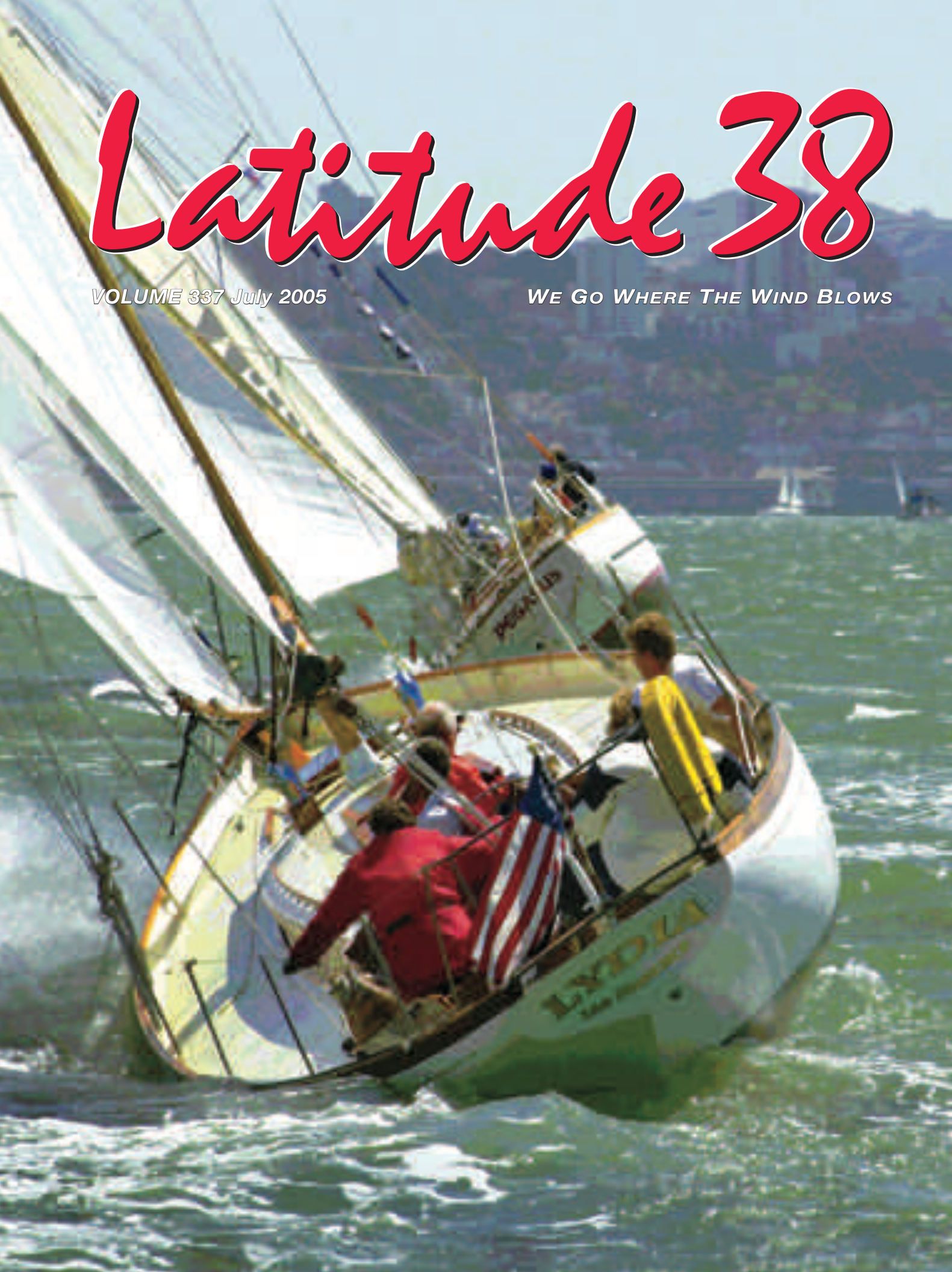


# Latitude 38

VOLUME 337 July 2005

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# Something Old, Something New

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



*Unda\**

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."

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Cover:

*Lydia chases Pegasus at the Master Mariners Regatta.*

Photo: Latitude 38/JR

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

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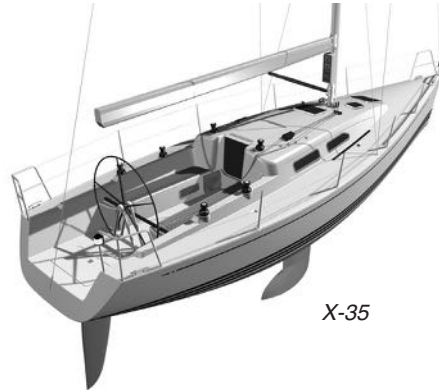


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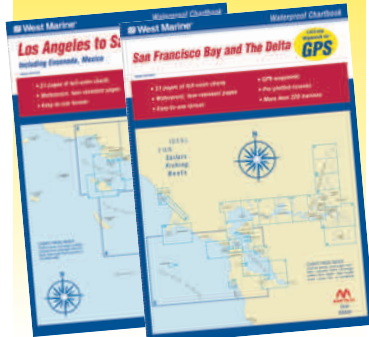
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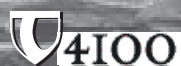


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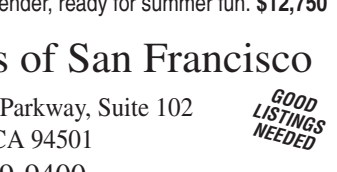
**34' O'Day Sloop, 1984** Diesel, dodger, very clean. **\$45,900**



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## CALENDAR

### 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 Ballena 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](http://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](http://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](http://www.sailsanfrancisco.org).

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

**July 30** — Island YC's Open House / Flea Market / Auction at Alameda Marina. Info, [www.iyc.org](http://www.iyc.org).

**Aug. 4-11** — Tahoe YC Foundation's Wooden Boat Week, including the Concours d'Elegance (Aug. 5-6). Good times on Lake Tahoe. Info, [www.tahoeyc.com](http://www.tahoeyc.com).

**Aug. 6** — Galilee Harbor's 25th Anniversary Marine Flea Market / Maritime Days Celebration, 8 a.m. to 4 p.m. Info, (415) 332-8554.

**Aug. 6** — Spinnaker YC (San Leandro) Open House and Safety Day. Free boat inspections, and the opportunity to shoot off your old flares! Craig Paulsen, (510) 504-0771.

**Aug. 6** — 10th Annual Aeolian YC Swap Meet and Open House (on Alameda, next to the Bay Farm Island Bridge). Sherri, (510) 523-2586.

**Aug. 12** — Open House at Hogin Sails (Alameda), 4-7 p.m. Cocktails and hors d'oeuvres. Info, (510) 523-4388.

**Aug. 13** — "Boating the Bay and Delta," a free tour at the Bay Model (Sausalito), 10:30 a.m. to 12:30 p.m. Limited to 30 people. Info, (415) 332-3871.

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

### Racing

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

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

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

**July 4, 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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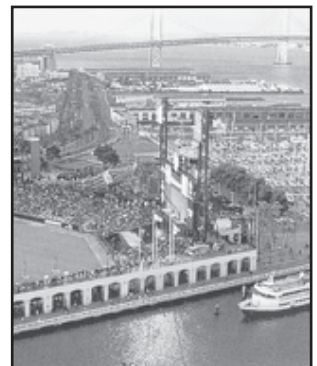
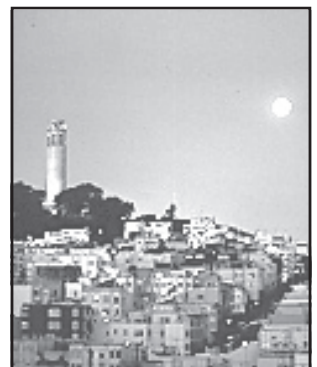
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Jerry Browns Boat Service	415-824-6162
Mariner Boat Yard	510-521-6100
Napa Valley Marina	707-252-8011
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The Boat Guys	510-393-9168



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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** — Alameda InterClub Series #4, hosted by Aeolian YC. Info, [www.sfbama.org](http://www.sfbama.org).

**July 9** — SSS Half Moon Bay Race. Jeff Berman, (415) 302-0101 or [www.sfbayss.org](http://www.sfbayss.org).

**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 9** — 42nd TransTahoe Race, generally featuring either too much or too little wind. Tahoe YC, [www.tahoeyc.com](http://www.tahoeyc.com).

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

**July 9-10** — Monterey Bay PHRF Championship. Monterey Peninsula YC, [www.mpyc.org](http://www.mpyc.org).

**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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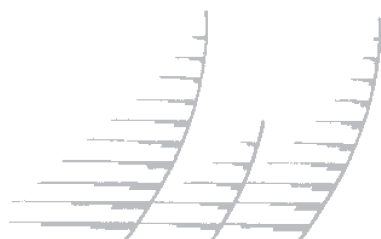
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## IT'S HA-HA TIME!

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.

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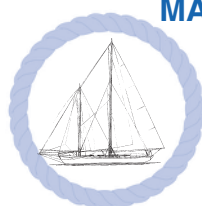


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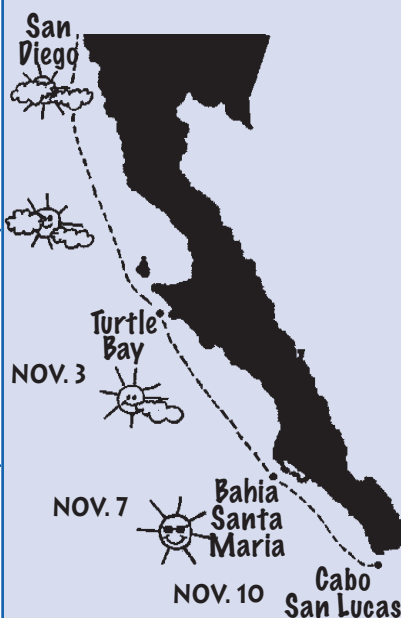


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#### IMPORTANT DATES

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

**Sep 10** — Entry deadline.

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

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

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

**Oct 31** — Start of Leg 1

**Nov 12** — Awards presentations hosted by the Cabo Marina.

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



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## CALENDAR

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 crackling 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, dazy 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!"

**July 11,15,17** — 43rd Los Angeles to Honolulu Race, better known as 'The TransPac'. See who's going on pages 144-148. Info, [www.transpacificyc.org](http://www.transpacificyc.org).

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

**July 16-17** — PICYA Lipton Cup Series, the annual inter-club all-star games. Info, [www.picya.org](http://www.picya.org).

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

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

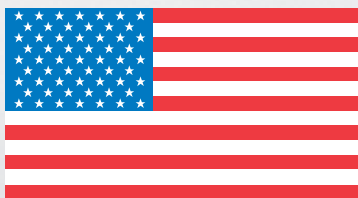
**July 16-17** — Ronstan Bay Challenge for boards, skiffs and 505s. StFYC, (415) 563-6363.

**July 16-17** — South Bay YRA Summer Series #4, hosted by San Leandro YC. Info, <http://sbyra.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](http://www.sfbayss.org).

**July 20-23** — Governor's Cup, an international junior match racing championship at Balboa YC. Info, [www.balboayachtclub.com](http://www.balboayachtclub.com).

**July 22-24** — Santana 22 Nationals, hosted by Santa Cruz



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YC. Info, [murrac@pol.net](mailto: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](http://www.iyc.org), or Joanne McFee, (925) 254-5384.

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

**July 23-24** — Columbia 5.5 Nationals. Alameda YC; M.L. Higgins, (510) 748-0289.

**July 25-29** — Rolex Swan American Regatta in Newport, RI, with over 50 Swans expected. Info, [www.nyyc.org](http://www.nyyc.org).

**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.

**July 31-Aug. 4** — El Toro Nationals, hosted by Stockton SC. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**July 31-Aug. 6** — Waikiki Offshore Series. Info, [www.waikioffshores.com](http://www.waikioffshores.com).

**Aug. 5** — 33rd Annual Santa Barbara to King Harbor Race. Come by *Profligate* and say hello! Info, [www.sbyc.org](http://www.sbyc.org).

**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** — Jr. Olympic Festival. SFYC, (415) 435-9525.

**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** — SRYC/OYRA Southern Cross Race. YRA, (415) 771-9500.

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

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

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

**ENCINAL YC** — Friday Nights, Summer Series: 7/29, 8/12, 8/26, 9/16, 9/30. Tony Shaffer, (510) 522-6437.

**FOLSOM LAKE YC** — Every Wednesday night until 9/28. John Poimiroo, [john@poimiroo.com](mailto:john@poimiroo.com).

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

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

**ISLAND YC** — Friday Nights: 7/22, 8/5, 8/19, 9/9, 9/23. Joanne McFee, (925) 254-5384.

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

**MONTEREY PENINSULA YC** — Sunset Series, every Wednesday night through 9/28. Ron, (831) 626-9169.

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

**RICHMOND YC** — Wednesday Nights: 7/6, 7/20, 8/3,

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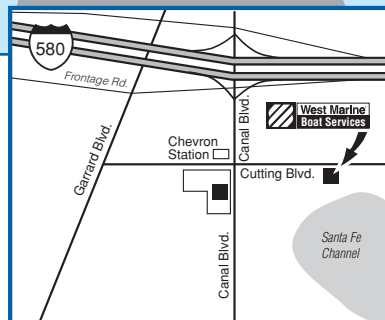
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# CALENDAR

8/17, 9/7, 9/21. Eric Arens, (510) 841-6022.

**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, [lweaver@cruzio.com](mailto:lweaver@cruzio.com).

**SAUSALITO YC** — Tuesday Nights. Summer Sunset Series: 7/26, 8/9, 8/23, 9/6, 9/20. George Shea, (415) 999-9358.

**SEQUOIA YC** — Every Wednesday night through 10/12. Charlie Watt, (650) 361-9472.

**SIERRA POINT YC** — Every Tuesday night through 8/30. Larry Walters, (650) 579-3641.

**SOUTH BEACH YC** — Friday Nights: 7/15, 7/22, 7/29, 8/5, etc. Sherry Nash, (650) 302-1187.

**STOCKTON SC** — Wednesday nights through 8/24. Jim Hachman, (209) 474-6659.

**TAHOE YC** — Wednesday nights through 8/31, and Laser Series: Monday nights through 8/29. Val, (530) 581-4700.

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

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

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

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

## July Weekend Currents

date/day	slack	max	slack	max
7/02Sat		0155/4.2E	0554	0907/3.3F
	1214 2310	1449/1.6E	1736	2030/2.3F
7/03Sun		0243/4.4E	0642	0957/3.6F
	1308 2355	1543/1.6E	1826	2116/2.3F
7/04Mon		0326/4.6E	0726	1041/3.7F
	1355	1622/1.7E	1910	2158/2.3F
7/09Sat		0028/2.3F	0310	0635/4.5E
	1033 2219	1333/3.3F	1701	1910/2.1E
7/10Sun		0108/2.1F	0348	0715/4.2E
	1105 2305	1406/3.1F	1735	1951/2.2E
7/16Sat		0001/3.5E	0416	0706/2.2F
	1027 2130	1230/1.5E	1527	1839/2.0F
7/17Sun		0058/4.0E	0512	0814/2.8F
	1138 2222	1335/1.5E	1634	1937/2.1F
7/23Sat		0000/3.4F	0249	0610/5.8E
	1001 2200	1303/4.5F	1625	1848/3.1E
7/24Sun		0052/3.4F	0344	0659/5.3E
	1045 2259	1346/4.3F	1705	1936/3.4E
7/30Sat		0020/3.6E	0437	0752/2.7F
	1058 2150	1330/1.1E	1618	1911/1.9F
7/31Sun		0127/3.8E	0535	0853/3.0F
	1204 2245	1456/1.2E	1720	2013/1.9F

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52' Santa Cruz, '01, *Winnetou* ..... SOLD  
46' J/46 #4, '01, *Windwalker* ..... SOLD  
46' Elliott Tourer (14m), '97, *Bravado* ..... New Listing 375,000  
45' Wauquiez Centurion 45s, *Angelline*. New Listing 425,000  
44' Mason, '98, *Cia Bella* ..... Reduced 310,000  
43' Mason ketch, '81, *Tiramisu*\* ..... New Listing 112,000  
43' Saga, '02, *Wind Shear*\* ..... Reduced 275,000  
43' Tiara, '00, *Rascal*\* ..... 479,000  
42' J/42, '99, *Fine-a-lee*\* ..... 309,000  
42' Moody, '01, *Jezebel*\* ..... Reduced 275,000  
41' J/41, '85, *Sequoyah*\* ..... Reduced 42,000  
40' J/120, '02, *Snaps*\* ..... New Listing 245,000  
40' J/120, '01, *Bifrost II*\* ..... 250,000  
40' J/120, '97, *Splash Dance*\*\* ..... Pending  
40' J/120, '94, *Mad Max*\* ..... Pending  
40' Farr, '86, *Rascal*\*\* ..... 149,500  
40' Wildemess 40, '87, *Falcon*\* ..... Reduced 46,000  
38' Morgan, '93, *Bonnie Lassie*\* ..... 105,000  
37' J/37, '87, *Kalimotxo*\* ..... New Listing 60,000

36' J/36, '81, *Impetuous*\*\* ..... 55,000  
36' Islander, '77, *Altair* ..... New Listing 42,000  
35' J/109, '03, *Jezebel*\* ..... 219,000  
35' J/109, '03, hull #44, *Traveller*\*\* ..... 239,000  
35' J/105, '01, hull #446, *Modean*\*\* ..... 120,000  
35' J/105, '01, hull #475, *Usawi*\*\* ..... 124,000  
35' J/105, '01, *Trickster*\* ..... 119,000  
35' J/105, '00, *Despicable*\* ..... 118,000  
35' J/105, '00, *Pendragon*\* ..... 127,000  
35' J/105, '01, *Snake Wake*\* ..... SOLD  
35' J/105, '02 hull #582, *Ondine*\* ..... 130,000  
35' J/35, '93, hull #323, *Raptor* ..... 69,500  
35' J/35, '92, *Amakua*\* ..... New Listing 69,000  
35' J/35, '84, *Uncle Bill*\*\* ..... 49,500  
35' J/35, '85, *Fast Feather*\*\* ..... 54,900  
35' J/35, '85, *Shaken Not Stirred*\*\* ..... Reduced 45,000  
35' Schock, '85, *Rivalry*\*\* ..... 34,000  
35' Cal MkII, '80, *Calliope*\*\* ..... 45,500  
35' Santana, '79, *Spirit of Bombay* ..... Reduced 24,800  
33' J/33, '88, *Zapped*\*\* ..... Reduced 45,000

33' Beneteau 331, '03, *La Bella*\* ..... Reduced 102,000  
32' Pearson 323, '82, *Libations Too!* ..... SOLD  
32' J/32, '02, *Loon*\* ..... 168,000  
30' J/30, '79, *Garuda*\*\* ..... 29,900  
30' Santana 30/30, '83, *Snafu*\* ..... SOLD  
29' J/92, '92, hull #10, *Triple Dog Dare* ..... 57,000  
29' J/29, '84, *Zulu*\* ..... 25,000  
27' Raider 790, '03 ..... 80,000  
26' J/80, '04, hull #675, *Running with Scissors*\* ..... 49,500  
25' B-25, '92, *Blood Vessel*\* ..... SOLD  
24' Melges, '93, *Tikanga*\* ..... 22,500  
23' Boston Whaler Conquest, '01 ..... Reduced 49,500  
22' J/22, *Joy Ride* ..... 12,000

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**Crescent 96** (1998) Superb example of one of the Pacific NW finest builders. Immaculate condition with a recent refit. Priced reduced to **\$3,695,000\*\*\***



**Burger 72' Pilothouse Motor Yacht** (1964) This lovely aluminum vessel has recently had both diesels rebuilt. USCG-certified for 62 passengers. **\$645,000**

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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 crossing the ocean in that little thing!" *Zaca* was acquired by the government during World War II, renamed IX-73, and did patrol duty along the Pacific Coast.

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 surrealist 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 Palazzo Ruspoli in

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## LETTERS

Rome.

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 Fontvieille 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.

### ↑↓ MISSED HITTING THE BOAT BY 10 FEET

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 "gotten the skipper."

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.

### ↑↓ 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, abeam 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.



