hour, Bilfer Family, 10; 3) CATALINA 30 — 1) Goose, Mike Kastrop, 9 points; 4) Clean Sweep, Tom Nemeth, 15 (9 boats)

Full results — www.stfyc.com

Coastal Cup

Encinal YC’s 14th annual Coastal Cup, generally a white-knuckled 277-mile downwind sprint to Santa Barbara, attracted just 28 boats on Saturday, June 18, the second smallest fleet in history.

Adding insult to injury, the race was gruesomely slow and upwind to about Monterey, with 17 boats eventually pulling the plug. Winds apparently peaked at 7-10 knots during the day, and were almost nonexistent at night.

Becom, a five-month old, Yokohama, Japan-based R/P 72 that is TransPac-bound, was first to cross the finish line off Santa Barbara YC after 43 hours and 27 minutes. Owned by Isao Mita and sailed by a mixed bag of hired Kiwis and Japanese, Becom would surely have obliterated the course record — 28:29:18, set by Shp Kett’s SC 50 Octavia in 1997 — had there been even moderate wind. Becom, which averaged a torpid 6.4 knots, won Division I by default, as all the other big boats dropped out on Sunday.

The rest of the decimated fleet began dribbling in 16 hours after Becom, beginning around midnight on Monday. Mike Amery’s Santa Barbara YC entry Mar Caballo (“sea horse”), a Pacific Cup-hardened Farr 1020, was the second boat to finish, improbably beating all of Division II boat-for-boat in the process. Mar Caballo corrected out first in class and fleet by 45 minutes, leading a Division III sweep of the overall standings. Amery, who was joined by Dave Baxter, Marcel Trembly, Michael Geer, and Seth Kunin, was the first Santa Barbara skipper to win the Coastal Cup — and in his first try!

“We basically went down the rhumbline, cutting the corner at Conception and then hugging the coast,” said Amery, a contractor. “We won the race about four miles from the finish, when the sun went down and a light offshore breeze came up. We were jibing the chute when it suddenly blew back into the mast, and within a few minutes we were beating up the beach while everyone else was becalmed.”

Torben and Judy Bentsen’s Beneteau 42 Tivoli took Division II by 38 minutes over Great Fun. The winner of the small ULDB group was Jim Gibbs’ Express 27 Midnight, which spent 59 hours crawling to Santa Barbara. Gibbs, who sailed with his son Matthew, Jeff Semp, and Solana Henneberry, claimed, “It was actually a terrific sail — it was gorgeous out there! From the grib files, we knew it would start slow, but get better. We’d been looking forward to it and never considered dropping out.”

Though the race was uneventful, the return trip certainly wasn’t — Stan Glaros’ Davidson 50 Great Fun sank off Point Arguello, fortunately without injury to her four-man delivery crew. Turn back to Sightings if you missed that sad story.

All finishers are listed below:

DIV. I (<0) — 1) Beecom, R/P 72, Isao Mita, TBSC (6 boats; all others DNF)

DIV. II (1-99) — 1) Tivoli, Beneteau 42, Torben Bentsen, RYC; 2) Great Fun, Davidson 50, Stan Glaros, CYC; 3) Inspired Environments, Beneteau 40.7, Timothy Ballard, CYC; 4) White Fang, Beneteau 40.7, Mark Howe, RYC (7 boats; all others DNF)

DIV. III (100-207) — 1) Mar Caballo, Farr 10/20, Michael Amery, SBYC; 2) Friction Loss, J30, Shawn Ivie, SBYRC; 3) Shaman, Cal 40, Steve Wateroo, EYC; 4) Uno, WylieCat 30, Steve Wonner, AYC; 5) Wind Dancer, Catalina 42, P.K. Edwards, VenYC (9 boats; all others DNF)

OVERALL — 1) Mar Caballo; 2) Friction Loss;
Spinnaker Cup

The seventh annual Spinnaker Cup, co-hosted by San Francisco YC and Monterey Peninsula YC on Friday, May 27, was a pleasant 88-mile run down the coast for the 44 boats — most of them returning veterans — who showed up for the noon start off Knox Buoy. Winds were mostly between 15-25 knots and, once again, the inside route paid off.

Mark Jones’ Andrews TP-52 Flash, none the worse for wear after its “layover” in San Simeon while coming north from the previous weekend’s First Team Real Estate Invitational in Newport Beach, was first to finish, as expected, at 7:41 p.m. Their elapsed time of 8 hours, 31 minutes was 38 minutes short of the course record, which they set in slightly windier conditions last year.

Flash was poised to sweep the race until 9 p.m., when Jack Gordon’s Santa Cruz-based SC 50 Roller Coaster pulled into Cannery Row, nipping Flash by six minutes on corrected time. “We pretty much went rhumbline this year, going in toward shore to get an extra push when we noticed the weather clearing,” said Gordon, who has trophied in each of his previous three Spinny Cups, but never won overall until now. "It was great to have wind the whole way, and to get in early enough to do a little celebrating with the crew before bringing the boat

3) Shaman. (28 boats)
ED MILANO TROPHY (first EYC boat) — Shaman.
SBYC TROPHY (first SBYC boat) — Mar Caballo.
CARL SCHUMACHER TROPHY (first Schumacher design) — Moonlight.
Full results — www.sbyc.org
Joining Gordon on *Roller Coaster* that day were Jim Stanic, Pepe Parsons, Matthew Coale, Bret Gripenstraw, Leonard Santana, Chris Deaver, and Paul Boone.

*Outrageous*, Rick Linkemyer and Malcolm Brown's Olson 40, topped PHRO-1, the biggest class, by eight minutes over the ubiquitous *Scorpio*. Steve Waterloo and his TransPac crew sailed the Cal 40 *Shaman* to a 22-minute victory in PHRO-2, finishing at 1 a.m. and getting in some night practice for the upcoming race to Hawaii. Anthony Basso, sailing the resurrected Mancebo 31 *Bloom County*, won MORA, while Mark Halman and faithful crew Bob Fricke won SHS with the Hobie 33 *Sleeping Dragon*.

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**PHRO-I**


**PHRO-I**


**MORA**

1) *Bloom County*, Mancebo 31, Anthony Basso; 2) *Always Friday*, Antrim 27, John Liebenberg. (4 boats)

**SHS**

1) *Sleeping Dragon*, Hobie 33, Mark Halman; 2) *Eyrie*, Hawkfarm, Seaberg/Petroka. (3 boats)

**OVERALL**


Full results — www.sfyc.org
Collegiate Sailing Wrap-Up

The ‘04–’05 college sailing season wrapped up with the usual trio of championships regattas in early June, this time hosted by the the Southeastern Intercollegiate Sailing Association and Austin YC on Lake Travis (Austin, TX). The racing, which all occurred in FJs, pitted the winners of the seven ICSA regions against each other to determine final ranking for the school year.

First up was the Women’s Dinghy Championship, which Harvard won for the first time in 33 years. The Layline-sponsored Team Racing Championship followed, with Hobart/William Smith dominating the event with a 13-4 record to win for the first time. The grand finale, the ICSA/Gill North American Coed Dinghy Championship, was also won by the Hobart/William Smith nautical Herons. They overtook the defending champions, the Hawaii Rainbows, after the first day and never relinquished the lead. Hawaii skipper Bryan Lake and crew Jennifer Warnock, both of San Diego, won the prestigious Division A competition, but with their B counterparts stumbling to 12th, Hawaii had to settle for second overall.

After the racing, the 2005 Ronstan Memorial Day Regatta, held naturally enough on May 28-29, attracted 52 boats for five hardball one design races on the Cityfront. Classic Bay conditions — up to 30 knots — separated the contender from the pretenders, yielding big winners in each of the four...
classes. Boats and crew were pummeled, particularly during Saturday’s two races, as two J/105s broke booms (Brick House and Wallowing Swede), lots of kites ripped, and a crewmember on the J/120 Chance got his two front teeth bashed in during the first race.

“It was a freak accident,” explained Chance skipper Barry Lewis. “It was really bouncy up at the windward mark, and our pit man — a very experienced sailor — lost his footing and landed face-first into a stanchion. It was pretty bad, but the dentist was able to straighten his teeth out and, hopefully, he won’t lose them. It could have been a lot worse if he landed anywhere else on his face.”

Steve Madeira and his Mr. Magoo crew took the J/120 class fairly easily, busting open a three-way tie in the season standings with Chance and El Ocaso in the process. In the J/105 fleet, Chris Perkins once again crushed a 25-boat fleet with Good Timin’, posting together a 1,2,1,1,1 series.

Soren and Liga Hoy’s Express 27 Attitude Adjustment, with Jeff Thorpe driving, had the best record in fleet, posting five straight bullets. AA, which has dominated the Express 27 fleet the last year, is for sale (see Classies) and the Hoys are hoping to move up to a bigger boat soon.

Seadon Wijsen just missed a perfect score with #525 in the Melges 24 fleet, finishing with six points after coming in second to Matt McQueen in the second race. Wijsen and partner Tim Fay are now running a two-boat Melges campaign, having just taken delivery of a new boat, #614. “We’ll sail both boats out of St. Francis, and eventually pick the better of the two for the Worlds in Key Largo this December.” said Wijsen. “Who knows, we may even finally get around to naming the boats, or at least our team.”

J/120 — 1) Mr. Magoo, Steve Madeira, 9 points; 2) Dayenu, Payan/Jermaine, 18; 3) Desdemona, John Wimer, 21; 4) El Ocaso, Rick Wesslund, 21.


EXPRESS 27 — 1) Attitude Adjustment, Soren Hoy, 5 points; 2) Mirage, Terry Cobb, 21; 3) Motorcycle Irene, Will Paxton, 22.

MELGES 24 — 1) #525, Seadon Wijsen, 6 points; 2) Waiting Game, Matt McQueen, 13; 3) OFT, Shawn Bennett, 17; 4) Go Dogs Go, Tim Hawkins, 19; 5) Joshua A., Jonny Moseley, 29.

Lake Circuit Update

It’s summertime, and the livin’ is easy on the Northern California lake circuit. Two more fresh water regattas occurred last month — the Whiskeytown Regatta on May 28-29 and, a week later, the smaller Go For The Gold Regatta on June 4-5. Both regattas featured light air, sunshine, and great camping at Whiskeytown Lake (8 miles west of Redding, in the Trinity Alps) and Scotts Flat Lake (outside Nevada City), respectively.

In July, the circuit moves to Lake Tahoe on July 9 for the TransTaboo Race, and to Huntington Lake for their two-part High Sierra Regatta on July 9-10 (centerboarders) and July 16-17 (keel boats). If you’re tired of bashing up and down the Cityfront in your foul weather gear, the lake circuit is the cure — beg, borrow or steal a boat and head for the hills!

WHISKEYTOWN (WSC, June 28-29: 4 races):

KEEL-A — 1) Michael Fennell, Moore 24, 9 points; 2) Jerry Lewis, Capri 22, 8; 3) Jennifer Andrew, Ultimate 20, 11. (8 boats)

KEEL-B — 1) Mike Stone, Cal 20, 10 points; 2) Rick Lockhart, Catalina 25, 11; 3) Ray Profitt, Balboa 26, 12. (7 boats)

CENTERBOARD-A — 1) Del Olson, International Canoe, 6 points; 2) Mark Briner, Johnson 18, 7. (5 boats)

CENTERBOARD-B — 1) Denise Muischel, Lido 14, 5 points; 2) Chuck Dunbar, Lido 14, 8. (5 boats)

MULTIHULL OPEN — 1) Mike Peavy, Nacra 5.8, 4 points; 2) Jim Lawson, F-31R, 12. (6 boats)

WYLIE WABBIT — 1) Greg Byrne, 7 points; 2) Pete Rowland, 8. (6 boats)

SANTANA 20 — 1) Gordon Mattatail, 8 points; 2) Paul Stephans, 8; 3) Mark Erdich, 14; 4) Ron Fish, 21; 5) Jerald Skeen, 24. (12 boats)

SNIPE — 1) David Odell, 6 points; 2) Thomas Hunt, 11; 3) Nathaniel Fennell, 11. (8 boats)

DAY SAILER — 1) Phill Root, 4 points; 2) Greg Adams, 11. (6 boats)

PELICAN — 1) Andrew Graham, 6 points; 2) Curtis Johnson, 14; 3) Greg Goodman, 15; 4) Doug Graham, 18. (10 boats)

LASER — 1) Mike Eichwald, 10 points; 2) Bruce Braly, 12. (8 boats)

BANSHEE — 1) Dan Benjamin, 6 points; 2) Steve Galeria, 11; 3) Dean Eppley, 14. (8 boats)

EL TORO — 1) Andy Goodman, 9 points; 2) David Liebenberg, 9; 3) Fred Paxton, 12; 4) Dennis Silva, 13. (5 boats)

Full results — www.whiskeytownersailing.org
THE RACING


CATALINA 22 — 1) Don Hare, 7 points; 2) Don Samuelson, 10; 3) Greg DeGruccio, 21. (7 boats)

ULTIMATE 20 — 1) Jennifer Andrew, 10 points; 2) Trent Watkins, 12. (5 boats)

CORONADO 15 — 1) David Rumbaugh, 5 points; 2) Matt Elster, 11. (6 boats)

BYE — 1) Dan Oueltet, 11 points; 2) Matt Eister, 11. (6 boats)

Box Scores

The summer racing season is in full swing now, and we’re inundated with press releases and results from regattas far and wide. Here are some of the more relevant ones:

J/24 NATIONALS (YC of Seattle: 5/16-22):
1) Bogus, Chris Snow, 23 points; 2) Jaded, Deke Klett, 26; 3) Tundra Rose, Keith Whittimore, 28; 4) Self Abuse, Harry Dursch, 54; 5) Brain Cramp, Michael Ingram, 62; 6) TMC Racing, Michael Whitfield, 70; 7) 3 Big Dogs, Pat Toole, 70; 8) Oathead, Ron Wilderman, 85; 9) Babolouie, Steven Fleckenstein, 100; 10) Watermelon, Kent Pierce, 101. (47 boats; 7 races; www.j24nationals.org)

Winning crew — Chris Snow (driver), Mark Brink (tactics), Wilm Van Waay (trimmer), Graham Biehl (maast), Andrew Kerr (foredeck).