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45'	BENETEAU, 1993	SOLD
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36'	SABRE 362, 1997	SOLD
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42'	GRAND BANKS, 1973	\$175,000
40'	HERSHINE, 1982	\$126,700
40'	BELL MARINE KHA SHING, 1982	\$117,000
38'	HERITAGE, 1980	\$129,000
37'	HERSHINE, 1979	\$87,500
36'	GRAND BANKS, 1990	\$204,000
36'	HERITAGE, 2000	\$195,000
35'	SILVERTON 352, 1997	SOLD
34'	CHB, 1980	\$55,500
33'	SEA RAY, 1992	\$49,000
32'	BAYLINER, 1984	\$49,700
31'	BERTRAM, 1976	\$79,500
31'	LIEN HWA SEA HORSE, 1981	\$54,900
30'	WILLARD, 1972	\$49,000
30'	MONTEREY, 2000	\$99,000
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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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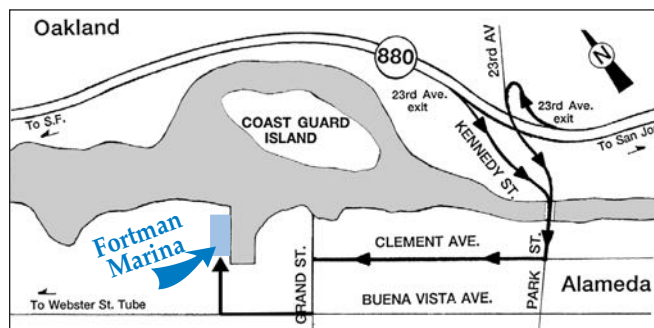
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## LETTERS

funds reside securely in the broker's trust account.

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 had 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*



NEWPORT BEACH POLICE

**Right out of 'Dragnet', Jennifer Henderson-DeLeon stands accused of the murder of cruisers Tom and Jackie Hawks.**

*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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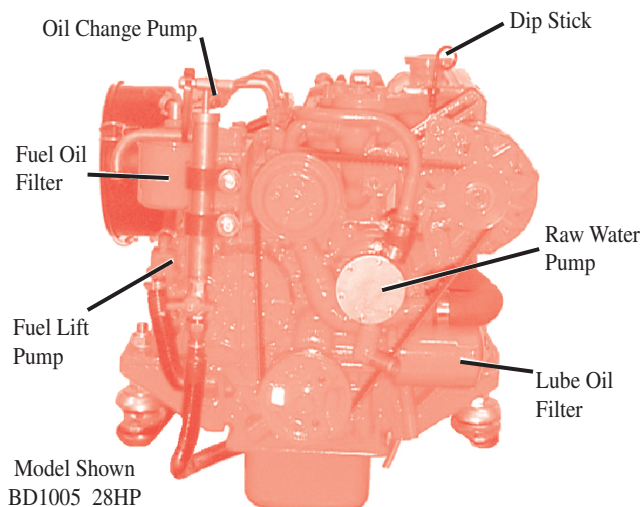


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## LETTERS

such a plan?

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*



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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

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## 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* short-handed, 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 furl 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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## LETTERS

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 as to 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 prevent 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](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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## LETTERS

water should go to [www.seawatch.org](http://www.seawatch.org). There they will find an extremely detailed site with facts, figures, and grue some 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.



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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 rolled 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 rope, 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



**Hans Christian**

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## LETTERS

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.

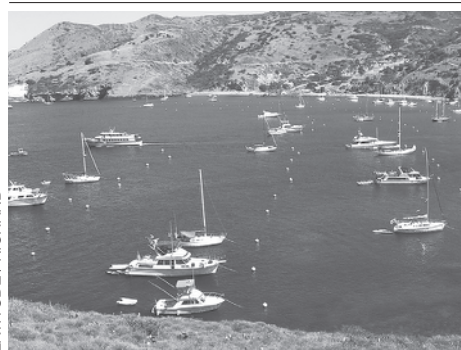
"That's amateur hour," Eddie responded. "I shot myself in the ass with my own cannon!" This put the other fella in stitches — or rather, made him pop a few. He called for a nurse, but Eddie wouldn't let up, going on with one ass joke after another.

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 draw-

ers 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



LATITUDE / RICHARD

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

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

### ↑↓ 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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## LETTERS

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!

The question that arises is, of course, whether this is standard Coast Guard behavior and procedure, or was it merely the action of a testosterone-charged, ill-trained crew with a bully coxswain? I think the boating public should be informed of a clear operational policy. If the Alameda Police randomly and without probable cause stopped and searched a vehicle and gave the driver a sobriety test, heads would roll, and rightly so.

If the Coast Guard trains for boarding ops, they should enlist the assistance of the Coast Guard Auxiliary — and not bother the innocent taxpaying boating public. Furthermore, what's the point of the Coast Guard safety certification if it's considered meaningless? As you're aware, this doesn't seem to be an isolated case. Such incidents are becoming commonplace.

I am the skipper of the vessel and invite your response.

Carl Meloney  
Marina Village Yacht Harbor, Alameda

*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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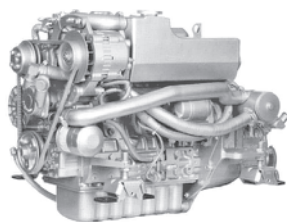


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## LETTERS

on international waters. We know, because they once stopped and boarded our Big O in the Windward Passage between the Dominican Republic and Cuba. And mind you, they came aboard with automatic weapons drawn, and with three other officers left in the inflatable with their guns trained on us for more than an hour. Furthermore, the Coast Guard can even board U.S. boats in the territorial waters of foreign countries if they get permission — and they almost always get it. We're not sure if it's still true, but back in '96 even the Cubans let the Coast Guard into their waters to board U.S. vessels. The bottom line is don't expect any heads to roll over the boarding of your boat.

Based on your letter, we asked readers of *Lectronic Latitude* if they were getting stopped by the Coast Guard in the Estuary more often than before. We didn't exactly get a conclusive answer, but one reliable marine professional with an office overlooking the Estuary says he sees the Coast Guard picking off boat after boat. He thinks this is completely wrong if they are doing it just to train their new personnel. If true, we'd agree that it's wrong — and furthermore will unnecessarily give the service a black eye. It took a long time for them to recover from the Zero Tolerance fiasco.

On the other hand, and with a greater understanding of the Coast Guard's right to board and search without cause, we think you should view your boarding from the Coasties' perspective. They spot a 36-ft boat on the Bay with 11 people aboard at 11 p.m. on a Sunday night. Frankly, that smells like it might be a charter. And when they turn on their siren and flasher, nobody on the boat in question responds and the boat doesn't stop. That's extremely suspicious. Wouldn't you suspect that maybe the captain and all the guests are all smashed or some other funky thing is going on? In addition, ignoring a law enforcement light and siren is a direct challenge to their authority, and there is no way they can let that pass. Finally, you admitted that you'd consumed alcohol earlier in the day.

Was the Coast Guard's behavior over the top? Based on viewing things from their perspective, you tell us.

### ↑↓ 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 answer a bunch of questions and wait for the Coasties to call in and double-check the authenticity of the document! After that, he was allowed to proceed without an inspection.

B. Horsell

Grand Marina, Alameda

### ↑↓ 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



DANIELLE DIGNAN

"What do we do now. . ."

up in this position of the Antrim 27 *Always Friday* depicted in *Electronic*. 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  
*Rolig*  
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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## LETTERS

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 jib to weather. This induced 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.



LATITUDE / RICHARD

***It would be great if a fleet of cruising catamarans joined monohulls like these in the Santa Barbara to King Harbor Race.***

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 Yachtfinders/Windseakers 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.

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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## LETTERS

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.

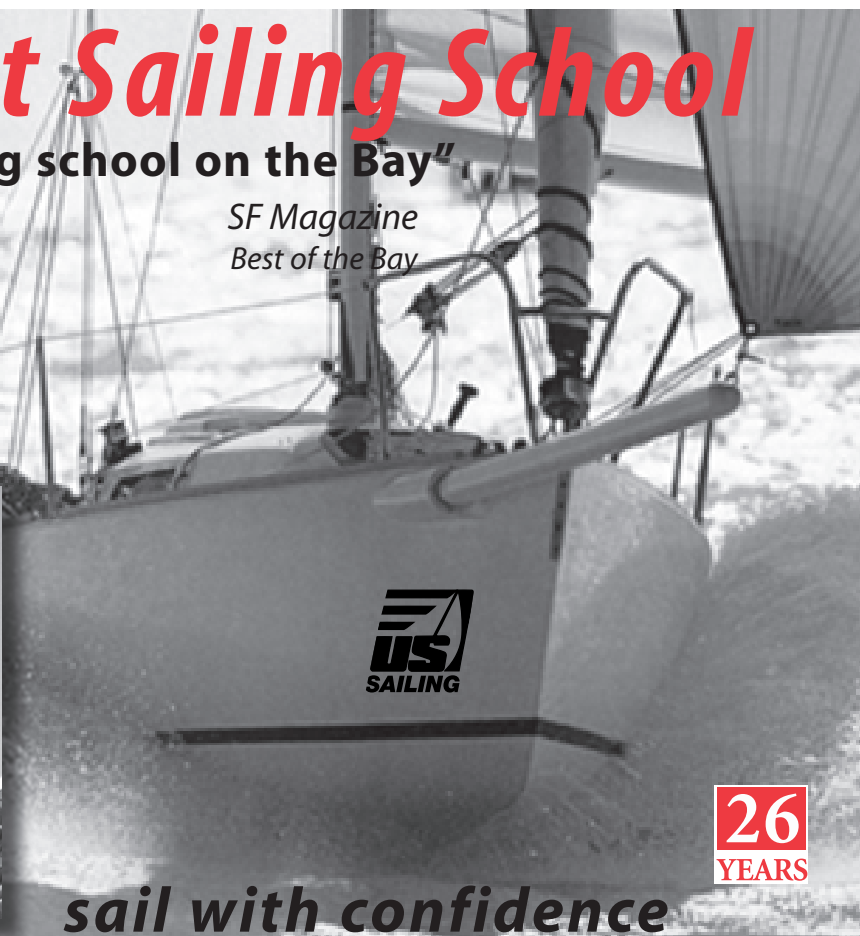
1) Take the time to be sure you have the right partner. I think the most important thing is that you have a meeting of the minds about how the boat will be used and *not* used. Talk with your partner about what you expect from owning the boat. A dedicated racer will have different needs than a daysailer. 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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## LETTERS

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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## LETTERS

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](mailto: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.



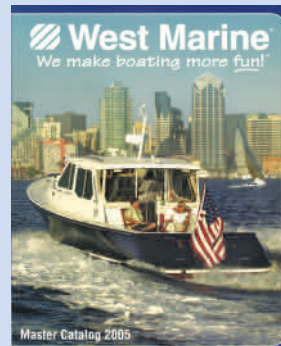
KEN READ

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## LETTERS

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 singlehanded 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

ering partnerships to have their own drafted by an attorney rather than saving a few bucks to copy somebody else's. As such, we've decided not to publish any of the agreements.

### ↑↓ I 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*



"... I'll never forget the feeling of 'YachtSea' accelerating beneath me."

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

Michael — While not so popular these days because most people sail larger boats, the Gary Mull-designed *Santana 22* is a San Francisco Bay classic. If we're not mistaken, the little sloops were so stiff that most of them didn't have reef points.

### ↑↓ 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 *Novia*. 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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## LETTERS

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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## LETTERS

### ↑↓ **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**



LATITUDE / RICHARD

*The CANPASS terminal saves U.S. Customs agents from making that I-o-n-g walk down to the docks.*

In 'Lectronic you said that you couldn't figure out what Dorothy Darden of the Morrelli & 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.

The procedure is as follows:

1) The ship's master walks to the dedicated phone next to

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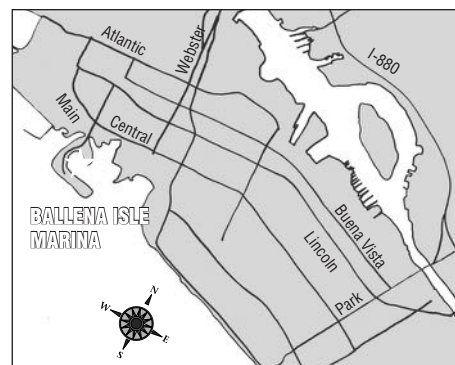
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## LETTERS

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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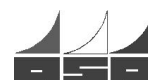
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## LETTERS

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

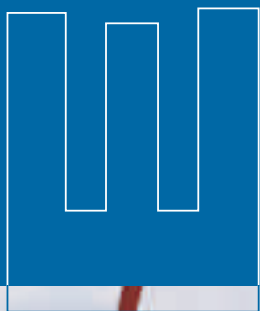
*A. — With so many 'we'll-give-your-product-editorial-coverage-if-you-give-us-an-ad' boating magazines around, we can understand that you might suspect something like that. But the truth of the matter is that we don't have a backroom at Latitude 38, and we don't do deals like that. Never have. Not when 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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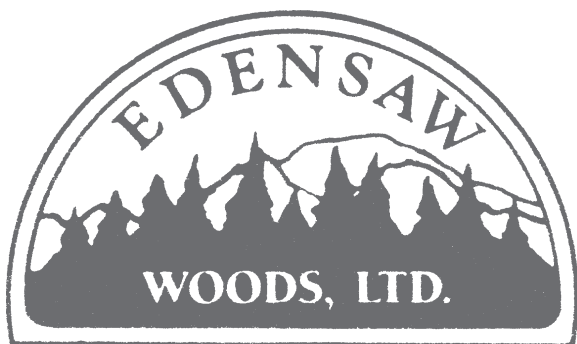
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## LETTERS

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

*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 clear 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 harbor masters 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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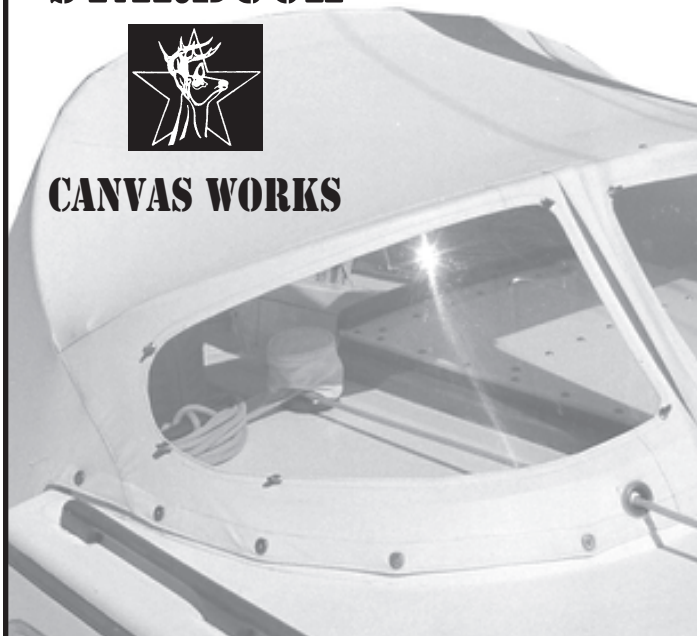
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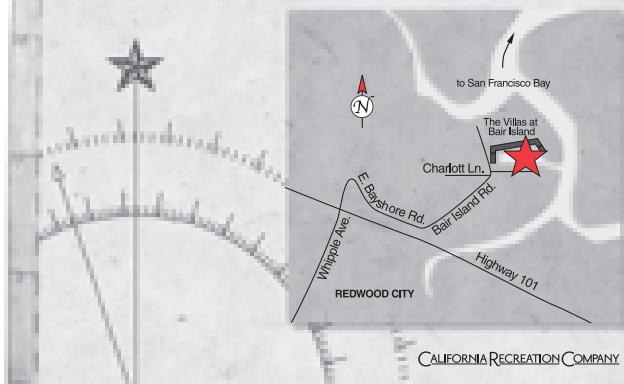
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## LETTERS

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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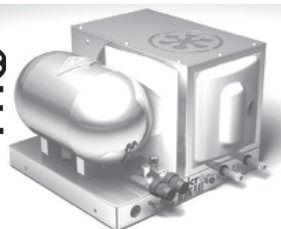
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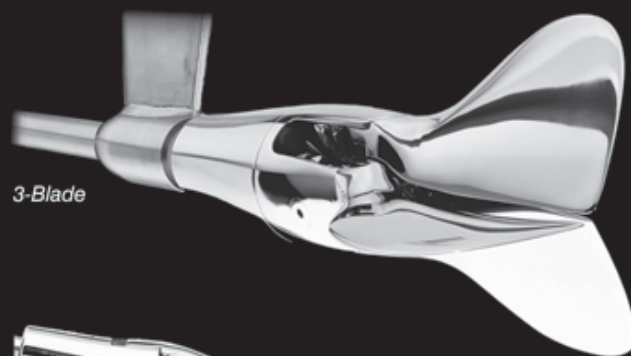
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## LETTERS

were told by the port captain to come back to his office before it closes at 2:30 p.m. with: 1) A letter from Paradise Marina stating that their bill had been paid, 2) Two copies of the good old Mexican Crew List, and 3) Another copy of the ship's documents.

We asked the couple why, if places like Mazatlan and La Paz are no longer requiring check-in papers (*salida*) from the last port captain, one would need to get one from the port captain in Nuevo Vallarta? If they return from, for example, Mazatlan and La Paz, where clearing papers aren't being issued, what are they going to give the port captain in Nuevo Vallarta?

I guess I answered my own question about the paper-processing guy walking the docks. Somebody still wants him to have a job.

Unsigned  
 Nuevo Vallarta, Mexico

Unsigned — Under the new rule, skippers are still required to 'inform' the port captain — or his honorary delegate if there is one — of their arrival and departure. The Mexican government did not hand down a definition of 'informing', so port captains have been doing it by themselves.

Based on what we've heard, the port captain in Nuevo Vallarta is sort of a worst case scenario who may or may not be within the law. He's requiring that all cruisers stop by his office, and he's having them fill out the old clearance form, which asks for the basic information about the vessel and the crew. If you read the June Latitude, you'll know that Pete Boyce of the Northern California-based Sabre 40 Edelweiss checked into Nuevo Vallarta after the new rules took effect, and said it took all of about five 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 port captains no longer want to have anything to do with cruiser paperwork. See Cruise Notes for details.

You say the paper-processing guy is still walking the docks in Nuevo Vallarta because "somebody still wants him to have a job." That may be the case, but we're not sure how lucrative that job is going to be. After all, the port captain can't make mariners use his services. Some people might still want to use an agent — Boyce did at Barra de Navidad — but we don't think many will.

Marina 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 or out. And they keep the bottom of the form to show the next port captain.

Up at Marina San Carlos, you can clear one of three ways. By filling out a small form in the office; by filling out a form on the door if the office is closed; and by calling the office over VHF. This is, of course, what we cruisers would like to see everywhere. As for what happens to a cruiser who has cleared out of San Carlos by radio and arrives in Nuevo Vallarta, we can't say. But since that cruiser would have followed the 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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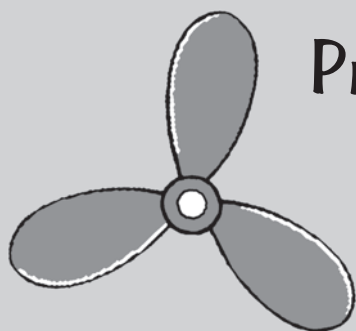
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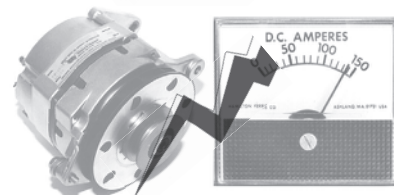
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## LETTERS

### ↑↓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.*

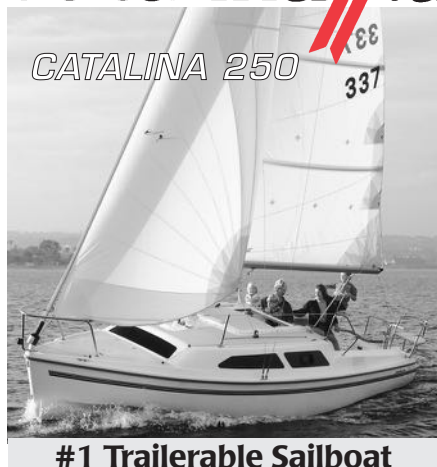
### ↑↓THE NEGLECTED FACTOR — SPEED OUT OF A TACK

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 Sportsboat, 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 2.42 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 Sogsti, 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-incher in our office for reference — and are inexpensive.