FIRST TEAM REAL ESTATE INVITATIONAL (NYHC/BYC; May 20-22; 4 races):
DIV. A — 1) Pyewacket, R/P maxZ86, Roy Disney, 6 points; 2) Genuine Risk, Dubois 90, Randall Pittman, 7; 3) Magnitude 80, Andrews 80, Doug Baker, 11. (3 boats)

DIV. B — 1) Taxi Dancer, R/P 78, Paul Sharp, 12 points; 2) Rosebud, R/P TP 52, Roger Sturgeon, 14; 3) Skylark, SC 70, Doug Ayres, 17; 4) Grand Illusion, SC 70, Ed McDowell, 18; 5) Flash, Andrews TP 52, Mark Jones, 18; 6) Scout Spirit, R/P 78, David James/Newport Seabase, 19; 7) Trader, Donovan TP 52, Fred Detwiler, 22; 8) America’s Challenge, Volvo 60, Neil Barth, 27; 9) Ragtime, Spencer 65, Peterson/Welsh/Richards/Zimmer, 33. (9 boats)

DIV. C — 1) Chayah, 10-48, Oscar Krinsky, 8 points; 2) It’s OK!, 14-8, Lew Beery, 9; 3) Stark Raving Mad, J/145, Jim Madden, 10; 4) Boat, N/M 55, Craig Reynolds, 13. (4 boats)

Full results — www.firstteamregatta.com

CAL RACE WEEK (Cal YC; June 4-5; 5 races):
FAST 50s — 1) Peligroso, DenChao 70, Campbell/Williams, 6 points; 2) Taxi Dancer, R/P 68, The Sharps, 15. (5 boats)

FAST 40s — 1) Arana, DenChao 51, 5 points; 2) Black Knight, Farr 39, Phil Friedman, 16; 3) Mureadritta XL, ILC 40, Anthony Barran, 16. (9 boats)

Big fun — ‘GR’, ‘Pyewacket’, and ‘Skylark’ line up at the First Team Real Estate Invitational Regatta in Newport Beach (see ‘Box Scores’).

Full results — www.richroberts.com

THE RACING

SH-SPORT — 1) Sleeping Dragon, Hobie 33, Mark Halman; 2) Tinseltown Rebellion, Melges 24, Cam Lewis. (4 boats)

SH-CAT — 1) Uno, WylieCat 30, Steve Wonner. (1 boat)

SH-I (multihull) — 1) Profligate, Hughes 60, Richard Spindler/Donna Andre. (1 boat)

SH-II — 1) Yucca, 8-Meter, Hank Eason/Charlie Mohn; 2) Aquavit, J/105, Eric Patterson/Pete Spencer; 3) Hot Tamale, J/120, Joel Truher/Stan Martin; 4) Tiger Beetle, N/M 45, Rob Macfarlane/Sarita Patterson. (9 boats)


DIV-H — 1) Flying Cloud, Ranger 23, Bruce Baker/Ned Dodds. (1 boat)


DIV-SPORT — 1) Starbuck, Black Sox, Greg Nelson/Jason Winkel; 2) 1st Impression, SC 27, Rick Gio/Jan Grant. (6 boats)

DIV-CAT — 1) Triumph, WylieCat 30, Jake Cartwright/Steve Seals. (1 boat)

OVERALL — 1) Yucca, 2) Triumph, 3) Sleeping Dragon. 4) Uno, 5) Aquavit. (51 boats)

Full results — www.sfbaysss.or
SUMMER ONE DESIGN (SCYC; June 18-19):

SC 27 — 1) Andiamo, Mike Warren, 4 points; 2) Magic Bus, Mark Gaudio, 9; 3) Petard, Farr 36, Keith Buck, 13. (9 boats)

MELGES 24 — 1) SFG, J/29, David Wright, 6 points. (2 boats)

SANTANA 22 — 1) Maybe, Ernie Rideout, 3 points; 2) Gypsy, Bridget Binko, 7; 3) Rick’s Place, Larry Comstock, 13. (7 boats)

Full results — www.scyc.org

HDA FIRST HALF RESULTS (6 races; 1 throwout):

DIV. G (< 90) — 1) Mintaka 4, Farr 38, Gerry Brown, 8 points; 2) Mistral, Beneteau 36.7, Ed Durbin, 11; 3) Bodacious, Farr One Ton, Clauser/Tosse, 21. (14 boats)

DIV. J (93-129) — 1) Harp, Catalina 38, Mike Mannix, 9 points; 2) Pelard, Farr 36, Keith Buck, 9; 3) Two Scoops, Express 34, Chris Longaker, 13. (9 boats)

DIV. K (132-177) — 1) Encore, Wylie Gemini Twin, 9 points; 2) Mer Tranquille, Jeanneau 34, Larry Moraes, 11; 3) Half Fast, Merit 25, Bill Schwob, 16. (8 boats)

SPORTBOAT — 1) Jazzy, J/29, Bob Turnbull, 5 points. (2 boats)

SF 30 — 1) Bay Loom, J/29, Joseph Ferrie, 8 points; 2) Abba Zaba, Tartan Ten, Charles Pick, 10; 3) Plan B, J/29, Stubblefield/Darwin, 7. (7 boats)

Full results — www.myc.org
NON-SPINNAKER — 1) Donna Mia, Cal 2-29, Scott Walker; 2) Miss Kate, Catalina 27, Mike Satterlund. (5 boats)

Full results — http://sbrya.home.comcast.net/

Race Notes

Fame game:
Sailing World recently announced four new inductees into their Hall of Fame — 75-year-old San Diego boatbuilder and U.S. Sailing Team boatwright Carl Eichenlaub, 44-year-old Brazilian Star sailor and five-time Olympic medalist Torben Grael; San Diego two-time Olympic medalist and four time Rolex Yachtswoman of the Year JJ Isler; and 67-year-old Valentin Mankin, who won three Olympic golds and a bronze for Russia before emigrating to Italy in 1988. Significantly, JJ Isler was the first woman admitted to the previously all-male Hall, which now counts 50 members. See the July/August Sailing World for more on the four newest members, and see www.sailingworld.com for brief bios of all Hall of Famers.

Eli’s coming:
SFYC member Eliel Redstone is back in the game, recently purchasing the 1D-35 Kill-A-Watt from San Diego. Redstone previously campaigned a Newport 30, Express 27, and Express 34 — all named Yeofi, which will also be the name of his new boat — and should be quite competitive in the local 1D-35 fleet, which is now up to six boats. Redstone was quick to credit the Grand Prix Sailing Academy for his decision to buy an 1D-35: “Gary, Rod and Mario deserve a lot of credit for creating the 1D-35 class on the Bay, and supporting it with race scheduling, crew training, transportation help, and more.” A seventh 1D-35, this one from the East Coast, is supposedly in the works, and hopes are high for a 12-14 boat one design class at the 2005 Rolex Big Boat Series.

Speaking of the BBS, SFYC race manager John Craig is currently projecting about 110 boats for their Sept. 15-18 regatta, with 30 or so competing in three classes of IRC, and one design classes for TP-52s (7 or 8 expected), J/120s, Express 37s, 1D-35s, and J/105s. Whether or not Farr 40s, SC 52s and Beneteau 40.7s come up with enough entries for one design status remains to be seen. The ‘big’ will be back in the Big Boat Series this year, with Morning Glory, Genuine Risk, and Peligroso all planning to attend. “We think Taxi Dancer is coming as well, and Magnitude is apparently warming up to the idea,” noted Craig. Because of the
Legends, cont’d — J.J. Isler, the first woman elected to the Hall, and Torben Grael.

size and speed of the maxis, StFYC will set a windward mark for them out by the Potato Patch, and has also made special berthing arrangements for them at Pier 45. Rolex is generously chipping in six engraved watches for winners of the most competitive classes (who will be left out this year?).

Sale boats of the month: Seattle sailor Marda Phelps recently bought the SC 52 Winnetou, and is presumably selling her other SC 52, Marda Gras. Former Winnetou owner Martin Brauns, who won the ’04 Pac Cup overall with the boat, has gone to the ‘dark side’, buying a Back Cove 29 powerboat.

The J/46 Windwalker was just sold to a new owner up in Vancouver; the old IOR battlewagon Shadow, a gray Soverel 55, was sold from Portland to someone in Toronto; the SC 52 Kiapa was bought in Hawaii by Bob and Tilda Wangerien of Turlock, who will keep it in Berkeley.

Finnish product: StFYC member Jim Swartz’s new metallic green Swan 601 Moneypenny is en route from the Nautor’s Swan factory in Finland to the States, where it will debut at the biennial Rolex Swan Cup in Newport, RI, on July 25-29, before being trucked out for the BBS. Kimo Worthington and Dee Smith will share the tactician’s job on Moneypenny between their other gigs — Kimo is also the project manager for the Disney Volvo 70 that is currently being built in England, and Dee is the tactician on the new Spanish Farr TP-52 Caixa Galicia, which recently won the first European TP-52 regatta, the Breilting Med Cup, over six other TP-52s.

Legends of the fall: The America’s Cup Hall of Fame, located in Bristol, RI, recently announced three Cup legends — George ‘Fritz’ Jewett, Jr. (San Francisco), Jack Sutphen (San Diego), and Alan Payne (1921-1995, Australia) — as its 2005 inductees. They will be honored at a Rolex-sponsored black-tie ceremony on October 14 at the StFYC, presided over by Halsey Herreshoff, president of the A-Cup Hall of Fame. That promises to be a busy and fun weekend at StFYC, as the 27th International Masters Regatta is also scheduled for Oct. 14-16. The entry list for this year’s Masters already includes founder Don Trask (NC), defending champion John Jennings (FL), George Hinman (NYYC), Hans Fogh (CAN), Keith Musto (GBR), Dave Irish (MI), Ian Bruce (CAN), and Rod Johnston (CT).

Mad for sailing: The third MadCap Tro-
phy, a J/105 team race competition between St. Francis YC and New York YC, was held on the Bay on June 4-5. The Saints — led by skippers Chris Perkins, Phil Perkins, and Shawn Bennett — overcame a 5-2 deficit on Saturday, roaring back the next day with seven straight wins to stun New York, 9-5. The NYYC skippers were George Hinman, Phil Lotz, and yacht designer Bill Tripp. StFYC now leads the series, 2-1, and will defend its title next year at Harbor Court, NYYC’s outpost in Newport, RI, in Sonars.