### ↑↓ THE COAST OF BAJA IS NOT THE PLACE TO START

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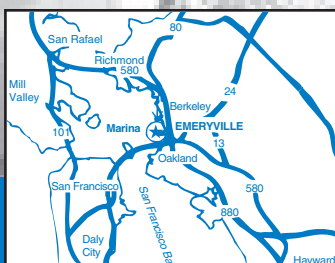
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—Jonathan McKee

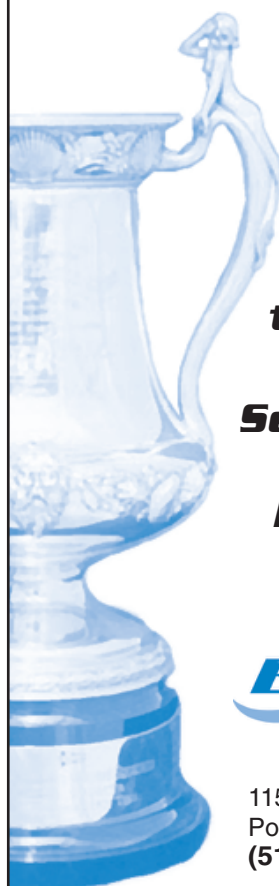
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## LETTERS

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 dismantled. 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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# LETTERS

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



LATITUDE ARCHIVES

**Like it or not, the Baja Ha-Ha fleet will be heading south again at the end of October.**

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."

We are often swamped with letters. So if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to [richard@latitude38.com](mailto:richard@latitude38.com). You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.



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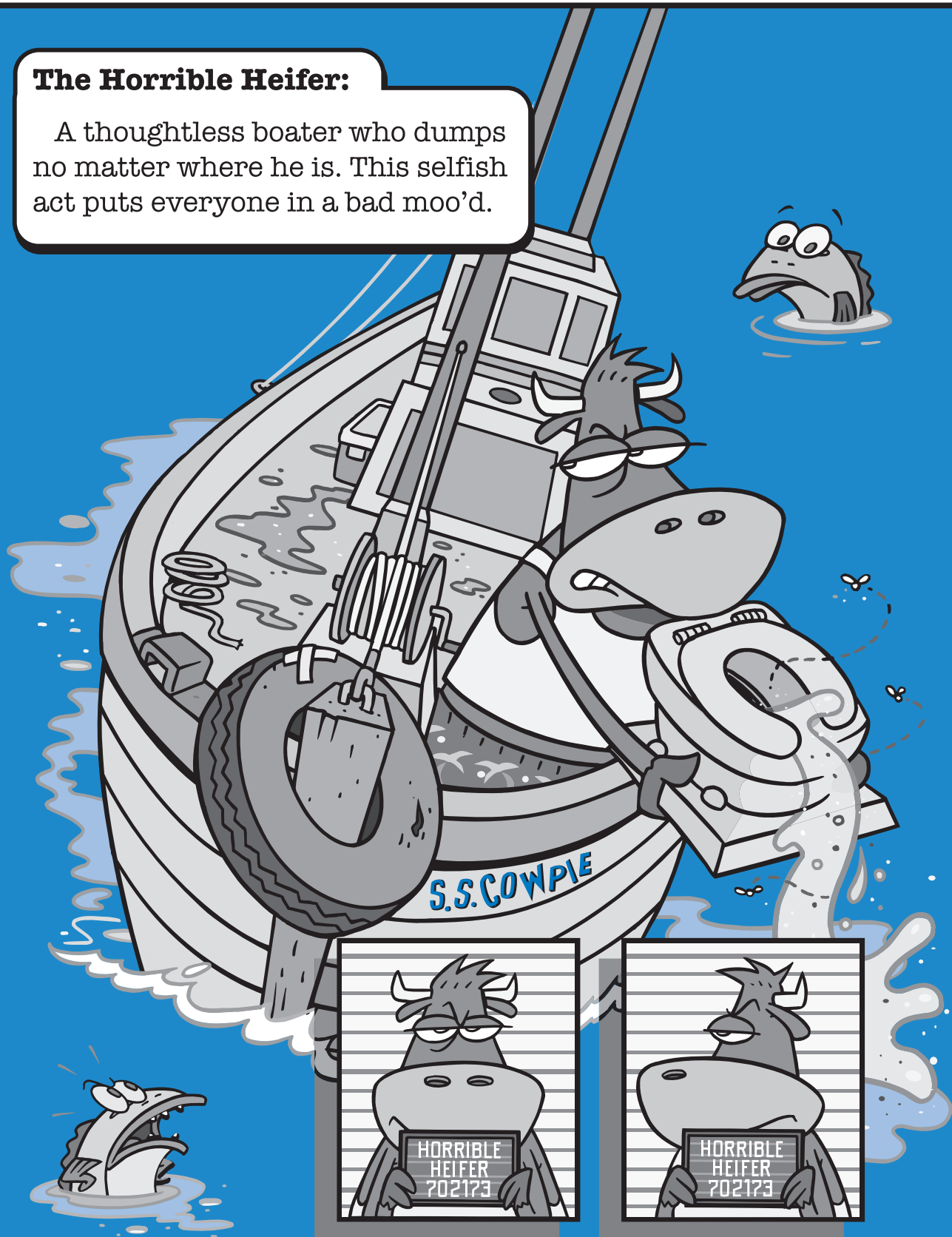
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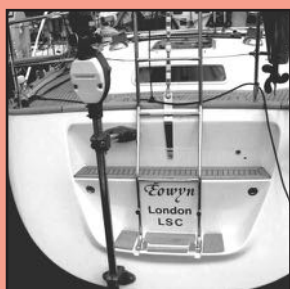
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## LOOSE LIPS

### 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* 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

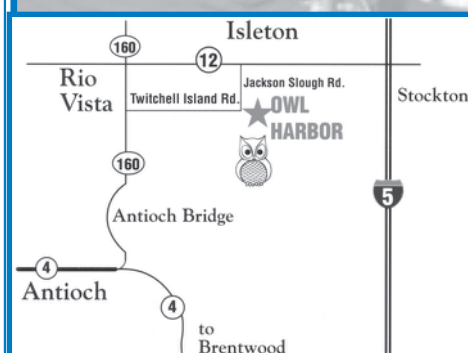


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## LOOSE LIPS

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](http://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 a 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](http://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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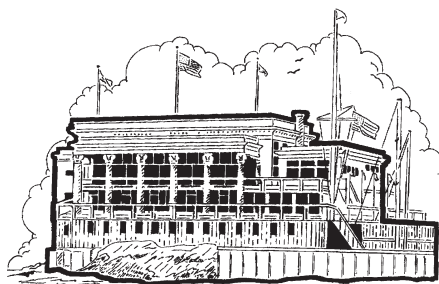
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# SIGHTINGS

## 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 *Kamera*. 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

continued on outside column of next sightings page

## 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



# SIGHTINGS

## colors

seem to be the ideal places. Part of it's because of the nature of four-color printing, the other part is because this magazine — which might be the largest in the world in terms of pages — is still free.

In any event, we hope the color thing works out and that you enjoy it.

For our first editorial color photos, we've chosen a selection from last month's Singlehanded / Doublehanded In-The-Bay Race that was put on by the Singlehanded Sailing Society. The 17-

continued middle of next sightings page

## peterson — cont'd

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,

continued on outside column of next sightings page



# SIGHTINGS

## 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 roly 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

continued on outside column of next sightings page

## color

miler was a blast. Top honors went to Hank Easom's venerable 8-Meter *Yucca*, pictured below right with the chute up. He both sailed the course the fastest and corrected out first. We apologize for not knowing who the others are, as we were too dazzled by the color to catch their

## old men

On June 4, 89-year-old Harry Heckel, frequently written up in *Latitude 38*, docked his Dreadnought 32 *Idle Queen* at Jacksonville, Florida, marking the end of his *second* circumnavigation.

"The event marked more than just the end of 16 years of solo sailing," said Heckel. "It marked time for me to get off the bridge



# SIGHTINGS

## — 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](http://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,

*continued 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](http://www.nws.noaa.gov).

*continued on outside column of next sightings page*

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



USS CHUNG-HOON U.S. NAVY

# SIGHTINGS

## 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-reknowned 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

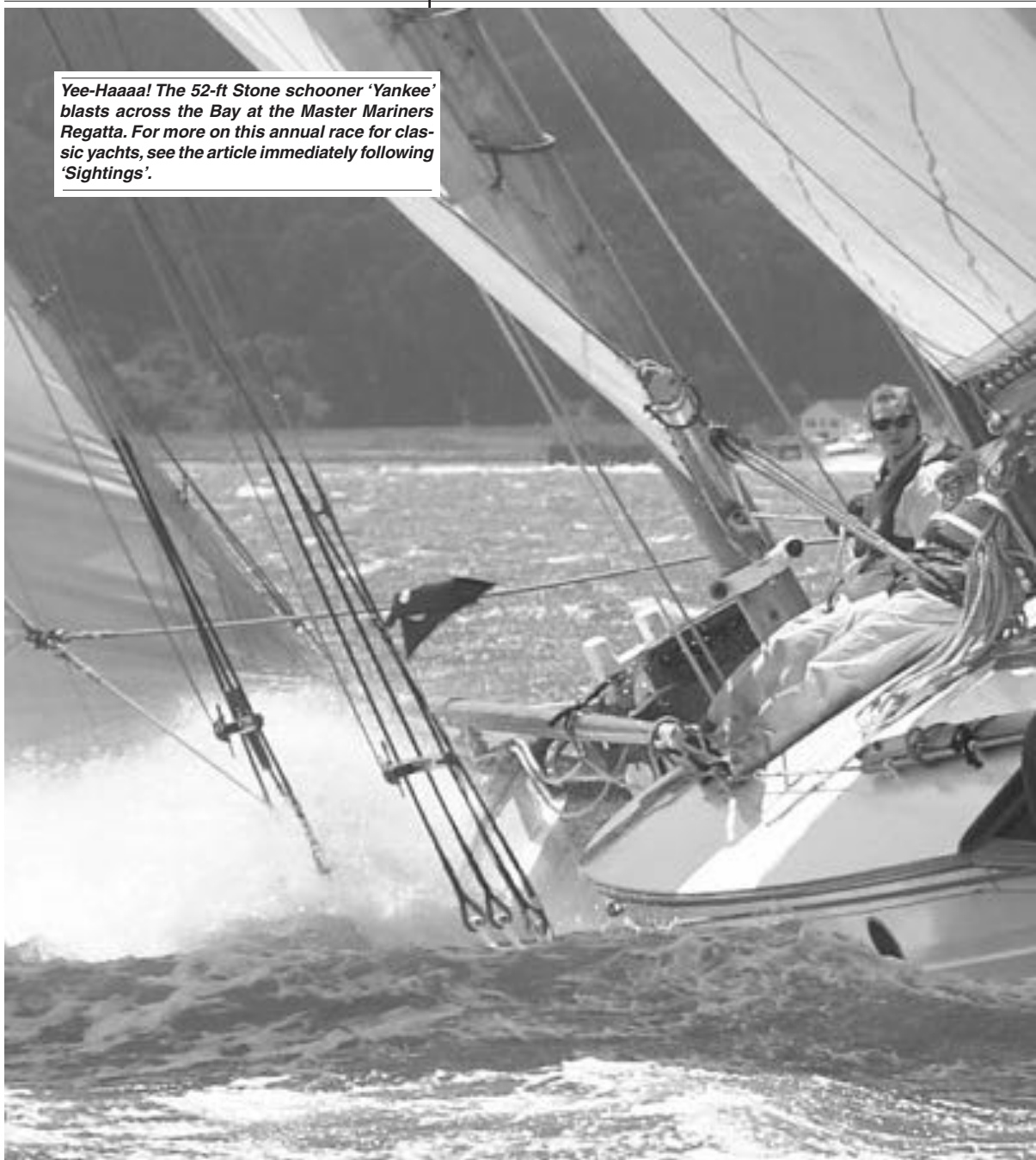
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## old men

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

***Yee-Haaaa! The 52-ft Stone schooner ‘Yankee’ blasts across the Bay at the Master Mariners Regatta. For more on this annual race for classic yachts, see the article immediately following ‘Sightings’.***



## — 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'.

## 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.



LATITUDE/JR

# SIGHTINGS

## a real schooner of beer

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



*The schooner 'Alumna' in her working days.*

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>), 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

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## kite

Kitesailing has been a fixture off the San Francisco waterfront for years now, with each month seeming to produce more kitesailors and fewer windsurfers. Recently, organizer John Gomes teamed up with the St. Francis YC to start course racing for kitesailors — believed to be the



# SIGHTINGS

## 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.

For more on the Simpson fleet, log onto <http://www.TallShipsOfSanFrancisco.com>.



CHRIS RAY/WWW.SHUTTERFLY.COM/PRO/CRAYIVP/SURFERS05

# SIGHTINGS

## 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](http://www.americascup.com) website if you want to try to figure it out.

## the late, great great fun

The Davidson 50 *Great Fun*, one of the most successful and longest-campaigned boats to race San Francisco Bay, is no more. On the delivery home from her most recent race, the Coastal Cup to Santa Barbara, the boat apparently struck an underwater object and was lost.

Owner Stan Glaros and a crew of three — Victor George, Andy Lindstrom and (on her first coastal trip) Yani Bonilla — were aboard at the time. In standard operating procedure for northbound yachts, they had anchored at Coho on Wednesday, June 22, to wait for the wind to calm down at Point Conception. They took off about 7:30 p.m. and, with only a storm trysail up, started motorsailing north through 7-ft waves and about 10 knots of breeze. It wasn't a particularly comfortable ride — "The boat was getting pretty big jolts coming off waves," reports Stan — but nothing seemed amiss until he went below around 9:30 and discovered water over the floorboards. They were about 13 miles west of Point Arguello at the time. He called Victor down, started the pumps — *Great Fun* has two big electric ones — and the two of them started looking for the leak.

"At first I thought it might be coming through the forward hatch," says Stan. "Then we checked the head. Then we checked all the through-hulls." None of them were leaking. And it was obvious the electric pumps weren't able to keep up with the inflow.

The boat was slowed down, and everyone went into action, tearing up settees and trying to get a look in all the hard-to-get-to nooks and crannies. The shaft log was fine. The engine wasn't leaking. The

continued on outside column of next sightings page

## 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



Trevor Bozina (in the red) got to ride along during Act 4 racing off Valencia. And yes, he gets to keep the shirt!

## 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

throughhulls were all turned off. By then, Victor, *GF's* ex-Green Beret grinder/trimmer, was proving the old adage that "the best bilge pump is a scared man with a bucket." Still, the water kept coming in.

After half an hour, the water was knee deep, and Glaros realized he was going to lose the boat. That's when he called the Coast Guard.

The first boat to show up was the oil rig spill cleanup boat *Mr. Clean*, which had heard their Mayday call. While the *Great Fun* crew continued to try to save the boat, *Mr. Clean* stood by. When a Coast Guard rigid-hull inflatable finally arrived and took Stan and Yani off, they were transferred to *Mr. Clean*. (Glaros was partially incapacitated by a dislocated shoulder he had suffered earlier in the day, not related to the sinking.)

Shortly after that, a Coast Guard helicopter hove into view and lowered a high-capacity gasoline-powered pump to the RIB, which

continued on outside column of next sightings page



GILLES MARTIN-RAGET/BMW-ORACLE

# SIGHTINGS

## **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

continued



**Below, 'Great Fun' at the '82 Clipper Cup. Above, this photo of GF was a Latitude cover — twice.**



## **crew overboard**

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

## — cont'd

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

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## *great fun* — cont'd

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."



# SIGHTINGS

## 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](http://www.cobevent.com). Volunteers may contact organizers by



## — cont'd

emailing [sailors@cobevent.com](mailto:sailors@cobevent.com) or calling (949) 548-8801.



DAN FORSTER



Above, Rolex winner 'Mari-Cha IV' blasts across the finish line. Left, marine photographer Dan Forster got off 'Stad Amsterdam' in mid-ocean to take a series of stunning photos. See more of them at [www.DanielForster.com](http://www.DanielForster.com).

## 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 1938, 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 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:"

**Sea Ya** / Newport 30 / Alex Heller / Temple City

**Ti Amo** / Oyster 485 / Carl Mischka / Newport Beach

**Sandpiper** / Yorktown 35 / Thomas Larson / Oakland

**Aquarelle** / MT-42 / Diane & Ken Kay / Long Beach

**Maestra** / Trawler / John Rodriguey / Coupeville, WA

**Duello** / Norseman 430 cat / Stuart & Jean Kaplan / Scottsdale

**Rocinante** / Island Packet 38 / Paul Granger / Del Mar

**Free Spirit** / Oceanis 390 / Russ & Jennifer Rieber / Stockton

**Platinum** / Morgan N/M 45 / Clair & Mark Rommell / Alameda

**Liberty Call II** / Hunter Lgd 37.5 / Ron Feldman / Chula Vista

**Gypsy** / Columbia 52 / Stephen Washburn / Long Beach

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 hand-holding service. 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 9x12 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,

## 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

## soldier



HERMAN PRIVETTE

Doc Kraft (left) and the Doc Kraft Band.

but hasn't used it much lately. That's because he's getting ready to head overseas to yet another war. "I've been a doctor in special forces for the last 25 years, in Viet Nam, the Gulf War, and El Salvador," says the Army Reserve Colonel. "Now I'm headed over to Iraq."

Doc Kraft, the band, is going to have several 'last hurrah' gigs before their leader heads out for his three-month tour of duty in early August. The date at the Presidio YC is Saturday, July 9, from 9 p.m. to 1 a.m. Everyone is invited, there's plenty of parking ashore and the harbor-master, Gary, (332-2319) can set you up 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](http://www.dockraft.com).

## away

that Friday. On his way out to buy lunch and meet his friends, Bob mentioned it to some folks at the Modern Sailing Academy, who decided to be safe rather than sorry and called the police.

So much for going sailing.

"By the time we got back there at noon, the place was a zoo of fire trucks, police cars and bomb squad guys from

continued middle of next sightings page

## ha-ha 12 — cont'd

Nonetheless, *Latitude* employees The Wanderer, Andy Turpin, and Doña de Mallorca will be back again this year to serve as the volunteer Grand Poobah, Assistant Poobah, and Chief of Security, respectively. Herb McCormick, editor of *Cruising World*, will also be sailing aboard *Profligate*. We're working on coming up for a fancy title for him, too.

For the first time this year, there will be a free Ha-Ha Preview — at the bandstand at Two Harbors, Catalina, on Saturday, August 14. Folks will gather at noon. Starting at 2 p.m. we'll have some short and casual presentations on the Ha-Ha radio procedures, roll call, Ha-Ha stops, clearing in Mexico, general cruising matters in Mexico, and opinions on cruising gear. The Preview was deliberately scheduled early enough so people can get advice on gear from Ha-Ha and Mexico veterans and still have time to buy and install it. Starting about 6 p.m., we'll fire up the grills for a potluck and have the kids test some new biodegradable water balloons we found. Traditional cruising potluck rules will apply — you always bring more than you eat. As soon as it gets dark, we'll have a slide presentation from previous Ha-Has, then a big bonfire. We hope to see everyone there — although we realize that many Northern California boats won't be south that early.

## short sightings

**THE DELTA** — In case you haven't heard, the original Delta Dawdler, Hal Schell, is on the mend after a nightmarish episode back in April. 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 responses. We urge everyone who has appreciated Schell's popular *Delta Map* or been touched by his extensive writings on the Delta to drop him a get-well message at [hal@californiadeltadawdling.com](mailto:hal@californiadeltadawdling.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. He had spent 26 years building an 85-ft replica of an 18th-Century schooner, *Larinda*, only to have it sink at the dock in 2003 when the remains of Hurricane Juan ripped through Halifax harbor. 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

continued on outside column of next sightings page

# SIGHTINGS

## 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/](http://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

## 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



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

## — cont'd

admits. "Although I can't imagine what the *Chieftain* would have used something like this for."

They finally got to depart on their planned noon sail at about 3 p.m.

A photo of the incident — showing the Michelin Man next to Bob's boat, *Drama* — made the cover of the *Marin Independent Journal* the next day. This may make *Drama* one of the most photographed boats around. She also appeared in a looking good feature in these pages in December, and according to local marine photographers [www.paparazzih2o.com](http://www.paparazzih2o.com), is the most photographed non-charter boat in their database — a testimony to how often Bob and his friends are out there sailing. . . when they're not finding WMDs, that is.



## 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](mailto:yachtsman@westnet.com.au)

**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 *Chuahtemoc*, 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 *Kaiulani* — 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](http://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.

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## MASTER MARINERS 2005

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— **A**s 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.