Tom Coates steered Masquerade to another convincing victory at early June’s Cal Race Week in Marina del Rey, which doubled as the J/105 PCCs. Sailing with Coates were Mark Chandler, Steve Marsh, Mike Polkabla, Will Sharron, and Big Larry Swift. Swift

Swiftsure: Royal Victoria YC’s 62nd Swiftsure International Yacht Race, actually five different races of varying lengths in the Strait of Juan de Fuca, was one of the biggest (238 boats) and fastest ever. Winds up to 30 knots pummeled the fleet, causing 60 dropouts and several dismasting, and also put Pyewacket’s 1996 record of 16 hours, 45 minutes in jeopardy. Coruba, Rob Fleming’s N/M 68, won the main event — the 140-mile Swiftsure Lightship Classic — finishing just 30 minutes off the record. Artemis, Lou Bianco’s Andrews 53, was second overall. Coruba and Artemis are both based in Seattle and entered in the upcoming TransPac. See www.swiftsure.org for more.

In related news, the Notice of Race for the 20th Vic-Maui Race is now posted at www.vicmaui.org. All boats will start together on July 3, 2006.

All over but the crying: As we go to press, the inaugural Ullman Sails Long Beach Race Week was underway, co-hosted by Long Beach YC and Alamitos Bay YC. The 127-boat fleet, spread out over eight one design classes and five PHRF divisions was enjoying “frisky” conditions. See www.lbrw.org to find out who won.

Closer to home, StFYC’s Woodies Invitational Regatta was entertaining the Knarrs, Folkboats, IODs, and Birds. Results of that gathering are at www.stfyc.com.

South Tower Race, a 140-mile lap from Stockton to Blackaller Buoy and back, had eight boats on the course, ranging in size from the Express 37 Expedition to the Catalina 27 Transposition. Check out www.stocktonscc.org to see how it ended up.
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Late Summer Sailing Options:
It's Not too Late

With the turning of the calendar this week, some unfortunate sailors will be stunned to find that it's July already — and summer will soon be half over. Worse yet, they have made absolutely no plans for their annual getaway under sail.

Earlier in this issue we made the case for simply cruising the Bay this summer as a substitute for lavish overseas travel. But if that's just not going to cut it for you, we have good news: While it is a bit late for making summer vacation plans, it's not too late! There are still some good boats available in prime summer chartering areas, especially if you can wait until after Labor Day.

Actually, there are some strong arguments for doing just that. First of all, of course, you'll find far fewer travelers — by land or sea — after September 1, as schools will be back in session, and many folks simply accept the notion that, “Yup, that's it. Summer's over. Time to get back to work.” When actually, some of the nicest sailing conditions in several choice destinations come during the late summer and fall.

For starters, let's look at our own California coast. We hate to utter the 'F' word in print, but there's no denying that heavy coastal fog tarnishes the memories of many midsummer sailing days all along the coast. In September and October, however, the weather is generally splendid here on the Bay, as well as down the coast at Santa Cruz, Santa Barbara and so on.

As we often point out in these pages, there is no better sailing destination along the California coast than the Channel Islands, and no more perfect place to practice your cruising skills. While it may not be practical to take your own boat south for a short cruise to the Channel Islands, there are plenty of nice boats for hire in Santa Barbara, Ventura, Oxnard, Marina del Rey, San Diego and elsewhere. We highly recommend that you consider renting one and escape to the islands for some R&R.

Many folks think you have to cruise the Pacific Northwest in the middle of summer to get any sunny days. Not true. While it's fair to say that the weather is always 'changeable' up there, it's not as if it suddenly starts storming on September 1 and doesn't let up until the end of May. If anything, it's getting warmer all the time up there. Seriously, that's the big not-so-funny joke among some of the locals in the San Juans: “The upside of global warming is that it gets hotter here every summer.” We experienced it ourselves late last summer, with temps in the low 90s two out of seven days. This is not to say there will be tanning weather on Thanksgiving, but during the 'shoulder season' at the end of summer, with any luck, you'll get plenty of sunny days for splendid, uncrowded cruising.

Maine, too, is a place to consider for a short while after Labor Day. There are bareboat rentals, of course, but in that venue we'd probably prefer to sail aboard one of the area's classic 'Windjammers' — refit originals or replicas of New England's storied coastal schooners. Their schedules run through the end of September. How cool would it be to be sailing aboard one on September 19, which of course, is Talk Like a Pirate Day?

For us Left Coasters, who, sadly, have few cultural relics that date back more than 150 years, the Chesapeake River estuary is a wonderful place to sail, as it is chock full of reminders of the colonial, or pre-revolutionary, era. Towns such as Oxford and St. Michaels still have many
OF CHARTERING

homes and wharf areas that date back to the earliest days of colonization. And, the fall sees the most idyllic sailing conditions: moderate breezes, little rain and much lower humidity than in midsummer. Bareboats are based at Annapolis, which itself holds a wealth of cultural history.

It’s true that more hurricanes hit the Caribbean in the fall than at any other time of year. But statistically, the odds are very much in your favor that you won’t get hit by a major storm. The locals sail year-round, so you can too if you’re willing to take a slight gamble. However, this might be a good time to hedge your bet by investing in a trip cancellation insurance policy, which would cover any losses of ‘value’, either sailing or ashore.

Late summer in Tahiti is also well worth considering. Most French and other Europeans religiously take their vacations in August, so the anchorages will be less crowded, and prices will be a bit lower.

Speaking of Europeans, they travel in droves to Greece and Turkey during the midsummer months. But by early September their numbers drop off substantially, making cruising in the Greek Isles or along Turkey’s Turquoise Coast much more pleasant. If you’ve ever tried to squeeze in to stern-tie along a jam-packed quay at the height of the summer season, you know what we’re talking about. And, here also, mid-September to mid-October tends to have the best sailing conditions: lower air temps, moderate breezes, and few, if any, strong meltemi winds.

There’s also another factor important to sailing in the shoulder seasons. Let’s face it, while heavy tourism traffic is a blessing financially, it also tends to make waiters, shop keepers and other service staff a bit testy. In the fall, when the crowds have dissipated, they’ll be better rested and genuinely happy to see you — a fact which can often lead to more meaningful relationships with the locals.

— latitude/aet

These are the Good Old Days:
Schooner Talofa’s Resurrection

In our experience, the most glorious years in the lives of most vessels usually come shortly after they’re launched. Not so with the 97-ft (LOA) schooner Talofa. Although her construction was begun back in the late 1920s here in the Bay, she did not actually set sail for decades. Today, however, after undergoing an extensive refit, she seems to be finally entering her ‘glory years’. Under the stewardship of new owners Betsy and ‘Cactus’ Bryan, Talofa has begun a new life, offering hands-on sail training and adventure sailing charters in Mexico and along the West Coast.

Talofa’s story began during World War I, when brothers Charles and Chester

Ah yes, the Bora Bora lagoon. Kinda makes you want to throw on a pareu and serenade your lover with a ukulele, doesn’t it?
Carter discovered a sunken trove of copper ingots while on duty with the Navy in the Solomon Islands. The story goes that when they returned home, they decided to build a strong, ocean-going vessel so they could return to their ‘treasure’ site, retrieve the booty and become rich. Sadly, the project didn’t exactly go as planned.

With limited resources, the Carters and others worked on Talofa diligently for over 14 years. The work stopped after WWII broke out and the brothers were forced to launch her prematurely to make way for wartime construction. At that point her hull had been completed, but she had no rigging. Sadly, the Carter brothers never realized their dreams of treasure hunting under sail, and Talofa was relegated to the inglorious status of an Oakland Estuary liveaboard for the then-aging Carters.

Eventually, however, later owners did complete her and, for a time at least, she sailed only rarely, if ever.

The current chapter in Talofa’s long history began in May of last year, when Betsy and ‘Cactus’ Bryan bought her with the intention of putting her into service as a sail training vessel based at La Paz, Mexico, their long-time adopted home. First, however, she would need an extensive refit.

Betsy and Cactus moved her to McDonald Island up in the Delta, working tirelessly throughout last summer and fall. Among the challenges they faced was sorting out a ‘spaghetti’ of old wiring, much of which was eventually replaced, and removing a 700-lb Dickinson diesel stove. It had to be dismantled in place, then shuttled to shore piece by piece in the Bryan’s dinghy. In addition, they figure they must have removed nearly a ton of other gear via their dink.

In September, they started advertising their upcoming charters in the pages of Latitude. Unintentionally, the ads at-
tracted more former 'friends of Talofa' than potential charter clients. These Talofans, as they dubbed themselves, had either helped work on her previously or had sailed on her in years past, and were eager to lend a hand to get the old girl back in top shape. "These folks were awesome," says Betsy. "They'd show up on the weekends to work... which made a terrific difference on our work load."

Finally, one dismal, rainy day last winter, Talofa slipped out the Golden Gate and sailed south for a haulout at Ventura Harbor Boatyard. There, the Bryans were overjoyed to learn that her wooden hull below the waterline was in excellent shape.

After completing her haulout, Talofa continued south to La Paz, her new homeport. During the winter season she did her first sail training trips up into the Sea of Cortez with local cruisers as 'trainees'. "The kids loved climbing the rigging and helping to set sails while looking out for whales," recalls Betsy with pride.

Before long, though, she was headed north again, arriving in Victoria, B.C. to participate in a series of tall ship events between B.C. and San Diego, called the 2005 Tall Ships Challenge. As part of that cruise, she will pay a visit to the Bay for the Sail San Francisco events, July 28 - August 1 (See Sightings for details). "Cactus and I are very excited that Talofa is going home in a condition befitting a piece of maritime history," says Betsy. While here, she'll offer dockside tours and daysails.

After the conclusion of the San Diego events at the end of August, Talofa is slated to participate in the Baja Ha-Ha — anybody want to crew? — then, head back to La Paz where she will offer both
daysails and multiple-day sail training charters, custom tailored to the needs of each charter party.

Below decks, she has three nicely-appointed double staterooms, a large galley with bar seating, and a spacious main salon set up for dining. She’s also equipped with a home theater unit.

Above decks she’s pretty traditional, except for the hot tub! And to augment your relaxing soak in it, the crew offers massage therapy. Naturally, they're also equipped with plenty of watersports toys.

For further info, call (805) 216-6494; email: info@bajaschoonercruises.com; or check out the ship’s two websites: www.bajaschoonercruises.com or www.talofatallship.com.

All-Girl Upset at Antigua: Should You Challenge Them in ’06?

Down in the sunny latitudes of the Eastern Caribbean, no regatta is more famous — and, perhaps, more challenging — than the annual Antigua Sailing Week. That's why BVI-based sailing instructor Pat Nolan and her all-woman team are particularly proud of winning the entire 73-boat bareboat division of the April 28-30 event — a first in the event’s 38-year history.

"There was no luck involved here,” says Pat. "This was a group of very talented, very fit women who were sailing a fast, well prepared boat.” All eight crewmembers were former student's of Pat’s Sistership Sailing School, located on Tortola, BVI. "They've all been bitten by the racing bug. They thrive on the competition and camaraderie of team racing, and are willing to put in the work necessary to be at the top.” We should note also that Pat's ‘girls’ average 50 years of age, and they only race together once a year. Several of them flew out from Seattle, Pat’s former home base.

Even though you won’t find many pro sailors competing in the bareboat divisions, there's no shortage of intense competition. Teams of serious sailors fly in from all over Europe and North America to test their skills during six days of racing, and to test their stamina at the nightly parties. Some are quite focused on taking home a prize, while others, of course, are more laid back, happy to simply be a small part of the action, rather than spectating from shore.

Since the boat that Pat's team raced, a Beneteau 445 named Seabiscuit, is part of her school's fleet, some might say they had an advantage. But Seabiscuit is 10 years old, while many of her class competitors were nearly new, and we presume, inherently faster. So the girls’ feat is really pretty remarkable.

Wind conditions were abnormally light this year for much of the week, which meant the races were less demanding physically, but more demanding mentally. According to Pat, “Three
times more concentration and focus are required to keep a 20-ton boat moving in 6 knots of air than in 26 knots.” She figures that her girls resisted the temptation to party excessively, which also helped their campaign.

Chances are good that Pat Nolan and the girls will be back again next year to defend their title. If you’d like to challenge them, we suggest you make your bareboat (and hotel) reservations waaay in advance in order to secure the newest, most competitive boat types available. ASW dates next year will be April 30 - May 6. (See www.sailingweek.com for details — and inspiration.)

It would be wise to ask a lot of questions about the boats you are offered, such as the age of the hull and, more importantly, the age of its sails. If the reservationists will tell you the boat’s actual name, you might follow up with a call to the on-site base manager in order to learn about any specific peculiarities or shortcomings.