## — DAMN THE TORPEDOS!

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.

**T**he only remaining veteran of the

***In the final mile to the finish, 'Brigadoon' led 'Yankee' by less than two boatlengths. She held on to win Gaff 1 by only 29 seconds.***

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

# MASTER MARINERS 2005



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 Herreschoff 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

*Above (top), the father-daughter team of Pam and Jim DeWitt aboard 'Tunami'. Above (bottom), 'Flirt' punches through the chop. Above center, 'M'Lady' and 'Saltana' blast across the main Bay. Right, it was a wet ride for everybody — some were wetter than others. Spread, 'Sunda' leads the way around Blackaller Buoy, followed by 'Odyssey' and 'Pegasus'.*

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/





# MASTER MARINERS 2005



skippers in the Regatta. Among them, Dee Dee Lozier (*Stroma of Mey*), Yasuko Tomizawa (*M'Lady*), Elizabeth Roso-Diaz (*Kaze*), Audrey Burnand (*Odyssey*), Pam DeWitt (sailing with dad Jim on *Tunamü*), 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 rereg 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.





**Above left — 'Royaliste', 'Stroma of Mey', 'Unda' and 'Brigadoon' charge across the Bay. Above center, 'Camembert' reaches in to the finish. Above right, with Dad Richard driving, son Nick 'poling' and daughter Natalie bailing (note bucket), 'Pearl' slogged her way to first place in Gaff 2. Left, the magnificent 57-ft yawl 'Odyssey' came up from Long Beach to take first place in the Ocean Division. Owner Audrey Burnand was using the Master Mariners as a TransPac shakedown for the 77-year-old boat.**

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

# MASTER MARINERS 2005

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 clew out and were reefing 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

Place	Vessel	Year	LOD	Designer/Rig	Owner	Elapsed Time
<b>BIRD BOATS (15.25 nm)</b>						
1	<i>Polly</i>	1929	30'	Alden sloop	Stephen Gort	2:23:39
2	<i>Oriole</i>	1929	30'	Alden sloop	Dan & Linda McLean	2:24:15
3	<i>Curlew</i>	1922	30'	Alden sloop	James Josephs	2:26:20
4	<i>Widgen</i>		30'	Alden sloop	Don Cameron	2:26:47
5	<i>Petrel</i>	1928	30'	Alden sloop	Pierre Josephs	2:30:56
<b>BIG SCHOONER (15 nm)</b>						
1	<i>Gaslight</i>	1997	50'	Schumacher scow schooner	Billy Martinelli	3:40:46
2	<i>Alma</i>	1891	60'	Steiner gaff scow schooner	National Park Service	4:25:10
3	<i>Royaliste</i>	1970	71'	Square topsail ketch	Gary Bergman	4:15:00
<b>GAFF I (15 nm)</b>						
1	<i>Brigadoon</i>	„1924	50'	L.F. Herreshoff schooner	Terry & Patti Klaus	2:11:50
2	<i>Yankee</i>	1906	52'	W.F. Stone schooner	John McNeil	2:27:59
3	<i>Aida</i>	1962	55'	Colvin gaff schooner	Patti & Skip Henderson	2:49:03
4	<i>La Sirena</i>	1963	42'	Chapelle schooner	Glenn Burch	DNF
<b>GAFF II (15 nm)</b>						
1	<i>Pearl</i>	1932	28.5'	Devries Lentsch sloop	Nick Haynes	2:52:35
2	<i>Regulus</i>	1946	36'	Crocker schooner	Ed & Linda Witt	3:07:03
3	<i>Briar Rose</i>	1939	30'	Hanna ketch	John Ough	3:39:06
4	<i>Polaris</i>	1913	34'	Pumpkin Seed sloop	Dave Wilson/Corinne Bressler	DSQ
5	<i>Dutch</i>	1933	36'	Winslow gaff yawl	Richard & Frances Dugdale	DNF
<b>MARCONI I (15.25 nm, 6 boats)</b>						
1	<i>Barbara</i>	1932	52'	Alden staysail schooner	Robert Klemmedson	2:10:25
2	<i>Rowena</i>	1964	49'	Rhodes cutter	Craig Swayne	2:17:00
3	<i>Radiant</i>	1955	41'	Hinckley/Owens cutter	Jonathan Kitchen	2:24:50
4	<i>Volunteer</i>	1935	60'	Edson Schock schooner	Ken Lundie	2:06:46
5	<i>Pegasus</i>	1972	45'	Alden Ketch	Nautilus Institute	2:25:07
6	<i>Gold Star</i>	1961	46'	J.M. Watts schooner	Lawrence Cullen	2:38:52
7	<i>Legacy</i>				Mike Anderson	3:05:03
8	<i>Idoneus</i>				Victor Segal	DNF
<b>MARCONI II (15.25 nm)</b>						
1	<i>Unda</i>	1949	40'	Aage Utzon ketch	Dean Gurke	2:32:36
2	<i>Nautigal</i>	1938	38'	Myron Spaulding sloop	Jeff Stokes	2:34:14
3	<i>Stroma of Mey</i>	1936	37'	Freeman ketch	Dee Dee Lozier	2:43:15
4	<i>Lydia</i>	1956	40'	Edson Schock cutter	Bob & Kristi Hanelt	2:23:21
5	<i>M'Lady</i>	1937	38'	Ulstrup sloop	Yasuko Tomizawa	2:28:37
6	<i>Saltana</i>	1963	35.5'	Arthur Robb sloop	John Vincent	2:40:12
7	<i>Salute</i>	1958	35'	Huber sloop	Gregg Booth	2:30:18
<b>L-36 (15.25 nm, 5 boats)</b>						
1	<i>Leda II</i>	1965	36'	L-36 sloop	David James	2:11:15
2	<i>Papoose</i>	1956	36'	L-36 sloop	Allan Edwards	2:14:08
3	<i>Ole</i>	1960	36'	L-36 sloop	John Hamilton & Carol Leonard	2:17:16
4	<i>Eventide</i>	1958	36'	L-36 sloop	Bob Griffiths	2:18:07
5	<i>Finesse</i>	1960	36'	L-36 sloop	Elise Brewster	2:23:16
<b>MARCONI III (15.25 nm)</b>						
1	<i>Makai</i>	1936	34'	DeWitt sloop	William Thompson	2:23:46
2	<i>Flirt</i>	1914	31'	Charles Mower sloop	Peter Strietman	2:29:05
3	<i>Runa IV</i>	1918	35'	Nielsen sloop	Terry Tucker	2:29:04
4	<i>Vixen</i>	1904	31'	Peter Swanson yawl	Steve Kibler	2:40:14
5	<i>Adagio</i>	1951	31'	Van de Stadt sloop	David Howell	2:47:46
6	<i>Little Packet</i>	1959	33'	Lester Stone sloop	Dick Wrenn	DNF
<b>MARCONI IV (13 nm)</b>						
1	<i>Trigger</i>	1938	23'	Nunes Bear Class sloop	Alice Merrill	2:05:00
2	<i>Tivoli</i>	1962	25'	Folkboat (modified)	Herb Rectenwald	2:07:38
3	<i>Puff</i>	N/A	23'	Nunes Bear Class sloop	David Sandry	2:09:48
4	<i>Camembert</i>	1953	23'	Nunes Bear Class sloop	John Fenger	2:17:13
5	<i>Ragnarok</i>	1962	30'	L.F. Herreshoff ketch	Richard Ponzio	2:17:13
6	<i>Cybelle</i>	1958	26'	Pacific Flyer sloop	Bill & Grace Bodle	2:15:46
7	<i>Tunami</i>	1942	20'	DeWitt sloop	Pam DeWitt	2:49:45
8	<i>Kaze</i>	1951	23'	Maya	Elizabeth Roso-Diaz	3:33:40
<b>OCEAN (17.1 nm)</b>						
<b>Time</b>						
1	<i>Odyssey</i>	1938	57'	Kelly Stephens yawl	Audrey Bunand	2:30:12
2	<i>Sunda</i>	1941	35'	Ben Seaborn sloop	Robert & Colleen Rogers	2:35:29
3	<i>Ouessant</i>	1957	38'	Farallone Clipper	Gene & Pat Buck	2:44:44
4	<i>Credit</i>	1952	38'	Farallone Clipper	William & Janice Belmont	2:50:23
5	<i>Robin</i>	1928	50'	Frank Paine sloop	Paul Heath	DNF
6	<i>Mistress II</i>	1955	38'	Farallone Clipper	William Leroy	DNF
7	<i>Echo</i>	1957	38'	Farallone Clipper	Jack Coulter	DNF

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 Lundie; **Billiken Trophy** (gaff-rigged yacht over 30 feet with the best elapsed time): *Yankee*, 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 Hanelt; **Kermi Parker** (Gaff II yacht with best elapsed time): *Pearl*, 28.5-ft Lentsch sloop, Nick Haynes; **J. Everett Hanson** (Bird Boat Perpetual): *Polly*, 30-ft Bird Boat, Stephen Gort; **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 shoreline 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,

***Talk about cheap entertainment, these performers at Pier 39 work for free. Don't worry, some guest slips are beyond earshot of them.***

*You don't need to travel halfway around the world to have a splendid vacation under sail.*

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 38 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



LATITUDE / ANDY

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'



LATITUDE / ANDY

# — IN YOUR OWN BACKYARD



**The maxZ86 'Zephyrus V' approaches Aquatic Park and the Hyde St. Pier during her inaugural cruise in the Bay in 2002.**

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-rigger *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-

ed expanses of The Presidio.

(We should mention also that San Francisco's St. Francis YC offers dockage to reciprocal club members, and the adjacent San Francisco Marina sometimes also has slips for overnighing.)

## **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 affect 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 sub-contracted 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.***



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# SUMMER CRUISING

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

**When six-year-old Cydney Moyle and her sister Hana go cruising with mom and dad, the best part is building sandcastles at Ayala Cove.**



CRAIG & DIANE MOYLE



LATITUDE / ANDY

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



plex in well-protected Horseshoe Cove, which is home to Coast Guard Station Golden Gate and the Presidio YC. (The club offers reciprocal docking privileges to most YC members.)

You might say that Angel Island is the crown jewel of the Central Bay, with its forested hillsides, protected anchorages, miles of walking/biking trails and restored military structures, some of which date back to the Civil War era. The Park Service maintains both slips, for day use only, and moorings for overnighting. Although hundreds of daytrippers enjoy the hiking and biking trails, picnic spots and historic sites on summer days, after the last ferry shoves off at around 5:30 p.m. (3:30 p.m. on weekdays), a welcome serenity settles over the island, and the boaters have it all to themselves. Docks must be vacated by sunset, and boaters must return to their moorings.

Typical park-style concessions are available ashore in addition to bike rentals and tram tours for those in your party with too many aches and pains to hoof it.

In addition to the main anchorage at Ayala Cove, you can drop a lunch hook at

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.*

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

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



LATITUDE / ANDY

# 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 ca-



LATITUDE / JOHN A

*"Yippee! Fresh water!" When the temperatures rise into the 90s, some folks just can't wait to take a dip in the cool Delta waters.*

sual, 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 lay-over, 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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## — IN YOUR OWN BACKYARD

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



LATITUDE / JOHN A

***There are no worries about dragging anchor in the flat waters of Georgian Slough. Don't forget the watersports toys!***

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**



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# WANT TO GET AWAY?

**I**f 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?





# DELTA DITCH RUN '05

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, 15 seconds — a particularly satisfying win for *City Light's* local knowledge guru, Stocktonite Chris Shepherd, whose wife Karri was a frisbee throw away all day on *Surfer Girl*.

Pulling in at 7:29 p.m. after 8 hours,



The always colorful Ditch Run, clockwise from upper left — The 11:Metre 'Skiff Sailing Foundation' hard aground; overall winner 'Go, Dogs, Go!'; the tiller-mounted 'jibe-o-meter' on 'Dogs'; the winning 'Dogs' crew (Martha, Tim, Biff, Pepe); the Antrim 27 'Max'; 'T-Reb' running even with 'Ego'.

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 fiancée 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 The

## — GOING TO THE DOGS



**Ditch Run, cont'd, clockwise from upper left — The J/120 'Desdemona'; Erkelens family portrait: 'Adrenaline' going over 'Enzo'; the SC 52 'City Lights' was first to finish; aboard the 8-Meter 'Yucca'; two views of the turbo Hobie 33 'Magic Light'. All photos 'Latitude'/rob unless noted otherwise.**

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 Bes-toso. "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 Fejj* ("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

# DELTA DITCH RUN '05

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 I — 1) *Enzo*, Hobie 33 turbo, Bill & Melinda Erkelens, Jr.; 2) *Sand Dollar*, Mumm 30, Erich Bauer; 3) *Cascade*, Antrim 27, Steve Rienhart; 4) *E.T.*, Antrim 27, Todd Hedin; 5) *Max*, Antrim 27, Bryan Wade. (11 boats)

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

HEAVY I — 1) *Yucca*, 8-Meter, Hank Easom; 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)

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)

EXPRESS 27 — 1) *Baffett*, Tom Baffico; 2)

*Moxie*, Joshua Grass; 3) *Desperado*, Mike Bruzone; 4) *Wile E. Coyote*, Dan Pruzan; 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)

MOORE 24 — 1) *Ngellew Fejj*, Shana Phelan; 2) *Topper II*, Bren Meyer; 3) *Son of Bruzer*, Sorenson/Kernot; 4) *Adios*, Scott Walecka; 5) *Paramour*, Rowan Fennell; 6) *Waitress*, Walter Smith; 7) *Wet Spot*, Michael O'Callaghan; 8) *Eclipse*, Brad Butler; 9) *Mercedes*, Joel Verutti; 10) *Banana Republic*, Kurt Rasmussen; 11) *One Moore*, Tom Wondolleck; 12) *JR*, Rich Korman. (25 boats)

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

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

OVERALL — 1) *Go Dogs Go!*, Melges 24; 2) *The White Boat*, Wabbit; 3) *Mr. McGregor*, Wabbit; 4) *Tinseltown Rebellion*, Melges 24; 5) *Ego*, Melges 24; 6) *Bad Hare Day*, Wabbit; 7) *Delta Snake*, Melges 24; 8) *Greyoasim*, Wabbit; 9) *Kwazy*, Wabbit; 10) *Goin' Back to Ceres*, Melges 24. (105 monohulls)

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# DELTA DITCH RUN '05

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 I — 1) *Enzo*, Hobie 33 turbo, Bill & Melinda Erkelens, Jr.; 2) *Sand Dollar*, Mumm 30, Erich Bauer; 3) *Cascade*, Antrim 27, Steve Rienhart; 4) *E.T.*, Antrim 27, Todd Hedin; 5) *Max*, Antrim 27, Bryan Wade. (11 boats)

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

HEAVY I — 1) *Yucca*, 8-Meter, Hank Easom; 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)

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)

EXPRESS 27 — 1) *Baffett*, Tom Baffico; 2)

*Moxie*, Joshua Grass; 3) *Desperado*, Mike Bruzone; 4) *Wile E. Coyote*, Dan Pruzan; 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)

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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 the few 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 (e.g. 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

*So a picture  
really is worth a  
thousand words.*



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

## FOR CRUISERS



LATITUDE 38/ROB

*These days, communicating from sea is so easy you can do it with your eyes closed. Well, almost.*

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.

**W**inlink 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 Saildocs 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.*

# COMMUNICATIONS

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 Globalstar. 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.

**S**kymate is an email system using Orbcomm low-orbit satellites. These are 'store-and-forward' satellites, basically flying mailboxes which pick up and deliver messages as they pass overhead and then deliver them to an earth station and the internet sometime later. Besides a computer, all you need is a box with an antenna which, once again, costs about \$1,000. The 'gotcha' is that messages cost \$1.50-\$2.00 per thousand characters, so our example of six messages a day comes to \$250 per month. Ouch.

Also keep in mind that all of the low-orbit satellite companies have failed financially and were resurrected. So the current companies don't have the burden of repaying the original investment for satellites and equipment. Whether or not they have the financial resources to invest in new satellites as the current 'birds' reach the end of their life remains to be seen, but we'll hazard a guess that the next couple of years will be okay.

The high-orbit geosynchronous sat-

ellites orbit around the equator once per day, and stay in the same relative location with respect to earth. So a satellite on the same side of the planet will always be in view. The problem is that it has to be 22,000 miles up to remain synchronized with the earth's rotation.

## SOURCES

### Radio Email

[www.sailmail.com](http://www.sailmail.com)  
[www.winlink.org](http://www.winlink.org)  
[www.farallon.us](http://www.farallon.us)

### Satellite Services:

[www.iridium.com](http://www.iridium.com)  
[www.globalstar.com](http://www.globalstar.com)  
[www.skymate.com](http://www.skymate.com)  
[www.inmarsat.org](http://www.inmarsat.org)  
[www.kvh.com](http://www.kvh.com)

### Free Weather Sources:

[www.nws.noaa.gov/om/marine/home.htm](http://www.nws.noaa.gov/om/marine/home.htm)  
[www.saildocs.com](http://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).

**T**he other technology that appears attractive on paper are DirecWay, Star-

band, WildBlue, etc. These are two-way high-orbit satellite systems with fast download speeds (upload is much slower but still pretty quick) and reasonable prices (\$50-100 per month). The catch is that they don't work on boats and likely never will at a reasonable cost. Once again, this is due to the no-free-lunch theory: Faster speed means more power or a larger antenna, and being able to upload signals to a satellite which is 22,000 miles away requires a relatively large dish antenna which has to be aimed precisely at the satellite. If the aim is off a few degrees then you are interfering with someone else's satellite and they will not be happy. So professional installation is required every time the antenna is moved. In theory, all you would need to do is sit the antenna on a gyro-stabilized 3-axis servo-mount so it always points to the same satellite. It turns out that KVH already did that and it is called Inmarsat Fleet-77. If you have the space and lots of money it works great.

**B**efore 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

# FOR CRUISERS

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,

*Skymate satellites  
are basically  
flying mailboxes.*

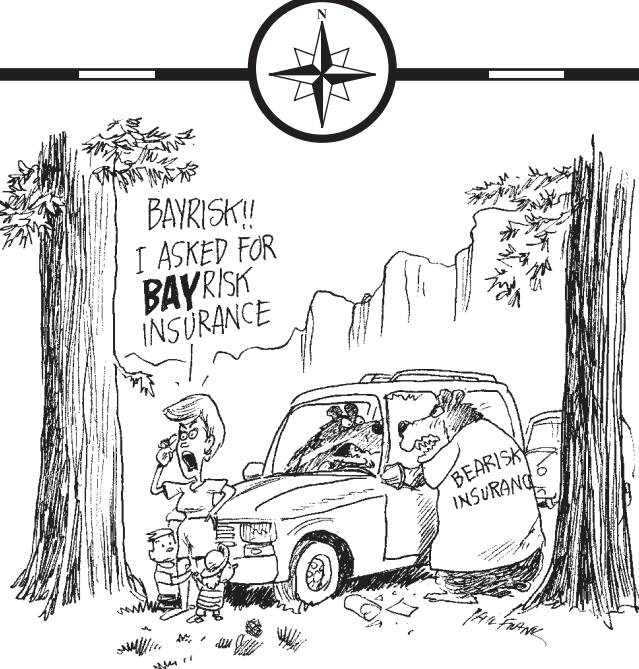
for example, runs four times a day on an IBM supercomputer and computes the world's weather for the next 16 days. (Beyond day 4 or 5 it is arguably just a guess, but we figure NOAA's guess is a lot better than ours.)

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



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# TRANSPAC PREVIEW

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 'cruisier' 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 Turpin'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



THIERRY MARTINEZ

— 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

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## — CENTENNIAL CELEBRATION

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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, fall-

***Overdrive — 'Pyewacket' unchained at the '04 Antigua Sailing Week. Surely, the TransPac record of 7:11:41 will be obliterated this time.***

ing 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



RICH ROBERTS

**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-I, 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. Edgcomb. 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*, *Camille*, *Serena*, *Azure*, *California Girl*, *Far Far*, *Illusion*, *Shaman*, and *Sensation*.

Many other Bay Area sailors are scattered throughout the fleet, including five on *Pyewacket* (navigator Stan Honey, Zan Drejes, Scott Easom, Ricky Brent, Hogan Beatie), three on *Windquest* (Bill Erkelens, Stuart Felker, Brent Ruhne), and three on *Ralphie* (Don Jesberg, Randy Ferguson, Andrew Holdsworth). Also making the trek are Skip Allan (*Skylark*), Mark Rudiger (who will navigate *Genuine Risk*), Peter Hogg (who will navigate *Dancing Bear*), *Sail* magazine editor Kimball Livingston (*Radiant*), Jon Andron (*Odyssey*), Paul Kamen (*Far Far*), and no doubt others.

**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 vet *Jeito*, *Iataia*, and the new red *Enchilado*), one from Germany (*Morning Glory*), one from

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

Australia (*Cone of Silence*), and one from Canada (*Renegade*).

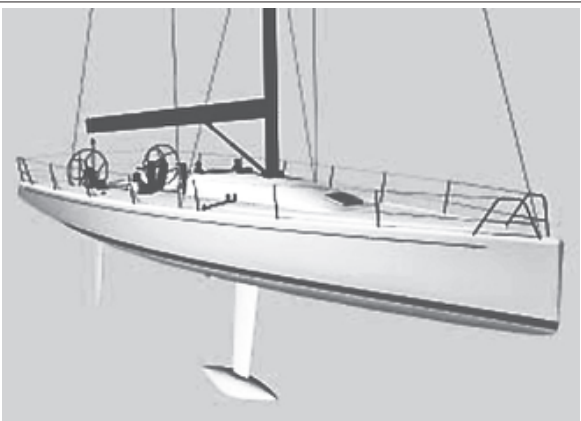
A dozen U.S. states are represented as well, including far away places like

Maryland (*Pursuit*), Florida (*Trader*), Texas (*Soap Opera*), Colorado (*Ralphie*), Tennessee (*Blue*), Illinois (*So Far*), 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

## 2005 TransPac Entries

Vessel	Type	Skipper	TP Rating	Hailing Port
<b>DIVISION I (starts Sunday, July 17)</b>				
<i>Morning Glory</i>	R/P maxZ 86	Hasso Plattner	0.000	Kiel, GER
<i>Genuine Risk</i>	Dubois 90	Randall Pittman	0.010	Cayman Islands
<i>Pyewacket</i>	R/P maxZ 86	Roy E. Disley	0.040	Los Angeles
<i>Magnitude 80</i>	Andrews 80	Doug Baker	15.260	Long Beach
<i>Windquest</i>	R/P maxZ 86	Dick & Doug DeVos	TBD	Holland, MI
<i>Beecom</i>	R/P 72	Isao Mita	47.377	Road Harbour, BVI
<i>Scout Spirit</i>	R/P 77	Newport Sea Base	50.650	Newport Harbor
<b>DIVISION II (starts Sunday, July 17)</b>				
<i>Renegade</i>	Andrews 70	Dan Sinclair	62.707	Vancouver, BC
<i>Merlin</i>	Lee 66	Patricia Steele	65.298	Honolulu
<i>Medicine Man</i>	Andrews 61	Bob Lane	71.999	Long Beach
<i>Pegasus 52</i>	Farr TP-52	Philippe Kahn	81.117	Santa Cruz
<i>Trader</i>	TP-52	Fred Detwiler	81.878	Ft. Lauderdale, FL
<i>Skylark</i>	SC 70	Doug Ayres	81.884	Newport Beach
<i>Braveheart</i>	B/W TP 52	Charles Burnett	TBD	Seattle
<i>Rosebud</i>	R/P TP 52	Roger Sturgeon	85.971	San Francisco
<i>Mongoose</i>	SC 70	Brad Thorson	90.225	San Diego
<i>Coruba</i>	N/M 68	R. & S. Fleming	90.590	Seattle
<i>Bengal 2</i>	Ohashi 52	Yoshihiko Murase	100.363	Ko'Olina, HI
<i>Pendragon 4</i>	Davidson 54	John MacLaurin	102.265	Marina del Rey
<i>Ragtime</i>	Spencer 65	Peterson, Richards, etc.	108.225	Honolulu
<b>DIVISION III (starts Friday, July 15)</b>				
<i>Barking Spider 3</i>	MacGregor 65	David Kory	116.837	Pt. Richmond
<i>Stealth Chicken</i>	Perry 56	Timothy Beatty	123.158	San Diego
<i>The Cone of Silence</i>	Super 30	Jamie & Jenny Neil	130.869	Sydney, AUS
<i>Cipango</i>	Andrews 56	Bob & Rob Barton	131.696	San Francisco
<i>Serena**</i>	Thompson 1150	D. Kuettel/D. Van Houten	132.320	San Francisco
<i>Jeito</i>	J/145	Francisco Guzman	134.888	Acapulco, MEX
<i>Dasher</i>	SC 50	Roger Groh	140.306	Sausalito
<i>Reinrag 2</i>	J/125	Tom Garnier	141.265	Portland, OR
<i>Bolt</i>	N/M 55	Craig Reynolds	141.302	Newport Beach
<i>Artemis</i>	Andrews 53	Louis Bianco	142.395	Seattle
<i>Innocent Merriment</i>	J/160	Myron Lyon	142.719	San Diego
<i>Blue</i>	J/160	Ken & Cheryl Sears	147.095	Nashville, TN
<i>Chasch Mer</i>	SC 50	Gib Black	TBD	Honolulu
<b>DIVISION IV (starts Friday, July 15)</b>				
<i>Two Guys on Edge**</i>	1D-35	Dan Doyle/Bruce Burgess	179.858	Honolulu
<i>Sensation</i>	1D-35	Gary Fanger	180.299	San Francisco
<i>Tabasco</i>	1D-35	Alamitos Bay Syndicate	182.046	San Diego
<i>Kahoots</i>	Andrews 43	K. Deaver & B. Williamson	186.899	Long Beach
<i>Pursuit</i>	Dawley 48	N. & R. Dawley	190.019	Solomons, MD
<i>Wild Impulse</i>	J/120	Larry Barels	191.454	Santa Barbara
<i>Uproarious</i>	Olson 40	Robert Bussard	193.611	San Diego

## — CENTENNIAL CELEBRATION



Chasch Mer. Both *Merlin* and *Ragtime* are under new management, and each is sailing in their record 13th TransPac.

**Oldest** — *Odyssey*, Audrey Burnand's wooden Kelly 58 ketch from Newport Beach, was built by Stephens Marine in 1938. The boat has done three

**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 *Bubala*

— 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 Phillippe 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'Quest*, *Challenged 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](http://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 1D-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 *Reinrag 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

## 2005 TransPac Entries

Vessel	Type	Skipper	TP Rating	Hailing Port
<b>DIVISION V (starts Monday, July 11)</b>				
<i>Super Gnat</i>	Beneteau 40.7	Cliff Thompson	207.028	San Diego
<i>Iataia</i>	Beneteau 40.7	Marcos Rodriguez	209.719	Acapulco, MEX
<i>Showdown</i>	IMX-38	Meade/Luna/McDonald	212.941	Dana Point
<i>B'Quest-Chal. Am</i>	Tripp 40	Challenged America	213.947	San Diego
<i>Brown Sugar</i>	Express 37	Steve Brown	221.504	Long Beach
<i>Soap Opera**</i>	Hobie 33	Scott Self/Nigel Brown	222.175	Rockwall, TX
<i>Jacare**</i>	J/35	J. Young/R. Blackman	232.854	San Diego
<i>Diablo**</i>	J/35	R. Bernhard/B.V. Zanden	235.432	Anacortes, WA
<b>CAL 40 (starts Monday, July 11)</b>				
<i>California Girl</i>	Cal 40	Don & Betty Lessley	255.665	Richmond
<i>Radiant</i>	Cal 40	Fin Beven	256.939	Los Angeles
<i>Callisto</i>	Cal 40	James Eddy	257.864	Los Angeles
<i>Far Far</i>	Cal 40	Don Grind	258.090	Naples, FL
<i>Dancing Bear</i>	Cal 40	Mark Schrader	258.311	Sitka, AK
<i>Spectre</i>	Cal 40	Leland Rogge	258.612	Seattle
<i>Ralphie</i>	Cal 40	Taylor & Davis Pillsbury	259.232	Woody Crk, CO
<i>Azure 40</i>	Cal 40	Rodney Pimentel	259.574	Alameda
<i>Psyche</i>	Cal 40	Steve Calhoun	259.964	Los Angeles
<i>Shaman</i>	Cal 40	Steve Waterloo	260.187	Alameda
<i>Willow Wind</i>	Cal 40	Wendy Siegal	260.570	Seattle
<i>Illusion</i>	Cal 40	Sally Lindsay Honey	261.590	San Francisco
<i>Seafire</i>	Cal 40	John Harrison	263.311	Honolulu
<i>Bubala</i>	Cal 40	Lloyd Sellinger	264.303	Newport Beach
<b>ALOHA A (starts Monday, July 11)</b>				
<i>Shanakee II</i>	Pedrick 74	James Warmington	130.602	Newport Beach
<i>Madrina</i>	Cabo Rico 56	Dick Simon	195.445	Dana Point
<i>Between the Sheets</i>	Jeanneau 52	Ross Pearlman	197.564	Marina del Rey
<i>Incredible</i>	Swan 53	Rick Gorman	197.593	Los Alamitos
<i>Odyssey</i>	Kelly 58	Audrey Burnand	201.751	Newport Beach
<i>Plan B</i>	Choate 48	David Johnson	202.104	Long Beach
<i>Charmed Life**</i>	Catalina 470	Pat Garfield/Diane Murray	206.461	San Francisco
<i>Enchilado</i>	Jeanneau 54	Cesar de Saracho	TBD	Mazatlan, MEX
<b>ALOHA B (starts Monday, July 11)</b>				
<i>Azure</i>	Swan 441	Samuel Beckey	216.469	San Diego
<i>Camille**</i>	Spencer 42	Jim & Ann Read	222.073	San Francisco
<i>So Far</i>	Swan 48	Larry Hillman	230.841	Chicago
<i>Wind Dancer</i>	Catalina 42	Paul Edwards	234.528	Ventura
<i>Pipe Dream</i>	CF-37	John Davis	242.920	Long Beach
<b>ESCORT (starts Monday, July 11)</b>				
<i>Alaskan Eagle</i>	S&S 65	Rich & Sheri Crowe	—	Newport Beach

(\*\* = doublehanded)

# TRANSPAC PREVIEW

so couples jeopardizing their relationships at sea. Two couples will even be competing against each other — Sally Honey and Melinda Erkelens are sailing on *Illusion* while their husbands race maxZ86s. Who will get to Hawaii first?

**Most bittersweet** — Roy Disney, 75, will retire from yacht racing after the TransPac, putting *Pyewacket* on the selling block and releasing his loyal crew, many of whom will follow Robbie Haines over to *Genuine Risk*. It's the end of one of the longest-running, most successful, and certainly classiest and happiest sailing dynasties on the West Coast. Disney's support of, and love for, the TransPac is legendary — he's only missed one race since 1975 (due to a broken leg in '97), and has raced seven different boats to Hawaii over the years. Highlights included winning the Barn Door twice ('97 and '99), and setting the course record that has stood up until now. The TransPac, and sailing in general, won't be quite the same without Disney and *Pyewacket* — thanks, Roy, for everything.

## LATITUDE 38 QUICK PICKS

**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](http://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



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# 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 roll as a dead pirate.

"No problem," the Disney rep replied "You'll have a part. Dead pirate okay, bro?" This particular guy was constantly currying favour by 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 batteries, 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-

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 equinox current running hard through the gaps between the islands which

slowed us down to two knots. At that rate, it was predicted by our navigator that it would take over a month to reach St. Vincent, a mere 240 miles to the south. Based on his estimate, we'd provisioned with only enough rice to reach Guadaloupe (the next island in the Eastern Caribbean chain).

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 div-

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 dreadlocks! It 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



BOB WILLIAMSON

**All dressed up and nowhere to go. That's how Capt. Bob felt when he lost his chance to be a bit player on the big screen.**

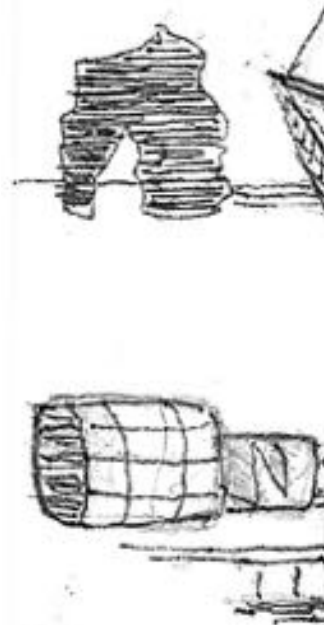
*"You will play the part of the skipper, okay? Get over to wardrobe please, and get measured for your skipper's outfit."*

tifouling. 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,

ers 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.

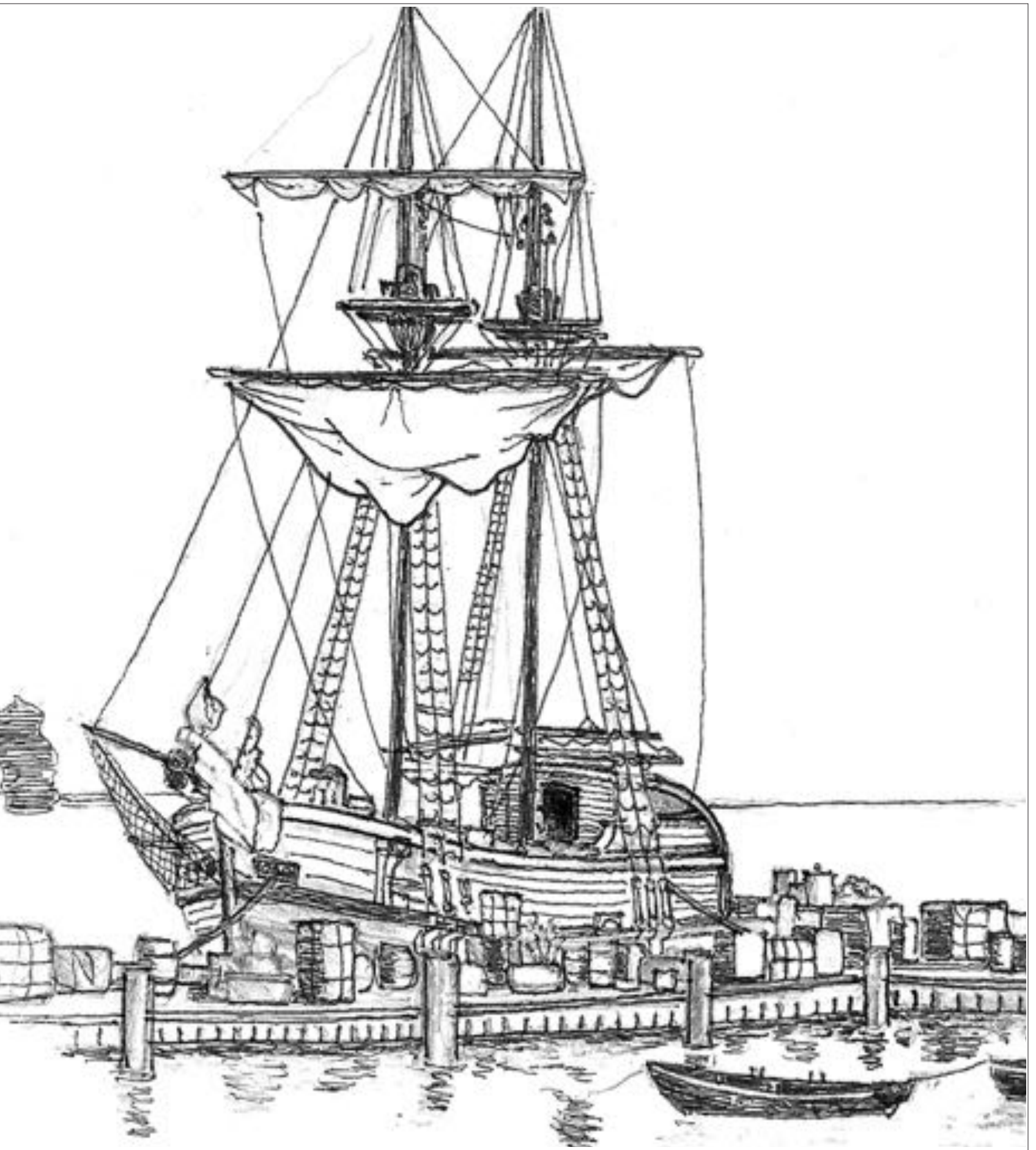
The director, however, fell in love with *St. Peter* and used the boat for many shots throughout the five weeks of shooting. She certainly wasn't the prettiest boat they chartered, but the director's



BOB WILLIAMSON

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— A SAILOR'S TALE



# HOW TO BE A MOVIE STAR

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

Disney paid the owner of the Anchor-age Hotel \$5,000 a day to remain shut, but he stayed open for us. Indeed, some shots were made using the archways

*I think I'll give up my notions of becoming a famous movie star and take up directing instead.*

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 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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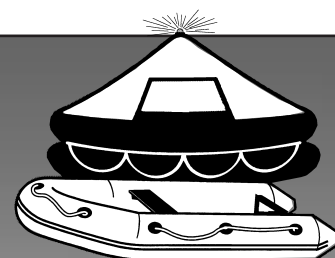
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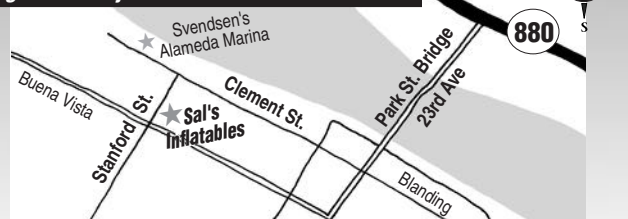
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# MAX EBB

It'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 over 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.

"That 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 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 absentmindedly 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."

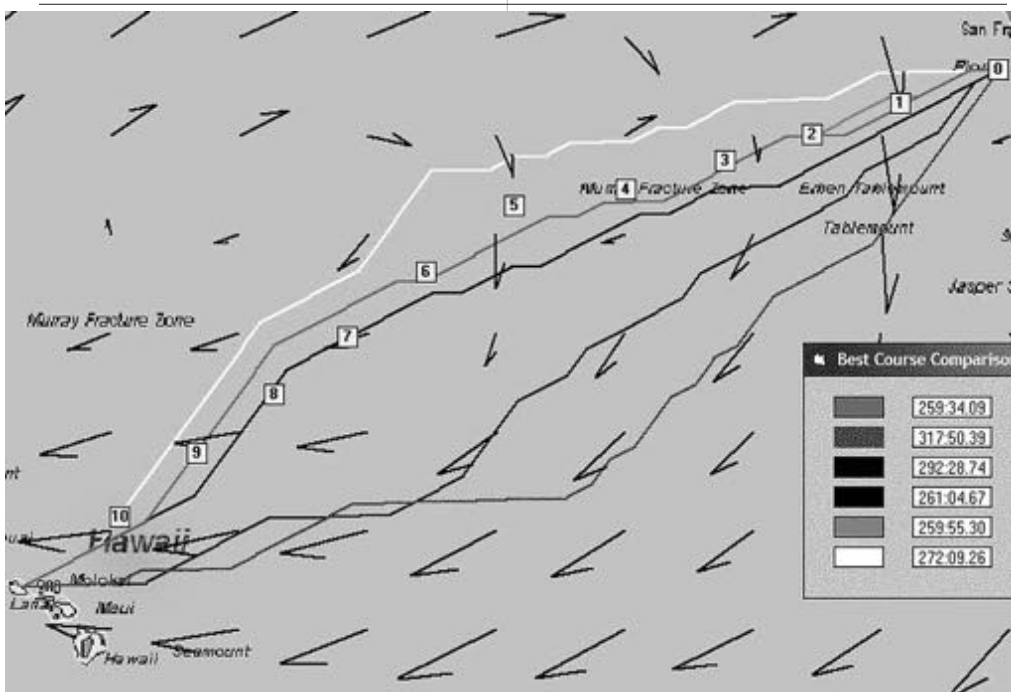
"We don't need a naviguesser," one of them answered. "We have software that does the route optimization for us. Works great. Four of the last five winners of this race have used it."