Naturally, it would be foolish to expect any bareboat to perform like a true race boat, but we’ll share a few tips that might increase your chances of success at this or other bareboat-friendly regattas, such as the BVI Spring Regatta and St. Maarten’s Heineken Regatta, both of which are held in early spring. If time allows, it would be ideal to charter a boat for two weeks, beginning a week before racing begins. This will give you a chance to do some carefree lounging, snorkeling and exploring without the constraints of the race.

Here they come! If you intend to sail a bareboat at Antigua Sailing Week next spring, watch out for these gals.

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of a regatta schedule. Plus, you'll have a chance to learn the subtle idiosyncrasies of your boat.

If you’re serious, it might help a bit to let your water tanks run low before the competition begins in order to save weight — especially if the winds go light again. It’s probably impractical to drain off diesel prior to a regatta, but we’d certainly recommend that you avoid topping off your tanks.

When we attend such regattas, we always bring a goodie bag with a hand-held GPS, a handheld VHF, extra cordage (bareboats rarely have any), a few tools and a couple of good-sized snatch blocks. The latter come in handy for rigging a main preventer, tweaking genoa sheets which have inappropriate leads and vanging down the clew of a jib or genoa on a long downwind run. Depending on the boat, the latter is sometimes useful when sailing deep or going wing-on-wing because whisker poles are not allowed in these regattas. As Pat Nolan can attest, running without one “is a bitch on a long downwind course, especially in very light or very heavy air and big seas. I was tearing my hair out this year at Antigua when we had a 10-mile leg dead downwind in almost no air at all. I believe it was the most painful leg of any race I’ve ever sailed!” As we said, not everyone takes the competition as seriously as Nolan.

Finally, a related idea is to charter a race-only boat plus a comfortable ‘mothership’, such as a catamaran, where both racers and nonracers can dine, shower and store their gear. The opposite extreme, practiced by many who relish a good beach party more than a white-knuckle yacht race, is to simply plan to be in the Antigua area (or one of the other venues mentioned above) during the regatta. You could tag along with the fleet, perhaps even getting invited to crew in place of some terminally hungover reveler, then bail out and finish your charter with a stint of carefree cruising away from the crowds. Sounds good to us. Perhaps we’ll see you down there!

— latitude/aet
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Over 6,000 miles since then. The ‘we’ being Alan and Susan of Newport Beach, and our young crewmember Alan. With those Pacific-crossing crew having moved on, my wife Karen, who doesn’t care for bluewater passages, flew out to join me. Since the waves can be measured in quarter-inch increments where we’ve been in French Polynesia, she’s been a happy camper.

We’ve truly been having a great time here in paradise. We have anchored at various spots around Raiatea, and have found it very easy to set and weigh anchor. Yesterday, for example, we moved the boat during a warm, hard rain. After reanchoring, we washed the boat — and let the rain gods do the rinsing. New Focus looked great the next morning.

We’ve been surprised by the fact that there is apparently much less sea and bird life here than around Mexico. We’ve seen very few fish jumping or birds flying. In fact, we’ve hardly even felt the presence of any bugs — although this is a good thing.

One thing we really have felt is the much higher cost of buying a few basic food items in Raiatea as opposed to Mexico. So maybe we’ll go on a bread and water diet!

Thus far we’ve travelled 6,600 miles, and most of the time it’s been excellent sailing. While my wife flies home, I’m putting together a crew for the 2,350-mile passage to Hawaii. With stops at some deserted islands on the way, it should take 16 to 20 days. After a short time in Hawaii to rest and reprovision, we’ll continue on to the San Juan Islands.

P.S. The ad I ran in Lectronic for crew to Hawaii and to the Pacific Northwest worked wonders — we got lots of response from very qualified people!

— paul 06/02/05

New Focus — Catana 431
Paul & Karen Biery
French Polynesia
(Emeryville)

After doing another Ha-Ha and enjoying much of the winter in Mexico, we sailed from Zihua to French Polynesia. The ‘we’ being Alan and Susan of Newport Beach, and our young crew member Alan. With those Pacific-crossing crew having moved on, my wife Karen, who doesn’t care for bluewater passages, flew out to join me. Since the waves can be measured in quarter-inch increments where we’ve been in French Polynesia, she’s been a happy camper.

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One thing we really have felt is the much higher cost of buying a few basic food items in Raiatea as opposed to Mexico. We’ve seen great loaves of French bread were only 35 francs, and beer, it wouldn’t have been so bad. On the other hand, great loaves of French bread were only 35 francs. So maybe we’ll go on a bread and water diet!

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— paul 06/02/05

Interlude — Deerfoot 74
Kurt & Katie Braun
Nearly Next Queen’s B-Day Storm
(Alameda / New Zealand)

Twenty yachts departed Opua, New Zealand, on June 4 on the start of the Island Cruising Association’s 3rd Annual Great Astrolabe Rally to Kadavu, Fiji. Simultaneously, another 36 yachts left Auckland on the Akarana YC’s race to Suva, Fiji. The weather for the approximately 1,000-mile passage looked good at the start, as gale force southeasterlies had diminished from the previous days, leaving 20 to 35 knots of reaching winds for the blast north.

We were half an hour late for our start in the Astrolabe Rally, as Steve and Linda Dashew had arrived from Auckland the night before with their new unsailboat Wild Horse. We’d been following the progress of this unusual vessel and wanted to check out the interior.

Thanks to our late start, we were able to take photos of all the Astrolabe Rally boats as we passed them. Having a long waterline really helps. By mid-afternoon we’d left the fleet on the horizon on our way to a 24-hour run of 246 miles. By
IN LATITUDES

Sunday.

By noon on Thursday, we were getting a steady 30 knots with gusts to 35 in beam seas of about 12 feet. We were pushing hard to make it to the rendezvous point for the longboat from the Dive Kadavu Resort before darkness fell. The longboat was to guide us through the tricky reefs to the anchorage. As we rounded Cape Washington doing 10 knots under a triple-reefed main and staysail in driving rain, we called Dive Kadavu on VHF to see if they were really going to come out in such conditions. They weren’t keen on the job.

By this time we’d sailed into the lee of a huge mountain, which suddenly appeared after the rain suddenly eased. Land ho! The wind died to five knots and the seas went flat. We looked at the chart and saw Taleaulia Bay with a ship anchorage noted. It looked promising, and on closer inspection we saw beaches and a river mouth. So we eased our way in with radar to anchor in about 50 feet of water a quarter of a mile from shore.

We asked the dive resort if there would be any problem if we anchored there for the night, as technically our arranged port of entry was to be in their bay, with officials arriving from Suva on Tuesday to clear the fleet in and out. There was also a village where we were anchored, and if we didn’t come ashore with a sevusevu — a present of Yaqona root — we might be offending the chief. But Bob at Dive Kadavu said not to worry. After signing off to the Pacific Seafarer’s Net and giving our weather impressions on the Astrolabe Russell Radio sked, we went to sleep.

Friday morning we headed for the rendezvous point, and got a longboat to guide us in. A Taswell 56 that had motored for 20 hours mid-passage had arrived that morning also, so there were three boats in the peaceful anchorage. But it wasn’t peaceful that night for the yachts that had diverted to Minerva Reefs. They were reporting 40 knots, and a Roberts 36 at the back of the fleet reported 50 knots.

The Saturday report from Minerva was not good. It was blowing 50 knots and the anchor snubbers on some of the boats were breaking. A Japanese singlehander who had sailed his sloop across the South Pacific at the same time we did in 2003, tragically lost his boat on North Minerva. He was picked up off the reef by the crew of a Kiwi yacht — whose anchor chain were now in the 20 to 25-knot range. During our 1830 SSB sked with Russell Radio in New Zealand, we warned the Astrolabe fleet of the forecast ‘squash zone’ that would be on our rhumbline later in the week. We on Interlude weren’t too worried, as we were due to arrive in Kadavu on Thursday, and most of the Akarana YC racing fleet would be right up with us. The problems were that some of the Astrolabe Rally boats were only averaging five or six knots, and others were diverting for a planned stop at Minerva Reefs. Unfortunately, not all boats would make it out of those reefs.

On Wednesday the sky looked ominous, with heavy rain and shifty 25-knot winds mainly from the ESE. We again reported our concerns to the Astrolabe Rally fleet and advised everyone to try and get above 25°S ASAP. Minerva Reefs are at about 25°S, 180°W — meaning right where the forecast 60-knot ‘squash’ was expected to occur on Saturday and
later parted. In addition, an Italian crew lost their yacht on North Minerva after their anchor dragged. Most yachts were unable to motor to windward against the howling wind, so some of them just ran for the pass when their ground tackle failed. Many dinghies and deck toys were reported blown away.

As the Astrolabe Rally boats trickled in over the next few days, we heard stories of winds from 50 to 80 knots, with 12 mb barometer swings, and 180° windshifts. Some of the boats had hove to. One 50-ft yacht successfully deployed a parachute anchor for nine hours in reported 70-knot winds and 35-ft seas.

What made the Astrolabe Rally and the race to Fiji a near repeat of the 1994 Queen’s Birthday Disaster — in which seven boats and three lives were lost — was a matter of a few days timing. This storm claimed two yachts, some dinghies, and there were some minor injuries — including one lost finger and a broken nose. But had the two fleets left four days later than they had, they would have been hit by hurricane-force winds and seas identical to that of the Queen’s Birthday storm.

The yachts that fared the best on this passage were those who made it north above the squash zone before it got too intense. Our 1,000-mile passage time from Opua to Kadavu was 5 days, 4 hours, and 45 minutes, just over a day slower than the maxi race boat Konica-Minolta. But the slowest nonstop boat was the Roberts 36, which had taken 12 days. The Roberts had hove-to in 80 knots of wind, and was one of two boats that were knocked down hard enough to have their masthead instruments washed off.

Participating in a rally has its advantages, including meeting other cruisers at organized events before and after. But there is also the added stress of a fairly firm departure date. Many yachts in this rally had ongoing refit projects that were delayed due to rainy weather in New Zealand, but left with the rally start anyway. One boat had just had their water tanks painted, and now has solvents in their water, which was and is making the crew sick.

A scheduled departure date further limits what little control we have over passage weather conditions. The Astrolabe organizers did assure us, however, that the start would be delayed if forecasted weather conditions were too severe. And, of course, all skippers must make their own decisions whether or not to head offshore.

The level of preparedness and competence of the New Zealand crews and yachts in this rally was impressive. The Category 1 requirements for all Kiwi boats certainly helped minimize the damage. All New Zealand-registered yachts departing New Zealand must be Category 1 certified by a licensed Maritime Safety Authority Yacht Inspector. These inspectors not only inspect the yacht, but interview the crew as well. However, only a few boats were equipped to receive weatherfaxes, and most crews relied on brief forecasts from Russell Radio during their scheduled check-ins. Alas, these forecasts never called for anything over 35 knots.

We think the main lessons to be learned from this storm are:

— Be your own weather forecaster by having access to weather data by weatherfax, voice broadcast, or webfetch via Sailmail or Winlink. If you’re really upscale, you can get internet access by SatCom.

— Know how to interpret the weather data.

— Proactively move your boat out of harm’s way once you have assessed the situation and forecast.

If you choose to remain in port or at an anchorage:

— Have an engine that can power your boat upwind in 50+ knots of wind.

— Have a chain-stopper that can take the full breaking strength of your anchor chain.

— Have backup chain hooks and snubbers with chafe guards.

— Remain on your own boat and stow your dinghy as for an ocean crossing.

... on the other hand, there are times when the weather in the South Pacific, and getting to the South Pacific, can be ominous.

Kurt wasn’t embarrassed to be asking the weather god to please not whack ‘Interlude’ with the wicked weather club. As least we think that’s what he’s doing in this photo.
with him, in May of this year, took us across the Sea of Cortez to Isla San Mar-
cos, which is just south of Santa Rosali-
a. Gerry is a purist sailor, who only resorts
to the 'iron jib' when becalmed or being
swung toward a reef by the current.

We had a good southwestly breeze
across the Sea. Although we arrived at
the south end of Isla San Marcos after
dark, we found the anchorage safely using
the GPS positions from Gerry's cruising
guides. We began our research in the
morning, enjoying a clocking breeze which
ended up coming out of the northeast by
mid-morning.

Our plan for the day was to anchor for
lunch in Sweet Pea Cove on the northwest
coast of San Marcos. But about a half-
mile from the cove, Gerry saw a large dark
fin close to the port side of Birinci. The
animal swerved away, leaving a large swirl
in the water. But within seconds we felt a
thump on the hull, followed shortly by a
hard impact on the rudder. Then we saw
a whirlpool — and chunks of debris pop-
ing to the surface behind us! At first we
feared they were dolphin parts, but later
determined they were pieces of Birinci's
rudder.

Aboard to starboard we saw a pod of
about a dozen bottlenose dolphin, but
there weren't any babies around that the
adults might have wanted to protect. Then
John, on the tiller, found the steering
seemed to bind. Figuring something had
become lodged between the rudder and
the hull, we limped into Sweet Pea Cove.
Diving on the hull, John found an eight-
inch semicircular piece missing from the
bottom edge of the rudder! Plus, the rud-
derpost had been bent and knocked out
of the bottom gudgeon. A lot of force of
some sort had been involved. Given the
extent of the damage, we had to return to
San Carlos.

Back in San Di-
ego, we contacted
Dr. R.H. Defran,
Director of the Ce-
tacean Behavior
Laboratory and pro-
fessor of psychology
at San Diego State.
While interested
in the details of
our experience, he
doesn't believe that
we were attacked by
a dolphin. In fact,
he says he's never
heard of a con-

Birinci 'boat bite'.

Incognito — Cal 44
Mark Covce & Rebecca Van Sickle
Mark’s Parents’ Cruise
(San Francisco)

Loyal readers of Latitude, we thought
we'd tell you about our visit to Mark's
parent's boat in Europe, as well as about
the cruising they've been doing since
'97.

We met Paul and Joan aboard their Cal
44 in Barcelona, Spain. Theirs wasn't the
only Northern California boat in town, as
we stumbled across Larry Ellison's 452-ft
mega-motoryacht Rising Sun, the largest
private yacht in the world. Since we're
dropping names, we also saw Kentfield's
Paul Cayard — the Whitbread and Amer-
ica's Cup ace — walking into a tapas bar
near Marina Port Vell. With the America's
Cup and the TP 52 Worlds in Spain, there
were good reasons for members of the
sailing elite to be here.

After a wonderful few days in Barce-
lona, we sailed to Mallorca for the re-
mainder of the week with Mark's parents.
They are in their early 60s and have been
sailing together since they were married
35 years ago. They raced for years on San
Francisco Bay in the Daysailor and J/29

Rebecca and Joan on the bow of 'Incognito' as
she is about to enter Puerto Soller, one of the
cool destinations on Mallorca.
fleets, and later cruised up and down the coast of California aboard the family's Morgan 38. In ’80–’81, they took a sab-batical to cruise as a family — with Mark, then 5, and his 8-year-old brother. They cruised from San Francisco to Boston via the Canal.

Enjoying harbor-hopping more than ocean passages, Paul and Joan decided they’d rather cruise Europe than the South Pacific. So in ’97 they bought their Cal 44 Incognito on the East Coast. They shook the boat down that first year sailing from Florida to Maine, then back to Virginia. In the spring of ’99, the whole Covec family spent two months in Portsmouth, Virginia, getting the boat ready for crossing the Atlantic by replacing the Atlantic rigging and taking care of hundreds of other tasks. Then we all sailed to Bermuda, where Rebecca came to visit for two weeks. Then Paul, Joan, Mark’s brother, and a friend continued across the Atlantic to Portugal.

Since then, their itinerary has been as follows:
- ’99 — Portugal and Barcelona.
- ’00 — Barcelona, Balearics, Sardinia, Sicily, Greece, Turkey
- ’01 — Turkey, Black Sea Rally, Turkey
- ’02 — Turkey, Cyprus, Turkey
- ’03 — Turkey, Greece, Croatia, Italy
- ’04 — Rome, Corsica, Marseille, French and Italian Rivieras, Corsica, Sardinia, Balearics, Barcelona
- ’05 — Having been so far from family for so long, and having already sailed across the Atlantic, Incognito is being put on a Dockwise ship in June bound for Martinique. Later in the year they plan to sail down to Trinidad.

Their favorite places have included: Barcelona, because it is such a fun city and has such great art, food, and wine. There’s always something going on in Barcelona, and the people seem to have found a good balance between work and play.

Dubrovnik, Croatia, is a marvelous, 1,000-year-old walled city with excellent food and lots of lively entertainment. And the rest of Croatia. has some outstanding Venetian and Roman cities that are real gems, such as Split, with Diocletian’s Palace. During the war, Croatia had no tourists. Now they get 10 million a year!

Turkey was wonderful because of the fantastic people, the incredible fantastic history, and great weather and cruising.

The Black Sea Rally was an opportunity to meet many amazing people as well as see the sometimes sad transition of many countries from communism to varying forms of capitalism. On the down side, the pace was very fast, so they ran their engine as much that summer as they had in the other six years they owned the boat.

In general, the Med is great for the variety of culture, history, places to visit — and for the fact there are people from so many different places. The Med is also great for those who love daysailing as opposed to long passages, because everything is so close together. It’s about the same distance from Gib to Turkey as it is from San Francisco to Zihua.

As for us, Mark’s Bristol 27 Magstar remains in La Paz while we finish grad school in New York.

— mark & rebecca 06/10/05

Finisterre — Saintonge 44
Mike & Kay Heath
Summer In The Sea of Cortez (Ukiah / Pt. Richmond)

Having come down with the 2004 Baja Ha-Ha, we sailed as far south as Manzanillo, but are now enjoying the west coast of the Sea of Cortez. We soon learned that once on the Baja side of the Sea, it’s possible to move from anchorage to anchorage either in short hops of three to four hours, or day-long passages. Although we have used two cruising guides, we’ve been open to scouting out anchorages not
If you love the desert, you’ll love Caleta San Juanico, one of the most interesting and popular anchorages in the Sea of Cortez.

listed in either guide and relying on the suggestions of folks we’ve met who have local knowledge. We use our SSB radio to get weather forecasts and our Skymate to determine if and how much an anchorage might be exposed to the predicted winds.

There are many anchorages to be found on both the eastern shore of the Baja Peninsula and out at the islands that are typically 10 to 15 miles offshore. The islands are protected marine sanctuaries, so there is little or no habitation on most of them. So far we’ve explored the 170 miles between La Paz and Caleta San Juanico. The Sea has been very blue, and the desert and mountains along the shore resemble the more colorful parts of Arizona and New Mexico.

There’s not much to do here — just sailing, fishing, snorkeling, hiking, mountain-biking, and exploring the small towns. We love to snorkel and have explored almost all of the anchorages we have visited. Despite all the years of overfishing in the Sea, there is still a wealth of sea life to observe, from the giant whale sharks to starfish of every type and color. Schools of colorful tropical fish, eels, rays, and colorful patches of coral can be seen in many of the snorkeling spots. We also have enjoyed going around the anchorages in our inflatable kayaks. Often the water has been so clear that we could see all the way to the bottom of the bays.

Mike holds up the catch-of-the-day, a beautiful dorado. Although the Sea has been badly abused, there still is lots of life.

— affording us a snorkeler’s view of the bottom without having to put on a mask and fins. For longer explorations along the shore, we use our dinghy.

During our second stop at the Agua Verde anchorage, we were dinghying to shore when a baby whale shark swam under our dinghy and then all around the anchorage. I say ‘baby’ because this one was only 15 feet long and they grow to about 30 feet. Whale sharks are very dark with white glowing spots, and have the typical outline of a shark. But when they open their mouths — which is often — you see something that looks rather like a grill. Whale sharks are plankton eaters, and they sift out their food much like whales do.

As per the law, we have Mexican fishing licenses for ourselves, our boat, and our dinghies. We fish with handlines and poles, and using mostly light-colored squid-type lures, having caught a variety of delicious fish, including yellow fin tuna, Mexican bonito, dorado, and triggerfish. Some of our catches have tested the strength of our equipment and the size of our refrigerator, so we have had ample filets to share with fellow cruisers. Nothing is more tasty than dorado caught and cooked the same day!

We often take hikes with groups of
people we meet at the anchorages. Two of the hikes we’ve enjoyed the most are up the dry riverbed out of the town at Agua Verde, and the one up Steinbeck Canyon at Puerto Escondido. The hike up from Agua Verde leads up to a box canyon, where the steep cliffs reminded us of hikes we have taken in Zion National Park. The Steinbeck Canyon hike starts across Hwy 1 from Puerto Escondido, and is reputed to be similar to the one Steinbeck made on his hunting trip inland when he came to the Sea of Cortez with Doc Ricketts in the ‘40s. There are palm trees up in the canyon, and some pools of water remain into the spring. The rock scramble up the creek is a bit challenging but beautiful, and there is an easy return. The hikes have given us a chance to see the incredible flora of the desert, take great photos of our boat, and get needed exercise.

The mountains of Baja — which are often very close to the shore — are home to the Cimaron big-horned sheep. Like Steinbeck, we looked for them, but didn’t see any. We did, however, see and hear rattlesnakes, so hiking boots and caution are advised.

Exploring towns in Baja has been interesting, as it allows us to practice our limited Spanish, learn about local history, dine out, and travel off the boat for awhile. One of our goals in coming to Mexico was to visit places which are inland and less-impact than the major tourist destinations such as Cabo San Lucas, Puerto Vallarta, and Mazatlan. Two places in Baja that we particularly enjoyed visiting were Loreto and Santa Rosalia.

We first visited Loreto by anchoring off the town — a day anchorage only because of afternoon winds — to the north of the fishing boat marina area. The day before we had anchored at Isla Coronado, north of Loreto, and made a quick trip to the town. We were able to provision and have lunch there. A week later we revisited the town by traveling up Hwy 1 from Puerto Escondido. We stayed overnight in Loreto, and were able to see the first mission built by the Spanish in all of the Californias. The central square is lovely, with trees trimmed to cover the walkways in shade. Loreto is a center for fishing and some ex-patriot development, but it is first and foremost a Mexican town, with friendly people going about their work. The town is colorful and alive with culture.

We also took the bus on up Hwy 1 through Mulege to Santa Rosalia for another overnight stay. Santa Rosalia is a very interesting town, as it’s a center for fishing giant squid, a terminus of the ferry to Guaymas, and a former copper mining area. In the 1850’s the Boleo (French) mining company established the town of Santa Rosalia, building company buildings, businesses, and homes from wood which was shipped into the port. The mines operated until the 1950’s. Today you can take your boat to a small marina in Santa Rosalia, where huge sailing ships once anchored.

We stayed at the Hotel Frances, the company hotel, up on a hill looking out to sea. The hotel is a large two-story structure of wood, and there are many photos and exhibits of equipment used years ago. There is also a museum a short distance away. We felt like we were in a California mining town — except for the metal church designed by Eiffel, who also did a tower in Paris. The church was built in Paris, shipped to Santa Rosalia, and put together by the mining company. Santa Rosalia has a different look than other Mexican towns and cities, making it an interesting place to walk the streets and explore.

The Sea of Cortez is a cruiser’s paradise. It’s hard to leave and will be high on our list of favorite places to visit again.

— mike & kay 06/06/05

Kuani — Cascade 42
Tom & Mini Caulfield
Hitting A Reef Off Panama
(San Francisco)

Although we’ve been cruising off and on since 1969, we’ve never written to Latitude. But we had a sorry mishap in Panama that other cruisers might benefit from knowing about.

In January, we were sailing from Colon, Panama, to the Kuna Yala (San Blas Islands) of Panama. We had to wait out weather on the way at both Portobello and Isla Grande, which are stops along the way. With time running out for our guest who only had a brief vacation, we decided to continue on despite strong winds and rough seas on the nose. If the weather became too rough, we figured we’d stop at one of the anchorages indicated in The Panama Guide. We’ve relied on the Ziedlers’ guide for several years now, and have always found it to be dependable.

As the day wore on, we were making slow headway and dealing with some seasickness — so we decided to put in at Playa Chiquita, 9 34.000N, 79 17.660W, taking careful bearings and using the waypoint from the book. We also kept a good watch, as we’ve had many years of experience with the reefs and shoals on this coast.

Despite our best efforts, just as we were lowering sail approaching the designated waypoint, we hit an uncharted — and apparently invisible — reef! Our boat instantly went far over on her side, and seas battered the entire hull. Luckily, the seas were big enough to lift her off
the rocks after just four heavy blows. We floated free — but had no steering!

So there we were, with none of the crew injured too badly, the prop still turning, but between two reefs and without any steering. After putting the boat in reverse, we quickly discovered that our boat turned to port just a bit — so using reverse, we managed to get clear and work our way a bit offshore. But without steering, we had nowhere to go. So we jogged around a bit more until we found a place where we could anchor.