"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

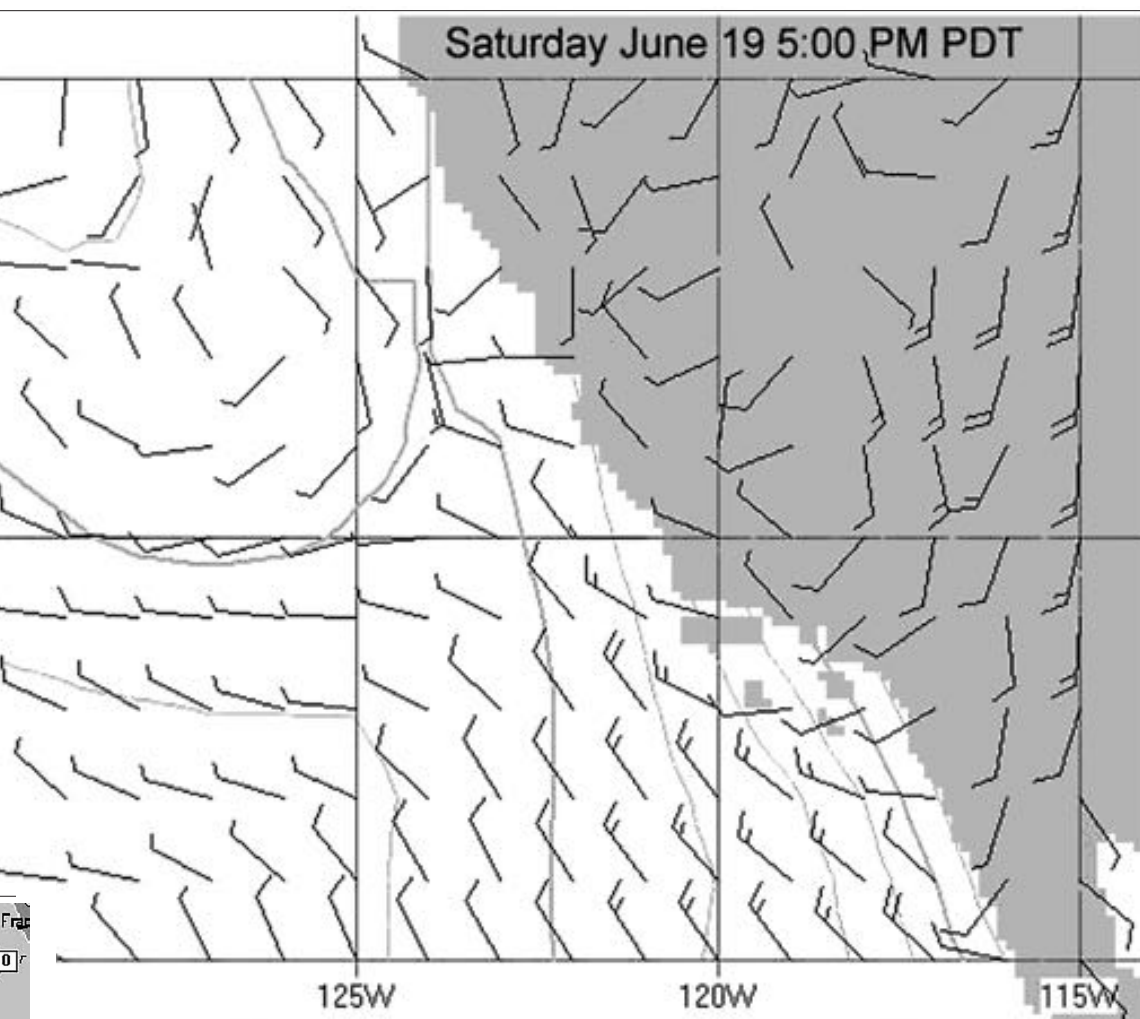


with it," said the owner to the crew who was apparently designated as navigator. There was more than a little concern showing in his voice.

"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

## — THE HUMAN TOUCH



Above, sending the one-line email 'send grib:30N,40N,135W,115W/1,1/0' to [query@saildocs.com](mailto:query@saildocs.com) returns this GRIB file, which shows the Coastal Cuppers were having a slow ride last month. You need a special viewer to see it, but the download is free from <http://www.airmail2000.com/download.htm>. Jim Corenman gets the credit for writing the software and making it available for free. Left, alternate routes and actual daily positions for the Class C winner of the '04 Pacific Cup, 'Inspired Environments', as predicted by David Brayshaw's Offchart Racer program. It was a year to go north, and the software called it right.

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

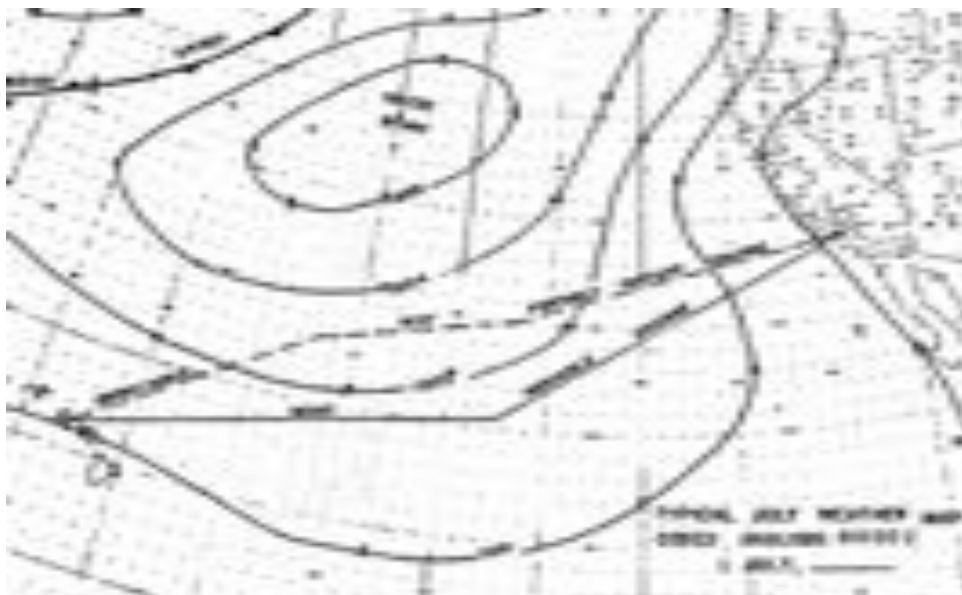
*"I gather you  
don't really trust  
the software."*

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

# MAX EBB



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 slighter lighter but steadier wind would really be faster."

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

"Nope. But there could be, if the routing software looked at the instability in-

**The famous "Point Most" chart. Point Most, at 24-42 x 146-38, is the "O" in "most reliable." It was once observed that a disproportionate number of Transpac winners sailed through Point Most on their approach to the islands. Since then many extra miles have been sailed to reach it.**

dex 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.

"Zactly!" said Lee. "Human navigators, whether they realize it or not, take into the account the probabilities of the forecast being off. Even that old Trans-Pac chart from the '60s — the one with 'point most' on it — labels one route as 'possibly fastest' and another route as 'most reliable.'"

"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

## — THE HUMAN TOUCH

mind."

"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](mailto: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](http://www.saildocs.com), or send a blank email to [gribinfo@saildocs.com](mailto: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

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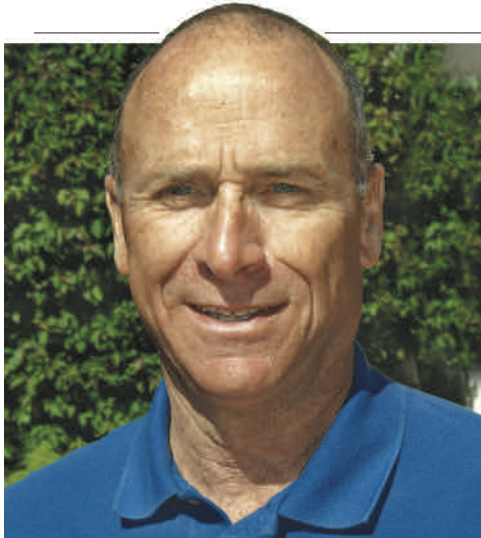
# THE RACING

**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.



LATITUDE/ROB

**Top Stoners** — John Siegel won IRC with *'Scorpio'*. Right, Dennis Deisinger (left) and Rob Cooper were second with *'Natural Blonde'*.

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."



IRC — 1) *Scorpio*, Wylie 42, John Siegel, 7 points; 2) *Natural Blonde*, Rob Cooper/Dennis Deisinger, 10; 3) *Yucca*, 8-Meter, Hank Easom, 12; 4) *Zephyra*, DK-46, Robert Youngjohns, 14; 5) *Double Trouble*, Sydney 38, Andy Costello, 22; 6) *Howl*, Sydney 38, Peter Krueger, 24. (14 boats)

DIV. G — 1) *Mistral*, Beneteau 36.7, Ed Durbin, 9 points; 2) *Stewball*, Express 37, Caleb Everett,

10; 3) *Mintaka 4*, Farr 38, Gerry Brown, 13; 4) *Sky High*, J/35, John West, 18; 5) *Inspired Environments*, Beneteau 40.7, Timothy Ballard, 20. (12 boats)

DIV. J — 1) *Flexi Flyer*, Tuna 35, Mitchell Wells, 5 points; 2) *Petard*, Farr 36, Buck/Newell, 11; 3) *Two Scoops*, Express 34, Chris Longaker, 17. (8 boats)

DIV. K — 1) *Mer Tranquille*, Jeanneau 34, Larry Moraes, 4 points. (4 boats)

DIV. M — 1) *Latin Lass*, Catalina 27, Bill Chapman, 10 points; 2) *My Toy*, Ranger 26, David Adams, 10. (5 boats)

SF 30 — 1) *Bay Loon*, J/29, Joe Ferrie, 7 points; 2) *Abba Zaba*, Tartan Ten, Charles Pick,



**Division II of the Coastal Cup on the starting line, with eventual class winner 'Tivoli' (46612) visible at right. Inset, the mighty 'Beecom'.**

9. (4 boats)  
 1D-35 — 1) **Jazzy**, Bob Turnbull, 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) **Wind-walker**, 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**, Bilafer Family, 10. (4 boats)  
 CATALINA 30 — 1) **Goose**, Mike Kastrop, 9 points. (3 boats)  
 OLSON 25 — 1) **Synchronicity**, Steve Smith, 9 points; 2) **Hamburger Haus**, Jens Jensen, 12; 3) **Baleineau**, Daniel Coleman, 13; 4) **Clean Sweep**, Tom Nemeth, 15. (9 boats)  
 Full results — [www.stfyc.com](http://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.

*Beecom*, 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, *Beecom* would surely have obliterated the course record — 28:29:18, set by Shep Kett's SC 50 *Octavia* in 1997 — had there been even moderate wind. *Beecom*, 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 *Beecom*, 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 Tremblay, 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 *Moonlight*, 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. (8 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**, J/30, Shawn Ivie, SBYRC; 3) **Shaman**, Cal 40, Steve Waterloo, EYC; 4) **Uno**, WylieCat 30, Steve Wanner, AYC; 5) **Wind Dancer**, Catalina 42, P.K. Edwards, VenYC. (9 boats; all others DNF)

ULDB/MORA — 1) **Moonlight**, Express 27, Jim Gibbs, CYC. (4 boats; all others DNF)

OVERALL — 1) **Mar Caballo**; 2) **Friction Loss**;



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](http://www.sbyc.org)

### 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

*Spinnaker Cup start, clockwise from upper left — The turbo SC 52 'Kokopelli 2'; PHRO-IA and overall winner 'Roller Coaster', an SC 50; PHRO-II winner 'Shaman', a Cal 40; the J/105 'Jitterbug'; PHRO-I winner 'Outrageous', an Olson 40; and the Synergy 1000 'Sapphire'. All photos Latitude/rob.*

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



**Spinny Cup, cont'd — The X-119 'X-Dream'; cockpit action on the SC 52 'City Lights'; SHS winner 'Sleeping Dragon', a Hobie 33; the Wylie 42 'Scorpio'; the new Thompson 1150 'Serena'; the TP-52 'Flash', which finished first; the Synergy 1000 'Summer Moon' chases the modified SC 50 'Dasher'.**

home."

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*.

PHRO-IA — 1) **Roller Coaster**, SC 50, Jack Gordon; 2) **Flash**, Andrews TP-52, Jones/Stoneberg/Thayer; 3) **Kokopelli 2**, SC 52+, Lani Spund; 4) **City Lights**, SC 52, Tom Sanborn; 5) **Zephyra**, DK 46, Robert Youngjohns. (10 boats)

PHRO-I — 1) **Outrageous**, Olson 40, Linkemyer/Brown; 2) **Scorpio**, Wylie 42, John Siegel; 3) **Auspice**, Schumacher 40, Jim Coggan; 4) **Heartbeat**,

Wylie 46, Lou Pambianco; 5) **Bustin Loose**, Sydney 38 Jeff Pulford; 6) **Animal**, Sydney 38, French/Lezin; 7) **Sapphire**, Synergy 1000, David Rasmussen; 8) **Absolute 02**, Sydney 38, Mark Langer; 9) **Eclipse**, Express 37, Mark Dowdy. (18 boats)

PHRO-II — 1) **Shaman**, Cal 40, Steve Waterloo; 2) **Tutto Bene**, Beneteau 38s5, Jack Vetter; 3) **True North**, Baltic 42, Jeff Dunnevant; 4) **Azure**, Cal 40, Rodney Pimentel. (9 boats)

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

SHS — 1) **Sleeping Dragon**, Hob. 33, Mark Halman; 2) **Eyrie**, Hawkfarm, Seaberg/Petroka. (3 boats)

OVERALL — 1) **Roller Coaster**; 2) **Flash**; 3) **Kokopelli 2**. (44 boats)

Full results — [www.sfyc.org](http://www.sfyc.org)

# THE RACING



2005 ROLEX MIAMI OCR/DAN NERNEY

Above, college sailor of the year Mikee Anderson-Mitterling (USC, '06). Right, Molly Carapiet (Yale, '06) made the All-American team again.



LATITUDE ARCHIVES

## Collegiate Sailing Wrap-Up

The '04-'05 college sailing season wrapped up with the usual trio of championship 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 All-American Team was announced, along with four special awards. Mikee Anderson-Mitterling (Coronado), a junior at USC, earned the Everett B. Morris Trophy for sailor of the year; Old Dominion senior Anna Tunnicliffe (Perrysburg, OH) was named the Quantum Women's Sailor of the Year; J.M. Modisette (Penobscot, ME), a senior at MIT, took home the Robert H. Hobbs Trophy for sportsmanship; and Harvard nabbed the Leonard M. Fowle Trophy for team of the year.

Californians making the prestigious

12-person Coed All-American Team were Anderson-Mitterling, Zachary Brown (San Diego, Yale '08), Andrew Campbell (San Diego, Georgetown, '06), Molly Carapiet (Belvedere, Yale '06), and Justin Law (Newport Beach, St. Mary's '07). Honorable mentions for the Coed Team went to Scott DeCurtis (Redondo Beach, Hawaii '07), Bryan Lake (San Diego, Hawaii '07), Harrison Turner (Los Angeles, USC '05), and Frank Tybor (Coronado, UC Irvine '06). Many observers felt that Lake, who has won Div. A at the Dinghy Championship three years running, should have made the All American team — but we don't have the time or space to open that 55-gallon drum of worms here.

Carapiet also was named to the Women's All-American Team for the second year in a row, while Blaire Heron (Coronado, Georgetown '08) and Adrienne Patterson (Newport Beach, St. Mary's '08) made the Women's Honorable Mention list. Three Californians were

named Crew All-Americans — Amanda Markee (Rancho Santa Fe, Hobart/Wm. Smith '07), Melanie Roberts (San Diego, USC '07) and Louise Sherman (Tiburon, Brown '05). For the whole list, see [www.collegesailing.org](http://www.collegesailing.org).

## COED DINGHY NATIONALS (June 8-10):

1) Hobart/Wm. Smith, 197 points; 2) **Hawaii**, 235; 3) Dartmouth, 247; 4) Georgetown, 248; 5) **USC**, 259; 6) Old Dominion, 266; 7) Harvard, 273; 8) Brown, 286; 9) Yale, 295; 10) St. Mary's, 303; 11) South Florida, 307; 12) Charleston, 353; 13) Boston College, 355; 14) Texas A&M Galveston, 433; 15) Washington, 481; 16) Minnesota, 506; 17) Tulane, 526; 18) Michigan, 565. (18 teams)

Winning skippers (Hobart/Wm. Smith): A — John Storck ('05); B — Trevor Moore ('07).

## TEAM RACING NATIONALS (June 5-7):

1) Hobart/Wm. Smith, 13-4; 2) Yale, 10-7; 3) **USC**, 10-7; 4) Harvard, 10-7; 5) Georgetown, 6-8; 6) Dartmouth, 6-8; 7) St. Mary's, 4-10; 8) **Hawaii**, 3-11; 9) Charleston, 5-0; 10) Eckerd, 4-1; 11) Washington, 3-2; 12) Texas A&M Galveston, 2-3; 13) Michigan, 1-4; 14) Northwestern, 0-5. (14 teams)

Winning skippers (Hobart Wm. Smith) — John Storck ('05), Lee Sackett ('05), Trevor Moore ('07).

## WOMEN'S DINGHY NATIONALS (June 1-3):

1) Harvard, 160 points; 2) Charleston, 182; 3) Georgetown, 190; 4) Old Dominion, 194; 5) Connecticut College, 201; 6) Dartmouth, 209; 7) **Stanford**, 214; 8) Yale, 215; 9) Brown, 225; 10) Navy, 226; 11) St. Mary's, 251; 12) Eckerd, 300; 13) Hobart/Wm. Smith, 322; 14) Wisconsin, 344; 15) **USC**, 361; 16) Minnesota, 361; 17) Texas A&M Galveston, 404; 18) Washington, 438. (18 teams)

Winning skippers (Harvard): A — Genny Tolloch ('05); B — Sloan Devlin ('06).

## Memorial Day Regatta

St. Francis YC's 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 *Walloping 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'*, putting 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 Hoyes are hoping to move up to a bigger boat soon.

Seadon Wijzen 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. Wijzen 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



**Spinnaker follies at the Memorial Day Regatta — Above, the J/105 'Juxtapose'. Below, the Express 27 'Wile E. Coyote' and the J/120 'Twist'.**

December," said Wijzen. "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. (9 boats)

J/105 — 1) **Good Timin'**, Perkins/Wilson, 6 points; 2) **Aquavit**, Tim Russell, 20; 3) **Nantucket Sleighride**, Peter Wagner, 20; 4) **Windance**, Littfin/Pugh, 26; 5) **Orion**, Gary Kneeland, 36; 6) **Jabberwocky**, Vaughan/Reyff, 39; 7) **Irrational Again**, Jaren Leet, 44; 8) **Donkey Jack**, Sellers/Kaiser, 52; 9) **Larrikin**, Stuart Taylor, 57; 10) **Akula**, Doug Bailey, 62. (25 boats)

EXPRESS 27 — 1) **Attitude Adjustment**, Soren Hoy, 5 points; 2) **Mirage**, Terry Cobb, 21; 3) **Motorcycle Irene**, Will Paxton, 22. (7 boats)

MELGES 24 — 1) **#525**, Seadon Wijzen, 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. (11 boats)

Full results — [www.stfyc.com](http://www.stfyc.com)

#### 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 TransTahoe 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, 9; 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 Proffitt, 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 Mattatai, 8 points; 2) Paul Stephens, 8; 3) Mark Erdich, 16; 4) Ron Fish, 21; 5) Jerald Skeen, 24. (12 boats)

SNIPER — 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. (6 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) Hank Jotz, 22. (13 boats)

Full results — [www.whiskeytownsailing.org](http://www.whiskeytownsailing.org)

#### GO FOR THE GOLD (GGYC: June 4-5; 5 races):

OPEN KEEL — 1) Jeremy Gicker, Capri 22, 7 points; 2) Jerry Lewis, Capri 22, 8. (4 boats)



ALL PHOTOS BY CHRIS RAY/MORE AT WWW.RAYIVP.COM

# THE RACING

## OPEN CENTERBOARD

— 1) Tim Russell, Laser, 8 points; 2) Walt Andrew, El Toro, 13; 3) James Mackey, Lido 14, 16; 4) Ned Niccolls, Laser, 21. (9 boats)

CATALINA 22 — 1) Don Hare, 7 points; 2) Don Samuelson, 10; 3) Greg DeGrucio, 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 Eister, 11. (6 boats)

BYTE — 1) Dan Ouellet, 5 points; 2) Gail Yando, 12. (5 boats)

SUNFISH — 1) Dan Karnowsky, 7 points; 2) Byron Jonk, 14. (5 boats)  
Full results — [www.nccn.net/~gcy/](http://www.nccn.net/~gcy/)

## 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 (CYC of Seattle; 5/18-22):

1) **Bogus**, Chris Snow, 25 points; 2) **Jaded**, Deke Klatt, 26; 3) **Tundra Rose**, Keith Whittemore, 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) **Babalouie**, Steven Fleckenstein, 100; 10) **Watermelon**, Kent Pierce, 101. (47 boats; 7 races; [www.j24nationals.org](http://www.j24nationals.org))

Winning crew — Chris Snow (driver), Mark Brink (tactics), Willem Van Waay (trimmer), Graham Biehl (mast), Andrew Kerr (foredeck).

### FIRST TEAM REAL ESTATE INVITATIONAL (NHYC/ 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 68, 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 Janes/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**, 1D-48, Oscar Krinsky, 8 points; 2) **It's OK!**, 1D-48, Lew Beery, 9; 3) **Stark Raving Mad**, J/145, Jim Madden, 10; 4) **Bolt**, N/M 55, Craig Reynolds, 13. (4 boats)

Full results — [www.firstteamregatta.com](http://www.firstteamregatta.com)

### CAL RACE WEEK (Cal YC; June 4-5; 5 races):

FAST 50s — 1) **Peligroso**, DenCho 70, Campbell/Williams, 6 points; 2) **Taxi Dancer**, R/P 68, The Sharps, 15. (5 boats)

FAST 40s — 1) **Arana**, DenCho 51, 5 points; 2) **Black Knight**, Farr 39, Phil Friedman, 16; 3) **Mureadriita XL**, ILC 40, Anthony Barran, 16. (9



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### Big fun — 'GR', 'Pyewacket', and 'Skylark' line up at the First Team Real Estate Invitational Regatta in Newport Beach (see 'Box Scores').

boats)

PHRF D (60-129) — 1) **Hot Rum**, CF 33, Castillon/Parlette, 5 points; 2) **Bella Vita**, Beneteau 36.7, Marty Burke, 17; 3) **Unforgettable**, Olson 30, Aaron Feves, 22. (8 boats)

SCHOCK 35 — 1) **Ripple**, Jeff Janov, 9 points; 2) **Whiplash**, Ray Godwin, 11; 3) **Outlier**, Richard Fish, 19. (9 boats)

J/105 (PCCs) — 1) **Masquerade**, Tom Coates, 11 points; 2) **Mischief**, Carolyn Hardy, 15; 3) **Indigo 3**, Scott Birnberg, 26; 4) **Grace O'Malley**, Alice Leahy, 29; 5) **Short Skirt**, Peter Lufkin, 32; 6) **Wings**, The Cases, 36; 7) **Escapade**, Mark Noble, 43. (22 boats)

J/109 — 1) **Current Obsession**, Gary Mozer, 8 points; 2) **Commotion**, Tony Wetherbee, 10; 3) **Blue Star**, Charlie Haugk, 15. (7 boats)

SPORTBOAT — 1) **Blade**, Melges 30, Mick Shlens, 9.5 points; 2) **Defiance**, B-32, Scott Taylor, 10.5; 3) **Wildcat**, Cheetah 30, John Staff, 11. (7 boats)

SANTANA 30/30 — 1) **Aries**, Dennis Godfirmon, 11 points; 2) **Ghost**, Tom Payne, 14; 3) **Creep**, Curran Family, 17. (7 boats)

STAR — 1) **Team Corinthian**, Erik Lidices, 5 points; 2) **Babe**, Doug Steele, 15; 3) **The White Goddess**, Alejandro Bugacov, 18. (7 boats)

J/80 — 1) **Avet**, Curt Johnson, 7 points; 2) **Joy Ride**, Jerry Haney, 11; 3) **Underdog**, The Steens, 15. (11 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield, 6 points; 2) **Iron Will**, Avery Stewart, 12. (6 boats)

MARTIN 242 — 1) **9 Lives**, Mike George, 6 points; 2) **Patience**, Craig Yandow, 18; 3) **Velerito**, Brack Duker, 21. (10 boats)

HOLDER 20 — 1) **Problem Child**, Glenn & Raymond Van Heel, 8 points; 2) **Picante**, Kyra Sweda, 14; 3) **Water Rat**, Nigel Browne, 16. (7 boats)

Full results — [www.calyachtclub.com](http://www.calyachtclub.com)

### IN THE BAY RACE (SSS/OYC; 6/4; 17.4 miles):

SH-II (< 111) — 1) **Arowana**, Diva 39, Larry Riley; 2) **Ragtime**, J/92, Bob Johnston. (5 boats)

SH-III (114-168) — 1) **Animal Crackers**, Olson 25, John Lymberg. (1 boat)

SH-IV (171-up) — 1) **Emerald**, Yankee 30, Peter Jones. (1 boat)

SH-V (non-spin) — 1) **Sagitta**, Islander 28, Walter George; 2) **Krissy**, Ericson 35-3, Allen Cooper; 3)

**Carmelita**, Catalina 42, Christian Lewis. (7 boats)

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 Wanner. (1 boat)

DH-I (multihull) — 1) **Profligate**, Hughes 60, Richard Spindler/Donna Andre. (1 boat)

DH-II — 1) **Yucca**, 8-Meter, Hank Easom/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)

DH-III — 1) **Borderline**, Olson 911-SE, Bill & Jane Charron; 2) **Stink Eye**, Laser 28, Jonathan & Bill Gutoff. (5 boats)

DH-IV — 1) **Flying Cloud**, Ranger 23, Bruce Baker/Neil Dodds. (1 boat)

DH-V (non-spin) — 1) **Snow Bird**, Yankee 30 Mk. II, Val Clayton/Charles Ridgeway; 2) **Stormrider**, Aphrodite 101, Don & Michelle McCrea; 3) **Annalise**, Wylie 34, Paul & Eric Altman; 4) **Traveler**, Ericson 39, Gary Jones/James Wilson. (9 boats)

DH-SPORT — 1) **Starbuck**, Black Soo, Greg Nelson/Jason Winkel; 2) **1st Impression**, SC 27, Rick Gio/Jan Grant. (6 boats)

DH-CAT — 1) **Triumph**, WylieCat 30, Jake Cartwright/Steve Seal.

OVERALL — 1) **Yucca**; 2) **Triumph**; 3) **Sleeping Dragon**; 4) **Uno**; 5) **Aquavit**. (51 boats)

Full results — [www.sfbaysss.org](http://www.sfbaysss.org)

### J/105 SUMMER REGATTA (SFYC; 6/11-12):

1) **Aquavit**, Tim Russell, 14 points; 2) **Good Timin'**, Perkins/Wilson Syndicate, 17; 3) **Natural Blonde**, Cooper/Deisinger/Thom, 18; 4) **Windance**, Littfin/Pugh, 38; 5) **Jabberwocky**, Vaughan/Reyff, 38; 6) **Donkey Jack**, Ryan/Kaiser, 38; 7) **Nantucket Sleighride**, Peter Wagner, 47; 8) **Akula**, Doug Bailey, 51; 9) **Wonder**, Kennelly/Dines, 51; 10) **Arbitrage**, Bruce Stone, 59. (25 boats; 5 races; [www.sfyc.org](http://www.sfyc.org))

### ALAMEDA INTERCLUB #3 (OYC; 6/11; 19.5 mi.):

BIG SPINNAKER (< 173) — 1) **Virtue's Reward**, Lafitte 44, Fred Gibson; 2) **Crinan II**, WylieCat 30, Bill West. (4 boats)

FAT 30 — 1) **Nice Turn**, Cal 2-29, Richard Johnson; 2) **Thumbs Up**, Cal 29, Ivan Orgee. (4 boats)

LITTLE SPINNAKER (> 186) — 1) **Lone Ranger**, Ranger 26, Ken Viaggi. (3 boats)

NON-SPINNAKER — 1) **Flotsam**, Yankee One Design, Brad & Geoff Clerk; 2) **Joanna**, Irwin 30,

Martin Jemo; 3) **Knotty Sweetie**, C&C 32, Gerald Johnson. (9 boats)

MULTIHULL — 1) **Three Sigma**, F-27, Chris Harvey. (3 boats)

Full results — [www.sfbama.org](http://www.sfbama.org)

**SUMMER ONE DESIGN (SCYC: June 18-19):**

SC 27 — 1) **Andiamo**, Mike Warren, 4 points; 2)

**Mojo**, John & Jim Case, 11. (6 boats)

MELGES 24 — 1) **Sofa King Fast**, Dennis Basano, 6 points. (2 boats)

SANTANA 22 — 1) **Maybe**, Ernie Rideout, 3 points; 2) **Gypsy**, Bridget Binko, 7; 3) **Rick's Place**, Larry Comstock, 3. (7 boats)

Full results — [www.scyc.org](http://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) **Petard**, Farr 36, Keith Buck, 9; 3) **Two Scoops**, Express 34, Chris Longaker, 13. (9 boats)

DIV. K (132-177) — 1) **Encore**, Wylie Gemini Twin, Andy Hall, 7 points; 2) **Mer Tranquille**, Jeanneau 34, Larry Moraes, 11; 3) **Half Fast**, Merit 25,

Bil Schwob, 16. (8 boats)

DIV. M (180-up) — 1) **Latin Lass**, Catalina 27, Bill Chapman, 9 points; 2) **Mytoy**, Ranger 26, David Adams, 9; 3) **Hippo**, Smith 24, Mark Wommack, 13. (8 boats)

SPORTBOAT — 1) **Jazzy**, 1D-35, Bob Turnbull, 5 points. (2 boats)

SF 30 — 1) **Bay Loon**, J/29, Joseph Ferrie, 8 points; 2) **Abba Zaba**, Tartan Ten, Charles Pick, 10; 3) **Plan B**, J/29, Stubblefield/DeWire. (7 boats)

Full results — [www.yra.org](http://www.yra.org)

**CAL 20 NATIONALS (CBYC: June 16-19; 7 races):**

1) **Loca in Las Vegas**, Chris Raab, 26.8 points; 2) **Magic Bus**, Mark Gaudio, 33; 3) **Bandini Mountain**, Mark Golison, 34; 4) **Mojo**, Walter Johnson, 42; 5) **Colleen**, Jib Kelly, 43; 6) **Rigormortis**, Doug McLean, 44; 7) **Rubber Dog**, Keith Ives, 68. (25 boats; [www.cbyc.org](http://www.cbyc.org))

Winning crew — Chris Raab, Vann Wilson, Sonny Gibson.

**OPTIMIST PCCs (SFYC: June 16-19):**

CHAMPIONSHIP DIV. — 1) Greg Dair, CalYC, 16 points; 2) David Liebenberg, SFYC/RVC, 19; 3) Benjamin Spector, SCCYC, 38; 4) Claire Dennis, SFYC, 44; 5) Adri Kopp, Team FOR, 51; 6) Katy Cennane, Seattle YC, 58; 7) Dominic Fritz, RVYC, 70; 8) Aled Delle Cese, EYC, 80; 9) Yuri Namikawa, Cal YC, 82; 10) Emily Shalka, Seattle YC, 98. (26 boats; 10 races)

GREEN DIV. — 1) Will Cefali, SFYC, 20; 2) Scott Buckstaff, Arizona YC, 24; 3) Josh Goldberg, EYC, 46; 4) Marie-Kell de Cannart d'Hamale, SFYC, 47; 5) Henry Buckingham, SFYC, 49. (12 boats; 12 races)

**LASER NAs (Seattle YC: June 16-20):**

LASER — 1) Andrew Campbell, SDYC, 17 points; 2) Bernard Luttmner, 28; 3) Andrew Childs, Bedford Basin YC, 36; 4) David Wright, RVCYC, 56; 5) Michael Karas, 57; 6) Emery Wager, Seattle YC, 60; 7) Alex Steel, 61; 8) Dalton Bergan, Seattle YC, 76; 9) Brendan Fahey, NKSC, 99; 10) Trevor Hamilton, RNSYS, 104. . . . NorCal sailors: 22) Sean Kelly, SFYC; 57) Walt Spevak, SFYC; 59) Tracy Usher, StFYC. (95 boats; 9 races; 1 discard)

LASER RADIAL — 1) Jennifer Spalding, RVYC, 25 points; 2) Kyle Rogachenko, Toms River YC, 30; 3) Victoria Crowder, 43; 4) Lisa Ross, LYC, 61; 5) Magalie Bonneau-Marcil, YC de Quebec, 79. (68 boats; 10 races; 1 discard)

Full results — [www.lasernorthamericans.org](http://www.lasernorthamericans.org)

**CLEAR LAKE REGATTA (RYC: June 18-19):**

1) Fred Paxton, 11 points; 2) Gordie Nash, 12; 3) Art Lange, 20; 4) Dave Vickland, 20; 5) Vickie Gilmour, 24. (13 El Toros; 7 races; 1 throwout)

**SOUTH BAY YRA #3 (BVBC: June 18):**

SPINNAKER — 1) **Summertime**, Int. Folkboat, Luther Izmarian; 2) **Mer Linda**, Catalina 30, Mark Hale; 3) **Sandpiper**, SJ 24, Kevin Hartig. (7 boats)



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# THE RACING

NON-SPINNAKER — 1) **Donna Mia**, Cal 2-29, Scott Walker; 2) **Miss Kate**, Catalina 27, Mike Satterlund. (5 boats)

Full results — <http://sbyra.home.comcast.net/>

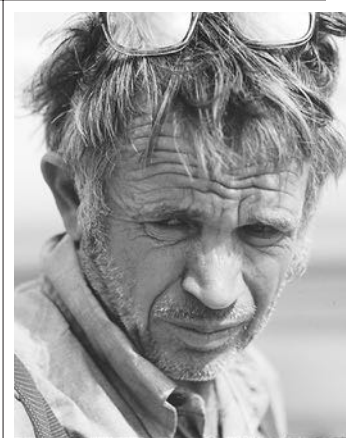
## Race Notes

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](http://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 **Yeofy**, 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, StFYC 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



COURTESY SAILING WORLD

**Living legends** — '05 Hall of Fame inductees Valentin Mankin (left) and Carl Eichenlaub.

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

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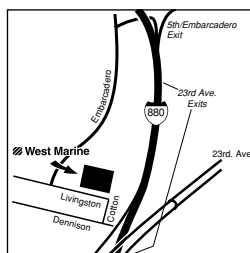
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**Legends, cont'd — J.J. Isler, the first woman elected to the Hall, and Torben Grael.**

size and speed of the maxis, StFYC will set a windwark 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



HECTOR ECHEBUSTER

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 Breitling 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 (NYC), Hans Fogh (CAN), Keith Musto (GBR), Dave Irish (MI), Ian Bruce (CAN), and Rod Johnstone (CT).

Mad for sailing: The third **MadCap Tro-**

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# THE RACING SHEET

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 Polk- abla, 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 Jaun de

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Paul Elvstrom  
Uffa Fox  
Ted Hood  
Gary Jobson  
Bruce Kirby  
Buddy Melges  
Bus Mosbacher  
Lowell North  
Doug Peterson

### 1982 – cont'd

Olin Stephens  
Eric Tabarly  
Ted Turner  
Dave Ullman  
Stuart Walker

### Class of 1992

Bruce Farr  
German Frers  
Olaf Harken  
Peter Harken  
Halsey Herreshoff  
Rod Johnstone  
Bill Lee  
Ben Lexcen

### 1992 – cont'd

George O'Day  
Dave Perry  
Rod Stephens

### Class of 1998

Sir Peter Blake  
Harold Vanderbilt  
Manfred Curry  
Nathanael Herreshoff

### Class of 2002

Charlie Barr  
Peter Barrett  
Paul Cayard  
Russell Coutts

### 2002 – cont'd

Mark Reynolds

### Class of 2003

John Bertrand (AUS)  
Randy Smyth  
Jochen Schuermann

### Class of 2004

Vince Brun  
Bill Buchan  
John Kostecki

### Class of 2005

Carl Eichenlaub  
Torben Grael  
J.J. Isler  
Valentin Mankin

the upcoming TransPac. See [www.swiftsure.org](http://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](http://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](http://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](http://www.stfyc.com). . . The **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 *Expeditious* to the Catalina 27 *Transposition*. Check out [www.stocktonsc.org](http://www.stocktonsc.org) to see how it ended up.

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# WORLD

With reports this month on **End of Summer Charter Hot Spots**, the realization of a dream for two longtime expats in the **Rebirth of the Classic Schooner Talofa**, and the upset victory of an all-girl team at **Antigua Sailing Week**.

## 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 deny-

**Hurricanes? What hurricanes? If you're willing to gamble on the weather, you can sail the Caribbean when it's least crowded and save big.**

ing 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



***It never gets super crowded in the Pacific Northwest, but after Labor Day, it's especially peaceful. This is Fossil Bay in the San Juans.***

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 'Wind-jammers' — 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 is, of course, 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



LATITUDE / ANDY

# 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.

COURTESY THE MOORINGS

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

*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?*



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

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



SCHOONER TALOFA

**After completing an exhausting refit of 'Talofa', Betsy and Cactus are finally in the 'fun phase' of schooner ownership.**

did the sort of voyaging that she was designed for, completing a 10,000 mile South Pacific circuit, and working as a sail training vessel for U.C. Irvine. Some Bay Area sailors may remember that she also raced in the Master Mariner's Regatta here during the 70s.


Years later, she became a fixture off the Sausalito waterfront, moored off Schoonmaker Point Marina, but 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-



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# OF CHARTERING

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.

SCHOONER TALOFA



***'Talofa's story is definitely unique. She'll be plying the waters of the Bay this month, and you'll know her by her tanbark sails.'***

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

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#### **All-Girl Upset at Antigua: Should You Challenge Them in '06?**

Down in the sunny latitudes of the Eastern Caribbean, no regatta is more fa-

mous — 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

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# OF CHARTERING



TERRANCE SPRAGUE

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

***Here they come! If you intend to sail a bareboat at Antigua Sailing Week next spring, watch out for these gals.***

year to defend their title. If you'd like to challenge them, we suggest you make your bareboat (and hotel) reservations *waaaay* 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](http://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



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# WORLD OF CHARTERING

of a regatta schedule. Plus, you'll have a chance to learn the subtle idiosyncracies 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 handheld 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



***Racing at Antigua: "You go girls!" Most, if not all, of Pat Nolan's winning crew had formerly been students at her sailing school.***

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 'mother-ship', 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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# CHANGES

With reports this month from **New Focus** in French Polynesia; **Interlude** on the severe storm between New Zealand and Fiji; **Birinci Mevki** on a bit-ten rudder; **Incognito** on years of cruising in Europe; **Finisterre** on a first visit to the Sea of Cortez; **Kuani** on hitting an unmarked reef off Panama; and **Cruise Notes**.

## **New Focus — Catana 431 Paul & Karen Biery French Polynesia (Emeryville)**

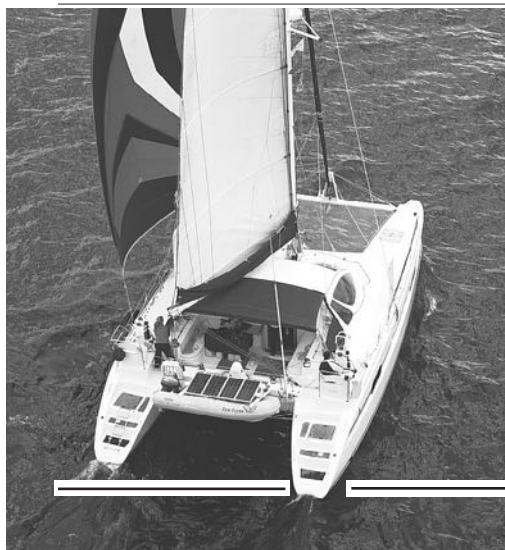
After doing another Ha-Ha and enjoying much of the winter in Mexico, we sailed from Zihua to French Polynesia. The 'we' being Alan and Susan of Newport Beach, and our young crewmember Alan. With those Pacific-crossing crew having moved on, my wife Karen, who doesn't care for bluewater passages, flew 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. It cost \$385 U.S. for just three full bags

**Paul Biery and crew on 'New Focus' at last October's start of the Ha-Ha. They've covered over 6,000 miles since then.**



here! The major expenses were \$50 for 24 cans of Heineken, \$22 for six large plastic bottles of Diet Coke, and \$38 for Kaluha. Some of the groceries were the same price as at home, but if you bought imported brands — such as Kellogg's Raisin Bran — it was 780 francs versus less than half as expensive local stuff. I guess if we used the watermaker more and drank less Coke 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!