But then what? We were on a virtually uninhabited coast, far from any help, and unable to proceed. But then a panga, the first we’d seen all day, came by on its way to the tiny settlement of Playa Chiquita. Samuel, the panga operator, responded to our hails — and then towed us to a marginally viable spot at 9 34.105N, 79 17.641W where we could anchor more securely for the night. He promised to return in the morning.

We tried to dive on the rudder to ascertain the extent of the damage, but the water was churned up and visibility poor. We did, however, manage to get on the SSB and reach Sandy of Little Bit, an old friend anchored at Isla Linton who knows everyone. The next morning she told us that another boat had offered to tow us the 40 miles back to Colon — but at some expense.

Just then Samuel returned, offering to tow us four miles to Miramar — where he said there was a mechanic who could fix our rudder. This was hard to believe, because after years of cruising in and around the Caribbean coast of Panama, we’d never heard of a place called Miramar. But we were happy to get the tow.

What a pleasant surprise to find out that Miramar not only exists, but it’s a thriving little harbor located at 9 34.774N, 79 19.864W. Don’t look for it on the charts or in the Ziedler’s guide, because it’s in neither. From the sea, Miramar appears to be completely fronted by reefs with breaking waves. But our panga towboat took us in through a pass, made a sharp dog-leg to almost in the mangroves, and there was Miramar! It has a town dock, a fuel dock, and three sailboats were tied in the mangroves. And all of these offered complete protection from all directions. You can imagine our sighs of relief.

But what we really had no business in hoping for was somebody like Sergio, the promised mechanic. This French sailor turned repairman/contractor arrived promptly with his English-speaking wife Mimi, and his highly skilled assistant Willie. They assured us that they really could fix our rudder. We were favorably impressed with their apparent knowledge and mechanical skills, so told them to proceed with the repairs.

To make a long story short, our rudder was lowered, lifted out, and carried to a well-equipped workshop. After 10 days, we were back in business! And it hadn’t been a small job either, as the rudder shaft had been bent and the rudder itself had to be rebuilt and glassed. I doubt that we could have gotten such a repair done in so little time in Colon, where in any event it would have been much more expensive.

So based on our experience, if you’re in the area and find yourself in need of expert fiberglassing, rigging work, carpentry, refrigeration repair or such, call Mimi on Channel 16 when you have Miramar in sight. She’ll send a panga out to guide you in the pass. Better yet, e-mail them at FLS2745@sailmail.com. There is room for no more than four or five sailboats in Miramar, but Sergio claims he is working on a haulout facility, which he thinks will be ready in about six months. The fuel dock near where we tied up is right on the road that goes to Portobello, Colon, and Panama City, and there is good bus service to all of these places.

Mimi and Tom have been cruising off and on since the ’60s, and recently have spent a lot of time cruising Panama.

Sprad: Just because we had the photo, ‘Profligate’ at Santa Cruz Island, a place you should visit this summer if you get the chance. Inset: ‘Kuani’ anchored at the San Blas Islands.
service. As if that weren’t enough, Mimi cooks excellent French dinners, and they have a supply of good wines.

We spent a delightful three months in the Kuna Yala, and now we’re tied up at Marina Carenero, our favorite storage spot in Bocas del Toro. We’ve flown home until next January, when we’ll return for our last visit to the area. We’re in our 70s, now, so we’ve finally decided to bring Kuan to San Francisco next spring — assuming we can find some able crew younger than ourselves who want to sail through the Canal and up the coast to California next April or May. Anyone interested can contact us at saturna64@earthlink.net. And we promise we’ll try not to hit any more reefs!

— tom and mini 05/09/05

Cruise Notes:
As alluded to in the Changes from Interlude, there were four boats lost or abandoned while attempting the passage between New Zealand and Fiji in the first half of June, which is the traditional start of the cruising season in the South Pacific. The boats were:

Scot Free, Garry and Lisa Blackwood’s Canadian-based Westsail 32, which was dismasted during gale force winds about halfway between New Zealand and Tonga on June 12. The Pacific Puddle Jump vets rode out the difficult conditions for three days before abandoning their boat for the cargo ship Capitaine Wallis. The details aren’t clear, but at some point Lisa had apparently gone overboard or nearly overboard, and in the process of rescuing her, Garry suffered a bad gash on his head. Lisa, who has never sewn before, had to learn on her husband’s skull. Apparently, she did a good job — considering there was no anesthetic. Press reports indicate that the couple plan to start their dream cruise over.

A few hours later on Tuesday the 14th, the ketch Ciru, sailed by a Swedish skipper and his Kiwi ladyfriend, were rescued in the same general vicinity by the bulk carrier Baltimar Boreas. The type and size of their boat weren’t reported.

On June 11, early in the storm, two women from the vessel Bird of Passage were rescued inside Minerva Reefs by the yacht Namerida when their boat was dismasted.

The fourth boat, type, size, and name unknown, skippered by a Japanese man, was also lost in Minerva Reefs.

The 1,100-mile so passage between New Zealand and Tonga or Fiji is well-known as potentially one of the most dangerous in cruising. Veterans say that everyone needs to expect to be hit by at least one gale. Captain Hebben, of the Baltimar Boreas that rescued Ciru, says he’s rescued at least 15 sailors during his 25 years on the Auckland-to-Fiji run. And Wing Commander John Lovatt, who flew the C-130 Orion that spotted the dismasted Ciru, confirmed that the weather was very bad. "I'm a sailor, and the conditions were absolutely atrocious, the worst I have ever seen. It was blowing 55 knots across the surface, with 25-ft swells." Timing is everything in such long passages. Lafayette's Don Engle and crew left New Zealand for Fiji aboard his new 70-ft Shuttleworth catamaran My Way the first week in June — and had what Engle described as "a walk in the park."

By the way, among those who alerted us to this story were Clark and Suzy Straw of the San Diego-based Mason 54 Final Straw. The couple, who did the Puddle Jump '02, are currently in Mooloolaba, Queensland, Australia.

"The new Marina Costa Baja in La Paz is giving free berthing to everyone for the months of June, July, and August, with no strings attached." report Rob and Linda Jones of the Whidbey Island, Washington-based Gemini 3000 catamaran Cat ‘N About. "And this is a brand new upscale resort with all the trimmings! Furthermore, most folks here consider it to be the best place to be if another hurricane were to hit La Paz. We were among the first to take advantage of the great offer. The marina does charge for electricity, but it's metered, and only comes to about $1 a day. The temps here in La Paz have been running in the 90s, so we cruisers congregate around the pool in the late afternoon. We've had a couple of Friday evening socials, with good attendance on the part of cruisers and some of the marina staff. The staff, incidentally, has bent over backwards to be helpful, and have eagerly requested feedback on how they can improve the operation. One of the several restaurants around the marina offers a dinner special for 40 pesos — less than $4 — which includes lemonade. The free berthing and inexpensive meals are the bargain of the summer down here!"

"I'm marina bound for a month or so, as Kathy has returned to the States to work for a bit," writes Jerry McGraw of the Newport Beach-based Peterson 44 Po Oino Roa. "Fortunately for me, the new Marina Costa Baja is open and is offering all the slips free for June, July, and August. There are quite a few cruisers and '04 Ha-Ha vets here with me. The marina is very user-friendly, as it has a free shuttle bus that runs into La Paz a number of times each day. There is also a 'crew room' featuring a big-screen TV with a DVD player, and it will soon be hooked up to satellite service. There are s couple of downsides to the marina, however. It’s


CHANGES
Spread: The refreshing pool at the Marina Costa Baja in La Paz, where all berths have been free. Inset: A Friday Night Social crowd of cruisers.

Quite a ways from downtown, which is the reason for the shuttle. A taxi would run $7 to $9 depending on your destination in La Paz. The other issue is the soot from the power plant when the wind blows the wrong way, as it can create a mess on decks and canvas. In any event, I’m taking advantage of the free slip to get some boat projects done before we get underway for cruising further up into the Sea of Cortez.”

We’re told that the power plant near the Marina Costa Baja is supposed to be fitted with an anti-pollution device of some sort, but no date has been given for the installation. It’s also possible that the winter winds — which are from the north — will blow the soot away from the marina.

“What a difference in the new clearing regulations for Mexico!” write Pete and Jean Ryan of the Santa Cruz-based Catalina 42 Neener. “Halfway through our 4,700-mile trip from Martinique to Santa Cruz, and at the end of a four-day run from Nicaragua, we arrived at Marina Chahue (CHA-WAY) at Bahia Chahue, Huatulco, Mexico. We were welcomed by Enrique, the manager, and his crew as they helped secure our boat in the slip. Notably, it was a floating concrete slip with huge pilings, big cleats, a top-of-the-line electrical box, and water that tasted better than what comes out of our watermaker! That was the first good thing. The second was that Enrique returned with all the officials — Immigration, Customs, Agriculture and Navy — for our check in to the country. They checked us in, made out our visas, had a cold drink — and left with our garbage! The visas costs 210 pesos — about $20 — like at all Mexican borders. Get this! You can pay the visa fee at any of the banks listed on the back of the form — anytime before you clear out of Mexico.

The third good thing is that all the officials were very nice — they almost danced a jig for us! Then they waited another hour for North and Mary on our buddyboat Laboratorium, which is bound for Oakland.”

“Because this was our port-of-entry into Mexico,” continue the Ryans, “we had to visit the port captain in Hautulco the next morning. It was the same office we’d visited three years ago, except now it’s at the foot of a huge cruise ship pier that takes up much of the old anchorage. But it has very nice modern bathrooms because you don’t get through the gate and off the pier without an inspection of your bag, purse, backpack, whatever you’re carrying — all thanks to Uncle Sam’s new security mandates for countries that want to entertain cruise ships headed to the U.S. The port captain’s office staff was friendly. In a short time we’d paid our import fee of 163 pesos — about $15. This is a flat fee per boat and is not based on tonnage.

“The changes in clearing procedures are so new that Enrique, who was doing the paperwork for the port captain, had to write out everything by hand because there were no forms. He took down our basic boat info and a simple crew list. There was no charge. This document became our Notificacion de Zarpe en Navegacion de Cabotaje, which meant we were cleared into the country and could proceed to the next domestic port. We’re told that we should show this paper, along with our passports and our entry stamp, in future ports — assuming the port captains even want to see them. So there was no more shuffle, no more banks — well, that’s not true, we had to go to the bank to get pesos because the port captain’s Visa debit card machine (!) wasn’t working yet.”

“By the way,” the Ryans continue, “we came back through the Panama Canal into the Pacific on May 23, and found that nothing has changed in the three years we’ve been cruising the Caribbean. Our transit fee was still $600. If you don’t use an agent, you post an $800 deposit in case you bump into a tug or run over a ship. We used Stanley Scott in Colon, who supplied lines, wrapped tires as fenders, and made two trips to town to do all the clearing and transit paperwork. We thought his $250 fee for all this was a great deal. We were scheduled for a May 9 transit, but our boat was struck by lightning three days before while at the Panama Canal. The Ryans say that transiting the Panama Canal is no different now than it was three years ago — if you don’t get hit by lightning.
The south-facing coast of Santa Cruz Island looks exactly like the south-facing coast to the west of Santa Barbara. Both have surf, too.

YC. Stanley got us canceled, and checked on us continually as we tore out and replaced most of our DC system, as well as all the electronics, computer — even the refrigeration. Between Marco and family at the Marine Warehouse, and Barbara at the International Order Desk of West Marine, two weeks later we were able to transit the Canal. Enrique Plummer, our ship’s agent friend from 2002, was there at the Balboa YC dock just to say ‘hi’ when we arrived. Plummer was just learning the ropes when we transited in 2002, but is now a knowledgeable and respected agent — and charges a reasonable fee. Unless you have a high-priced yacht that requires a Pilot rather than an Advisor, and/or have lots of people aboard, we don’t see why anyone needs a high-priced agent.*

*Pilots are used for Canal transits on boats over 65 feet, while Advisors are used for boats under 65 feet. But even boats that will use Pilots don’t need ship’s agent to do the paperwork. We transited with a Pilot last year and had used a taxi driver to guide us through the paperwork. It not only wasn’t a problem, it was a blast. For those going through the Canal for the first time and who are tentative, we recommend Enrique Plummer to guide you through the process.

"Has Latitude ever done an article on the surf spots on Santa Cruz Island?"

asks Stephen Vingst of Glen Ellen. "If not, can you give me some advice on how to find out about midsummer surf breaks out there?"

We used to surf Santa Barbara breaks when we were a student at UCSB, but we were too poor to get out to the islands. Now that we’re older and wiser, we don’t surf in water cooler than 80°— which precludes anything north of Cabo. But if you asked around, or went out there when a south swell was running, you wouldn’t have any trouble finding guys paddling to the breaks from their boats.

Remember our announcement that we at Latitude, perhaps in association with or with the assistance of the folks at SailMail, plan to WiFi the anchorage at Punta Mita, Banderas Bay, this winter? Now Rick Carpenter of Rick’s Bar — the big cruiser hangout in Zihuatanejo — says he plans to offer the same kind of coverage for 90% of Zihuatanejo Bay. "Our plan is to start a Zihua Cruisers Club with a $50/year membership fee," says Rick. "This fee would cover the WiFi services, a guard-valet at the dinghy landing, and..."
several other cruiser services. In fact, we’re trying to persuade the port captain to allow us to build a dinghy dock.”

A ‘dinghy valet’. Say what?

“Since Latitude missed the 2005 Zihua SailFest, perhaps you are unaware of a tremendous new improvement that Rick Carpenter made for cruisers in Zihua this last season,” writes Tom Collins of the Southern California-based Misty Sea. “After obtaining permission from the port captain, he hired Jesus to assist cruisers with landing and launching their dinghies, and to keep an eye on the dinghies while the cruisers were in town. Although Rick only paid Jesus for the official work hours of 4 p.m. to 11 p.m., Jesus took the job so seriously that he was there to receive the first dinghy that arrived each morning, and stayed around until the last dinghy left the beach at night— even if it was after midnight. He stood by in the traditional dinghy-landing area on the beach between the muelle and the Navy building. Whenever a dinghy approached the beach, he would wade out into the water to receive it, steady it while the passengers disembarked, and then pull it up the beach and ‘park’ it. And when he saw cruisers walking down the beach back toward their dinghy, he’d hustle to have the dinghy ready and waiting at the water’s edge by the time they got there! Jesus soon brought on Nate as a helper. The two— both of whom always had wonderful smiles— would make sure that no children played bouncy-bouncy or got sand on the dinghies, and that nothing mysteriously disappeared from them. In addition to what Rick paid them, most cruisers were happy to tip the dinghy valets for their work. When Jesus had to go to Acapulco to join his family, Nate’s wife joined him on the beach to continue the service. When they weren’t helping

At your service! Dinghy valets Nate, Jesus, and Nate’s wife, Cristina, stand ready to park and launch dinghies at the beach at Zihua.

with the dinghies, Nate would work on making fish nets, and his wife would do needlework. Incidentally, they also disposed of cruiser trash. In my opinion, the dinghy valet service was a major improvement to cruising life in Zihuatanejo Bay. I certainly hope that Rick will make it a permanent addition to the other services
he provides the cruisers."

"We had been as far south as Acapulco, as we were heading to Panama when we lost our engine," report Craig and Eva Smackhammer — plus small dog Scooter — of the Channel Islands-based Cal 2-29 Tigertail. "We're now headed back home under sail-only, to either repower or buy a replacement boat like a Cal 39. After we get to Cabo, we're going to take the offshore route — for as long as we can stand it without any self-steering. Right now we're in Nuevo Vallarta, and the weather is great — much cooler than just a couple of hundred miles south. Cruisers will be delighted to hear that, based on our experience, 'domestic clearing' in Mexico is indeed all but over, as most port captains don't want to be bothered with your silly papers anymore now that there's no money in it."

"The terribly delapidated Nuevo Vallarta Marina, across the way from Paradise Marina, now has new owners," the Smackhamers continue. "We were just there for a couple of nights, and things were already different from when we'd been there a month before. New General Manager Emilio Oyarzabal says the new owners, Impusora Marina Vallarta, had been trying to secure the concession from the Mexican government for three years. The new owners have a bold reconstruction plan that calls for 200 new berths from 30 feet to 200-ft end-ties. They hope to start work on A Dock in three months. Once it is completed, the existing boats — of which there are 78, five of which are abandoned — will be moved there so demolition of the old docks can begin. I was told all the new berths should be in place in about one year. While I could see that work was already underway on new bathrooms and showers, and was told that a new trailer office was on its way, marina projects in Mexico have a reputation for delays. But who knows? Plans also call for a fuel dock, chandlery, a boatyard with dry storage, and two restaurants. Juan Sebastian Estrada, who is very nice and speaks good English, is the Dock Manager."

It would be terrific if additional berths became available in the Nuevo Vallarta area, because Banderas Bay sorely needs them. Harbormaster Dick Markie across the way at Paradise Resort Marina reports that his summer (low-season) occupancy has soared 40% this year to nearly 85% of his approximately 200 berths. And requests for permanent berthing just

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keep coming. "I'm going to have to fight like crazy to make sure we've got enough transient slips for cruisers this winter," he says.

Unfortunately, it may not be all smooth sailing with the new Nuevo Vallarta Marina, as several other development groups have also long been interested in that concession. There is a question as to whether the government requested bids in the legal manner, and therefore whether the project might get mired in legal wrangling. Originally built as one of the Grupo Situr Marinas, all of which went bankrupt, the original Nuevo Vallarta Marina inexplicably was built with nothing but 30-ft berths — and pretty crummy ones at that. The standard of marinas has risen dramatically since it was new.

"We had more easting than we anticipated after our departure from San Diego for the Marquesas," reports Commodore and Nancy Tompkins of the Mill Valley-based Wylie 38+ Flashgirl. "We hadn't expected to see another island for about three weeks, but because of the easting we sailed right by Guadalupe Island. In fact, the island poked a hole in the clouds, so we finally got to enjoy some most welcome sunshine — the first we'd seen since Marina del Rey. Conditions had been so light our first night out of San Diego that we had to motor. After a nice dinner, Commodore was off watch and went to sleep. He was awakened at midnight by the sound of an alternator belt shredding itself to pieces. The second belt looked like it was about to go also, so he got his middle-of-the-night watch extended a couple of hours. While we were drifting around, a city of lights in the form of a cruise ship appeared to be motoring toward us. It was reassuring to discover that no amount of calling them on Channel 16 — or any other frequencies — reached their bridge. So we finally shone our brightest spot on their bridgedeck, which alerted them to our presence. It seems the ship was just standing offshore waiting so they could make a dramatic arrival in the morning to thrill all the passengers. Anyway, we're abeam of Guadalupe Island — a guy came out in a panga to see us — and with 15 knots of wind, we're doing 7 to 8.5 knots.
On June 23 we received a one-week update showing **Flashgirl**'s daily runs: 163, 183, 159, 129, 164, 167, 171. It was 78 degrees onboard and life was very good for skipper and mate.

Far be it for us to wonder what Commodore, a lifelong sailing professional, was doing sailing his boat across a hurricane zone after the start of the **Eastern Pacific hurricane season**, but we don’t recommend it to others. We know that John Neal tried it years ago with his Hallberg-Rassy 42 **Mahina Tiare** — and got smacked around pretty good.

"Check out the photo of Murray and Colette's **Island Marine Services Boatyard** here in the Estero de Jaltepec, El Salvador, next to the Bahia del Sol Hotel," write Bill and Doreen Gord of **Lanikai**, boat type and hailing port unknown. "They can currently haul boats to 7-ft draft with their 30-ton Travel-Lift. In and out is $7/foot; dry storage is $4.50/ft/month; moorings are $5 a day. Bottom cleaning and painting, as well as mechanical work, is by the hour. Although the yard is just getting started, seven boats have already been hauled and three are in dry storage. It looks to us as though this is going to be a great yard in an area where places to haul out are scarce."

For November’s 20th running of the **Atlantic Rally for Cruisers**, the 2,700-mile crossing from the Canary Islands to St. Lucia that is the grandaddy of all cruising rallies, the organizers have decided to return to the event’s cruising roots. This is being done in response to complaints that the event was being dominated by big boats run by corporate sponsors. To implement the change, ARC monohulls are now restricted to between 27 to 85 feet, and catamarans from 27 to 60 feet.

The change may have had a slight adverse effect on entries. As of mid-June, they had 187 paid entries. That’s a huge fleet, to be sure, but not quite the 225-boat sellouts they had by the month of May in some previous years. Of the 187 entries, 13 were catamarans, a slight increase in percentage over the previous year. As usual, most entries are from Great Britain and Germany. So far there are nine U.S. entries: George Gamble’s **IY60 Belle**; Gust Stringos’ **Morris 36 Bluebird**; Lynn Grano’s **Hallberg-Rassy 43 Eleutheria**; John Martin’s **Leopard 42 Jaimie**; Harry Johnson’s Westsail **32 Mariah**; Bob DeMattia’s **Farr 56 PH**.
Northern Winds: David Shames’ Hallberg-Rassy 40 Speranza, James Dorsey’s Hallberg-Rassy 46 Trilogy III, and David Rosenaur’s Catana 47 cat Zangezi. Last year there were 14 American boats, so there’s going to be a significant drop in American participation. It wouldn’t be hard guess why, what with the euro having climbed something like 35% in the last couple of years, making European boats and cruising quite dear. But with the Eurozone — and Germany, France, and Italy, in particular — in a fiscal crisis and political disarray, the euro has already tumbled nearly 10% this year. So who knows, next year maybe there will be more American boats in the ARC.

In order not to disappoint the big boats eliminated from the ARC, Challenge Business, which organizes the ARC and nine other sailing events, has been trying to direct them to a sister event, the Rubicon Antigua Challenge. The big boat event will start from Lanzarote rather than Las Palmas, on November 19 rather than November 20, and finish at the big boat island of Antigua. The Rubicon is for boats from 60 to 120 feet, plus Oysters of all sizes. Some 35 boats are expected, but to date nobody has signed up. Splitting the boats into two events is a wise decision, as the big guys were too big, professional, and non-cruisy for the ARC, and Antigua is the natural destination for the big boats.

In early May, 15 cruising boats competed in the 6th Annual 850-mile West Marine Atlantic Cup Rally from the British Virgin Islands to Bermuda. Corrected-time honors went to Charles and Gretchen Cunningham’s Park City, Utah-based Hylas 54 Agua Dulce. Line honors went to Bill and Maureen Danilczyk’s Babylon, New York-based Conser 47 cat Runaway, which covered the rally course in 4 days, 17 hours. Commander’s Weather, the event weather forecaster, called for a starboard tack reach for the entire course — and that’s what the fleet got. One participant called it “practically a dream trip”. In fact, a few took advantage of the fair winds to sail to the mainland East Coast and skipped the Bermuda fin-
ish line. The Cruising Rally Association’s next event is the early November West Marine Caribbean 1500 from Hampton, Virginia to Tortola in the British Virgins. The fleet for that event is usually two or three times as large.

"In the last 10 days, J.R. and I have sailed from West Palm Beach to Isla Mujeres on the Caribbean coast of Mexico with our new-to-us Catana 47 cat Moon And Stars," reports Lupe Dipp of Guadalajara. "Boy is she fast! What a difference from my monohulls. We love her! We had very nice weather for our entire trip except for the last night near the Yucatan. But it’s great to be back in Mexico and enjoying the Caribbean. I have to go back to work, but the boat will stay here for a month before going on to Guatemala.

"When we arrived at Marina Isla Mujeres," Lupe continues, "we got very bad service. We’d made reservations a week in advance at a set price of $650, plus 10% tax and electricity. But when we checked in, the French (!) harbormaster tried to charge us an additional $100. Very angry, I showed him their email confirming the price. He finally honored it, but in a very impolite way. And the marina was empty! On the good side, we only had to check in once — and didn’t have to go anywhere to do it! At the same time we got a 10-Year Temporary Import Permit. We were charged $75 for checking into the country for the first time, not counting J.R.’s $20 visa. It was all so quick and easy! It’s so nice to know that things are getting easier in Mexico for people like us who love boats."

"Linda and I left Mazatlan on April 6 to do the Puddle Jump," reports Frank Szerdahelyi of the San Francisco-based Cheoy Lee 32 Interlude. "Two days out, I started having a nagging backache, which I assumed was caused by overworking of my back muscles. But a few hours later, I had excruciating pain localized in my right lower back — and I was urinating blood! Several years before I’d had the same experience. It was kidney stones, and it landed me in the hospital with a morphine drip. Within five days of leaving Mazatlan, we were back and I was heavily sedated with injectable Demerol. Without Linda’s nursing knowledge about medications, I think the pain would have killed me.

"You might remember," Szerdahelyi continues, "that this was our second attempt at the Puddle Jump. Last year we As befitting an artist such as Lupe, her new cat has a wild paint job, with many moons and many stars. We love it!
left from Zihuatanejo on April 3, and made it 650 miles toward the Marquesas when the chainplate for our upper shroud failed. The violent movement of the mast in 30-knot winds and sloppy seas also damaged our roller furling. When we made it back to Tenacatita Bay nine days later, we met up with John and Renee Prentice of the San Diego-based Serendipity 43 Scarlet O’Hara, who had lost their rudder a few hundred miles into their Puddle Jump. So we did what cruisers do — had a party and shared our stories. We’re now headed for the Sea of Cortez to enjoy some mental R&R. In the oncoming months we will be doing some ‘mental flossing’ to try to decide what to do next.”

If we’re not mistaken, John and Renee Prentice also decided to take Scarlett to the Sea of Cortez rather than make another attempt across the Pacific. “The two of us helped a fellow cruiser put her boat on a Dockwise ship here in La Paz for the trip to Vancouver and Ketchikan,” report Terry Bingham and Tammy Woodmansee of the Eagle Bay, Washington-based Union 36 Secret O’Life. “There was just one small powerboat on the ship when it arrived, but here they loaded 28 sail and powerboats for the trip north. The biggest boats were Foxtrot, a 70-ft sailboat, and Esme, a 70+ft motoryacht. Loading the boats was an interesting process, as some boats had to go in bow first, while others had to back in. It took about five hours, and at the end of the day there wasn’t much room left in the ship. After taking a few days needed to weld the stands in place, the ship will be leaving.”

Shipping boats has become quite popular, especially from places like New Zealand and Australia back to the States, and from Mexico to the Pacific Northwest and Alaska. In fact, ’04 Ha-Ha vet Mike Moore recently shipped his San Francisco-based Hallberg-Rassy 46 Ayu from Mexico to Vancouver on a Dockwise ship. He was very pleased with how it worked out. We’ll have a full report next month.

Looking for a great place to cruise where the cruising staples are ridiculously inexpensive? Try Venezuela. Polar Beer,
the country’s biggest seller by a huge margin, goes for $4 a case — and less if you bring the bottles back. Diesel sells for about 30 cents/gallon, and food is cheap both in stores and restaurants. Plus, the cruising out at the Los Roques Islands is superb!

“We completed the delivery of the Swan 60 Candela from Antigua to Spain without many stories for the bar,” reports delivery skipper Ray Catlette of Benicia. "There just wasn’t much in the way of wind and seas — until we had Force 7 winds from Africa just before we reached Gibraltar. I did, however, have an amusing incident in Horta in the Azores, before leaving the Bay Area, a friend of mine introduced me to a young radiology student at Kaiser Vallejo — because she was from Horta and her father still lives there. So I offered to say hello. But she failed to advise him that I would be coming, and failed to tell me that he spoke very little English. Once in Horta, I found him in his place of business. As I began to introduce myself, I realized he was not grasping who I was or why I was there. When he finally recognized his daughter’s name, his face went pale — and then went paler still when I mentioned the word ‘hospital’. Sensing that I was bearing tragic news, I quickly tried to explain that I had gone out to lunch with her and simply wanted to say ‘hello’ for her. Then he muttered something to the effect of, “You are going out with my daughter?!” I realized his ‘grief’ had turned to suspicion. I believe he thought that I had made my way to marry his daughter! Once we got that straightened out, he became much friendlier.”

“I once read an article in Latitude about a woman dentist in Puerto Vallarta who was popular with the yachtsies,” writes Ken Gunville. “I can’t recall her name, but I remember from the article that she had gotten her training in Washington. Can anyone give me her name and contact address — or the names of other recommended dentists? I’m planning a trip there specifically for overdue dental work.”

A lot of cruisers get dental work in the Puerto Vallarta area. In fact, some swear the savings over Stateside dentistry is so great that it pays for their entire winter of cruising. If anyone would like to suggest some dentists in the Puerto Vallarta area, please email richard@latitude38.com. Some experts predict the next big outsourcing phenomena will be health care. American’s are getting hips replaced in India for less than $100. Germans are crossing the border into Poland to get two-for-one on boob augmentation, and many Americans are going to Mexico for dental and health care.

On that happy note, please be healthy and happy this summer. One of the best ways to try to insure this is by making sure you get in plenty of cruising. Sail to places you’ve never been before. Revisit old favorites. And make sure to take lots of family and friends along with you. Life is short, so it’s our obligation to make it as sweet as possible.
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RANGER 23, 1974 on Mooring’s #33 in Monterey. 3 jibs, spinmaker, VHF, 5 hp outboard. Standing and running rigging replaced by KKMI 8/04. Job and family changes force sale. $2,500/obo. Rebecca (831) 375-4221 or radfam@sbcglobal.net.

Flicka 20, 1979. Hull #100 of a sporty and comfortable sailboat. This is great for cruising, as well as long distance trips. The hull is made of black fiberglass and has a teak deck. Comfortable standing room down below. New items including portholces, deck lights, and tan sails, rebuilt diesel Yanmar engine. Located at San Luis Harbor, CA. Call (530) 680-1828 or email: orso@yahoo.com.


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RANGER 23, 1974. Original owner, tall rig, lots of sails, but well used. Dual-axle trailer, $3,200. Tahoe or $4,000 Alamed mid-July. (530) 525-6689 or ralphcl@comcast.net.


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22-FT SAILBOAT, $2,200/OBO. Priced for fast sale. 1977 Reinet Sunyacht including trailer. Located Clearlake, CA. One main, 2 jibs, nearly new Honda 5 hp longshaft, ladder, life vests, pillows. Sleeps 2, seats 6. Call Hans (650) 344-0217 or siggieger@scglobal.net.

NEPTUNE 16, 1979 on trailer. $2,000. Well maintained, all registrations current. Nice boat with extras. Ready to sail. Call Robin (408) 738-3768 (eves).


SANTANA 22, #395. New: Keelbolts, chainplates, mast, all standing and running rigging. All hardware. All class upgrades. Less than 10 hours on Yamaha 4 hp. Good class main, jib. $4,000. Call Chris (805) 234-0415 or cedgintoncharl@netzero.net.

KAMAKAI 20, 1999. Toppaisal gutter pocket cruiser. Website pictures and details at: www.members.cox.net/dwellens/kamakai/kamakai.htm. (619) 890-8704 or email: dwellens@cox.net.


25-FT COLUMBIA CHALLENGER. Emerville. Sleeps 4, fiberglass good, 2 mains and genoa. Includes outboard. $1,000. (415) 223-9153.


RANGER 22 AND TRAILER. Great boat in excellent shape. New roller furling and jib. Main is good. All rigging sound. Alameda mid-July. (530) 525-6689 or email: siggieger@scglobal.net.


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IRWIN 10-4, 1975. Roomy, rugged fiberglass sloop. 25’ on deck plus 3-1/2’ bowsprit, 10’4” beam, 6’ headroom, 29” stow full keel, out of water, 6’2” swing keel. Huge main cabin, large V-berth, enclosed head, galley, pressure water, huge ice box, much storage. 3 opening ports, large Bomar hatch, wheel, heavy rigging, main, 3 jibs, furler, spinnaker, 2-cylinder inboard, Volvo gas engine, 15-bt COR and Danforth anchors. $7,800. Call (925) 516-2877.

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VANCOUVER 25, 1984. Robert Harris designed double-ender, full keel. Yanmar diesel, full headroom, propane oven, cabin heater, head, VHF, autopilot, Fleming winch. In Alameda. $50,000. John (530) 745-4501 (eves) or (510) 787-4326 (days).

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36 TO 39 FEET

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1980 UNION, Perkins, Profurl, solar panels, radar, ICOM radios, Heart Inverter/charger, GPS, EPIRB, Avon RIB, Suzuki 8 hp, Autohelm, screens, canvas covers, major spares. World class cruiser. See in San Carlos, Mexico. $65,000. Email: Sailingman68@yahoo.com.


ISLANDER 36. Tall rig. Westerbeke diesel, autopilot, GPS, propane stove, refrigeration. H/C pressurized water, shower, inverter. New cushions, stereo, $38,000/obo. Call Jim (310) 458-1229 or email: amvoayage@aol.com for photos and spec sheet.

LANCER 36. Excellent live aboard, sleeps 6. Lots of beautiful teak inside, 3 sails in good condition. $28,000/financing available, make us an offer. For more details and pics see: <www.usedboats.com>, Ad #404648.


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. Furling main and jib, dodger, fore and aft bimini. Too many extras to list. $137,500/obo. Marilyn (916) 967-1100 or jon@ponzrus.com.


CARRERA 38 7.9 x 6.5 x 9,000-lbs. Built by Svendsen, designed by Soder- gren. Volvo sail drive, 2 new Quantum sails, winches, Awlgrip yellow topsides. Rare, fast, lovely, $43,000. Call (510) 524-9166 (eves).


MORGAN 382, 1979. Fully loaded with new equipment and spares. Everything you need to cruise the Bay and far be- yond. $69,000. For specs, photos, and new equipment (too much to list), see <www.tstargazer.bx> or call Nick (925) 687-3566.

C& C 38 Mk III, 1986. Beautiful, fast, fun racer/cruiser. 70’ fin keel, spade rudder. Steeple 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. Never full- batted 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. Lo- cated Alameda, CA. Second meticulous owner now owns a larger boat. $67,500. (510) 466-6703.

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HUNTER LEGEND 35.5, 1989. $46,500/obo. Excellent condition. New paint in April. 2 boat owner needs to part with one. Located Marina Bay Yacht Harbor, D-168. For pictures and equipment list email: dougot@aol.com or call Doug (707) 765-9248.

YORKTOWN 39, 1980 center cockpit. Factory commissioned, full size bed in aft cabin, V-berth forward, 2 TVs, DVD, VHS, CNS gas stove and oven, propane barbeque, microwave, refrigerator, freezer, ice maker, VHS video, 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.


RHODES 41 BOUNTY II. The ultimate plastic classic, keeps her great looks and legendary strength without the headaches. Very clean and uncluttered with underdeck Aries vane and huge tankage. She’s ready to go anywhere, rigged to sail famously without drama. Just hauled, fresh survey, insured and on her mooring in the Virgin Islands. One owner loved last 32 years. $65,000. Email: Warren@SkyhookRealEstate.com for additional photos and equipment list or call (340) 776-2697.


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WHITBY 42 CENTER COCKPIT KETCH. 1973. Bluewater cruiser/liveaboard, only one available on West Coast. 3 cabins, 2 heads, holding tank, Perkins 85 hp 4-236. 30kw generator, fridge, freezer, 200+ water, 200+ fuel, radar, GPS, depth, speed, autopilot. Avon 6-person liferaft, EPIRB, 3 anchors, windlass, deck wash down, davits, dual Racor filters, large aft cabin, storage everywhere, TV, stereo, large cockpit with full enclosure. Photos: <www.usedboats.com>, Ad #559740. Asking $45,000. (909) 322-9497.

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MYSTERY COVE 380 Mk ii, 1999. Custom performance cruising catamaran. Grainger design, Canadian built. 38.75 x 23 x 4. Three queen cabins, office, large galley, huge salon, honeycomb composite with vinylester resin, super strong, very fast, tall rig. $189,000 USD/obo. regencymarine@canada.com or (507) 668-9758.


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40' SPOONBILL, 1976
This 31’ 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, and windows proliferate in astounding profusion. Both $57,500

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37' BAFFIN, 1976
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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 BLISTER! $114,000

NEW LISTING

31' HUNTER, 310, 2000
Versatile All around Bay racer/cruiser with large comfortable cockpit and light airy interior with 6'4" headroom. There are great first boats or for experienced sailors looking to downsize into something low maintenance and easy to sail single or short handed. $62,000

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20' SUNOWNER
Highball-style trailer, 1986. All the charm of a Nordhavn at half the price! She’s V E R Y nice shape, and, with new 100 hp Inboard diesel engine (upgrade from the standard 70 hp Pathfinder) and full house, will make a fine weekend or local cruiser. Transferable Sausalito YH slip. $74,000

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33' HANS CHRISTIAN HANGA CUTTER, 1983
Very capable offshore boat w/full keel, high ballast-to-weight ratio, deep cockpit & oversized rudder placed far aft; safe/sea kindly under power/sail. Lovely solid teak inter. built to H.C.’s exacting standards. More than $50k spent on her past several years. $125,000

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26' TWINHUNTER 310, July 1999 The 31’s are 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, and windows proliferate in astounding profusion. Both $57,500

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NEW LISTING

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