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

## **Interlude — Deerfoot 74 Kurt & Katie Braun Nearly Next Queen's B-Day Storm (Alameda / New Zealand)**

Twenty yachts departed Opuia, 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

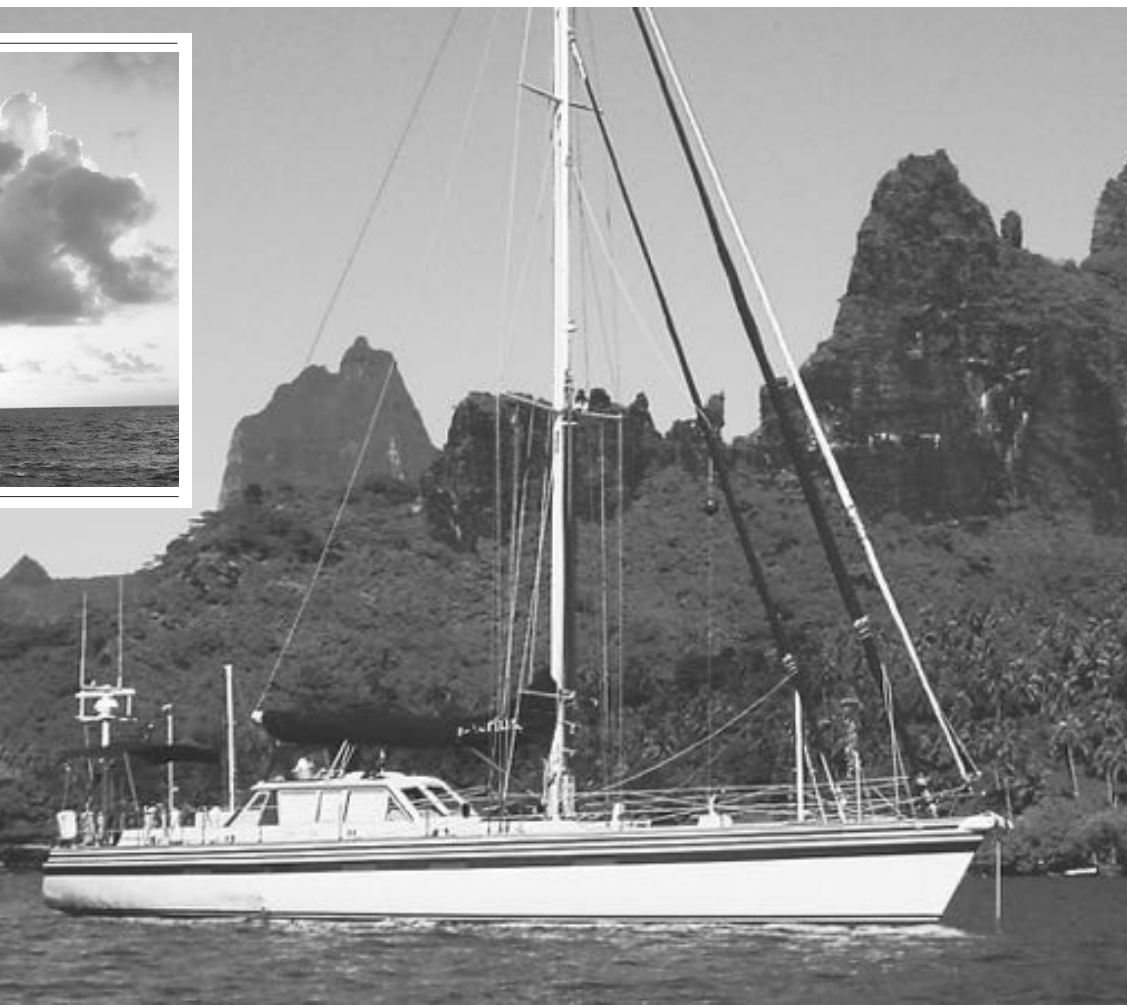


Monday the wind had dropped to around 10 knots, and it seemed as though everyone would have fine tradewind sailing in smooth seas the rest of the way to Fiji. So we decided to hoist our new Code Zero reacher.

But it wasn't going to be all smooth sailing to Fiji. The first sign of trouble appeared on Tuesday, June 7, when a New Zealand Metservice 72-hour prognosis weatherfax showed a closed 1008 mb isobar around a low between Fiji and Vanuatu. And a big high centered in the Tasman Sea dominated the entire area. Our wind started to pick up, so we furled the Zero, and didn't have it up in the 20-knot winds that night.

Wednesday's 72-hour fax showed two closed isobars, and the low was heading south on a collision course with the big high. This didn't look good. While doing our daily check-in on the Pacific Seafarers Net (0330 UTC 14313 USB Ham only), Don of *Summer Passage* in California broke in to warn us of what he thought was the birth of a Southern Hemisphere tropical cyclone in June! Our local winds

# IN LATITUDES



BOTH PHOTOS COURTESY INTERLUDE

**Spread; The Deerfoot 'Interlude' in the South Pacific, where the weather (inset) is very often soft and sweet . . .**

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

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

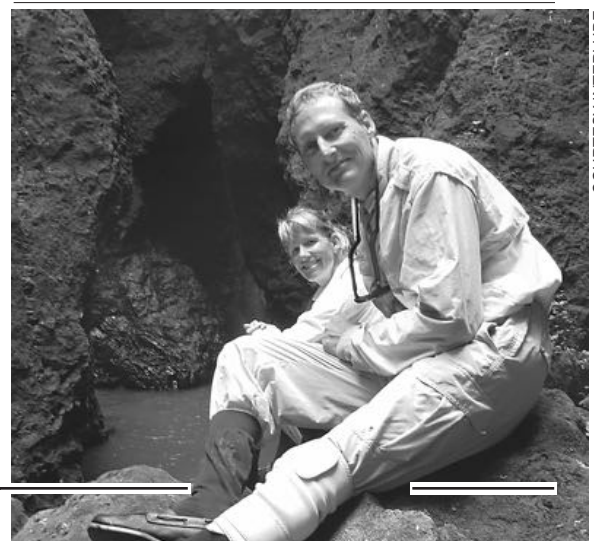
would be any problem if we anchored there for the night, as technically our arranged port of entry was to be in their bay, with officials arriving from Suva on Tuesday to clear the fleet in and out. There was also a village where we were anchored, and if we didn't come ashore with a *sevusevu* — a present 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.

We were awakened at midnight, however, by a PAN PAN call on VHF 16. A 54-ft trimaran from our fleet was only 10 miles out but was having trouble steering. We suggested they try to make their way into the bay and anchor next to us for the night. Fortunately, they regained steerage after kicking up their rudder, and were able to join us in the anchorage at 2 a.m. But all four aboard were seasick, and the captain hadn't slept in two days.

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

***Having run the risks of crossing an ocean to get to the South Pacific, Katie and Kurt begin exploring and enjoying themselves ashore.***



COURTESY INTERLUDE

# CHANGES

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 Opuia to Kadavu was 5 days, 4 hours, and 45 minutes, just over a day slower than the maxi race boat *Konica-Minolta*.

**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.**



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

**... on the other hand, there are times when the weather in the South Pacific, and getting to the South Pacific, can be ominous.**

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.



# IN LATITUDES



COURTESY INTERLUDE

— Strip all biminis and awnings, and stow all toys belowdeck.

For a detailed analysis of the Queen's Birthday Storm, see pages 229 to 255 of Dashew's *Mariner's Weather Handbook*.

P.S. On June 20, Radio Taupo reported that three yachts were abandoned north of New Zealand due to the same storm.

— kurt & katie 06/21/05

## **Birinci Mevki — Rawson 30 Suzanne & John Pew, Crew Oh, That Shark Bites! (San Diego)**

Most folks who have cruised the Sea of Cortez are familiar with Gerry Cunningham's charts and cruising guides. As a matter of principle, he never recommends an anchorage unless he has anchored there himself. The boat he's used for research for more than two decades is *Birinci Mevki* — Turkish for 'first class' — a Rawson 30 that he and his wife Ann finished from a hull and deck and keep at Marina San Carlos.

We've crewed for Gerry on a number of his research trips, and consider it an honor to sail with him. Our latest trip

with him, in May of this year, took us across the Sea of Cortez to Isla San Marcos, which is just south of Santa Rosalia. Gerry is a purist sailor, who only resorts to the 'iron jib' when becalmed or being swept toward a reef by the current.

We had a good southwesterly 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 popping to the surface behind us! At first we feared they were dolphin parts, but later determined they were pieces of *Birinci's* rudder.

Ahead 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 rudderpost 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 Diego, we contacted Dr. R.H. Defran, Director of the Cetacean Behavior Laboratory and professor 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 confirmed dolphin attack on a boat, and feels that it would

be inconsistent with dolphin behavior.

But two of us had seen a fin close to the boat, and all of us saw



'Birinci's' 'boat bite'.

the whirlpool with pieces of the rudder in them. Gerry believes that *Birinci* hit a sick or mating dolphin, and that a second animal retaliated by attacking the rudder. Anybody have any other ideas?

— suzanne & john 05/20/05

## **Incognito — Cal 44 Mark Covec & 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 America'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 Barcelona, we sailed to Mallorca for the remainder 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.*



MARK COVEC

# CHANGES



**All along the ancient Moorish watchtower, Rebecca watches boats round Cabo Tramuntana, at the southwest corner of Mallorca.**

fleets, and later cruised up and down the coast of California aboard the family's Morgan 38. In '80-'81, they took a sabbatical 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 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 Rivas, 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

*The blue water of the Med looks particularly inviting from the hillsides of Mallorca. This is the little cove at Cabo Tramuntana.*



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 over-fishing 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

# CHANGES

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-impacted 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

*Some cruisers spend their time in the Sea of Cortez reading and snoozing. Kay and Mike treat it like a feast to be enjoyed to the fullest.*



LATTITUDE M. PERKINS

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.

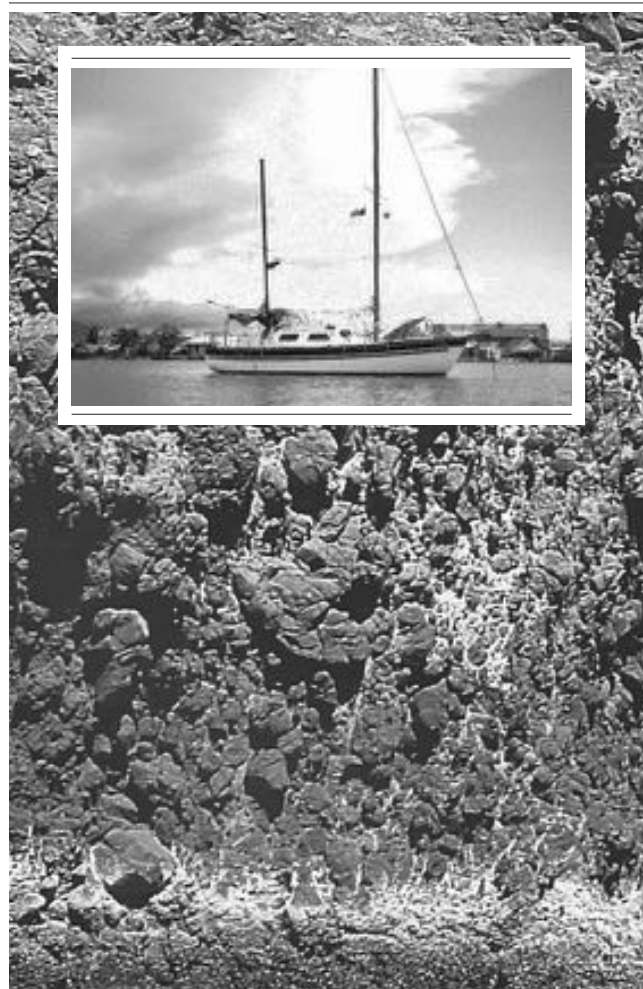
The Sea of Cortez is a cruiser's paradise. It's hard to leave and will be high on our list of favorite places to visit again.

— 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

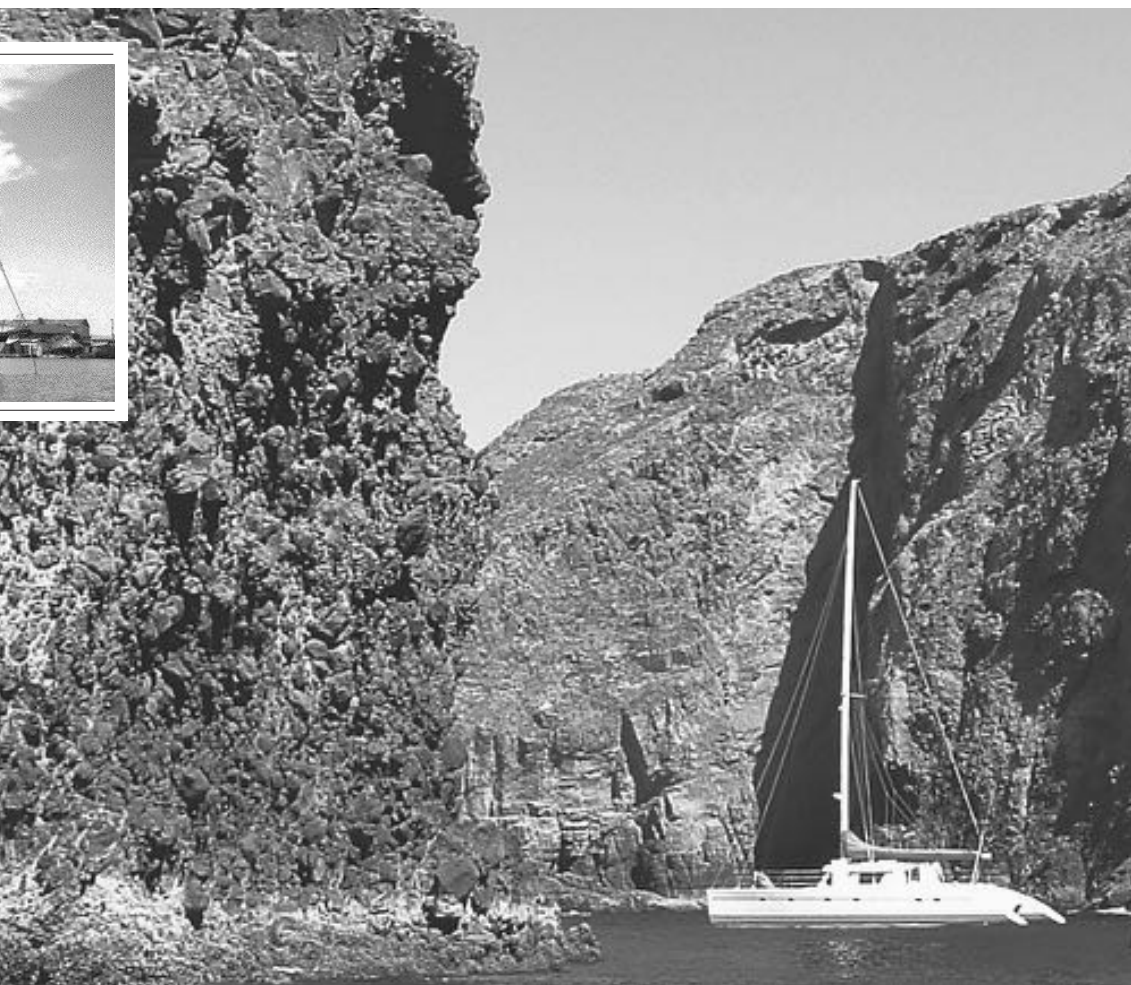


Islands) of Panama. We had to wait out weather on the way at both Portobello and Isla Grande, which are stops along the way. With time running out for our guest who only had a brief vacation, we decided to continue on despite strong winds and rough seas on the nose. If the weather became too rough, we 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

# IN LATITUDES



SPREAD, LATITUDE/RICHARD; INSET, COURTESY KUANI

**Spread; 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.**

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

**Mimi and Tom have been cruising off and on since the '60s, and recently have spent a lot of time cruising Panama.**



COURTESY KUANI

# CHANGES

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 *Kuani* home 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 mimi 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 dismantled 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,

*Lisa and Garry Blackwood of the Canadian-based Westsail 32 'Scot Free' at the Puddle Jump Kick-Off Party in Puerto Vallarta.*



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 dismantled.

The fourth boat, type, size, and name unknown, skippered by a Japanese man, was also lost in Minerva Reefs.

The 1,100-mile or so passage **between New Zealand and Tonga or Fiji** is well-known as potentially one of the more 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 dismantled *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 in '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 a couple of downsides to the marina, however. It's

# IN LATITUDES



BOTH PHOTOS COURTESY CAT 'N ABOUT



**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 rather than the south — 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**<sup>3</sup>. "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 water-maker! 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.**



# CHANGES

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



LATITUDE/RICHARD

*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.*

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



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## IN LATITUDES

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



MISTY SEA

***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

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# CHANGES

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 Smackhamer — 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



**Paradise Marina Harbormaster Dick Markie, with wife and assistant Gina, is trying to figure out where to put all the boats this winter.**

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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## IN LATITUDES

keep coming in. "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 east-

ing 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



LATITUDE/RICHARD

**Commodore holds a template for some strange device that supposedly will prevent 'Flashgirl' from being struck by lightning.**

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.

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# CHANGES

Life is good."

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 Boat-yard** 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



LANIKAI

*Seeing is believing. There indeed is now a Travel-Lift up and running in El Salvador, plus on-the-hard boat storage and general repairs.*

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 **At-**

**lantic Rally for Cruisers**, the 2,700-mile crossing from the Canary Islands to St. Lucia that is the granddaddy 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 cat **Jaimie**; Harry Johnson's Westsail 32 **Mariah**; Bob DeMattia's Farr 56 PH



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# IN LATITUDES

**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 is 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



LATITUDE/RICHARD

*English Harbor, Antigua — a much better destination than St. Lucia for the megayachts coming across the Atlantic.*

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-

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# CHANGES

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 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 (!) harbor master tried to charge us an additional \$100. Very angry, I showed him their email confirming



COURTESY MOON AND STARS

*As befitting an artist such as Lupe, her new cat has a wild paint job, with many moons and many stars. We love it!*

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

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## IN LATITUDES

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 **Fox-trot**, 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



**A Dockwise ship halfway loaded with boats that are going to be delivered from La Paz to Vancouver or Ketchikan.**

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.

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# CHANGES

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 the Azores to ask for his permission to marry his daughter! Once we got that all 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 yachties," 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](mailto: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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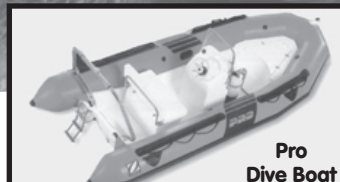
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## 24 FEET & UNDER

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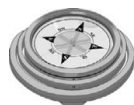


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**HUNTER 24, 1990.** Sleeps 4, new stove, sink, Porta-Potti. 1998 Nissan longshaft, running lights, battery. Sails, jib, main, good shape. Pop-up cockpit and rudder, shoal draft, trailerable. Fun Bay boat. Free anchorage included. First \$6,700 takes. (415) 621-2190 (lv msg Bill).



**1994 SANTANA 2023C MODEL.** Very good condition. Water ballast, 8 hp Merc, trailer, sleeps 5, enclosed head, \$7,900/obo. (619) 972-8455.

**1974 CATBOAT.** Herreshoff America, 18-ft LOD, 21-ft LOA. Trailer, tanbark sail, fiberglass, motor. A beautiful classic. Located Oxnard. \$15,500. (805) 343-9429.

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**SANTANA 22, 1968.** Aluminum mast, boom, sails. \$990. Petaluma Marina. No motor. Needs work. (707) 528-6677.

**22-FT SAILBOAT, \$2,200/OBO.** Priced for fast sale. 1977 Reinell 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 sigigeiger@sbcglobal.net.



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**MARTIN 242, 1983.** Originally dry-sailed in California, sailed in freshwater in Oregon. Sailed only summers, stored indoors. Excellent condition. Never has had blisters. Fresh mast/rigging. Not raced. Tandem trailer. Nissan 3.5. Good sails. Oregon. \$10,000. (623) 878-3050 or email: mmccusker@cox.net.



**KAMAKAI 20, 1999.** Topsail gaff cutter pocket cruiser. Website pictures and details at: <www.members.cox.net/dwellens/kamakai/kamakai.htm> (619) 980-8704 or email: dwellens@cox.net.

**24-FT COLUMBIA CHALLENGER.** Emeryville. Sleeps 4, fiberglass good, 2 mains and genoas. Includes outboard. \$1,000. (415) 223-9153.

**CAL 20, 1965.** Aluminum mast, boom. No motor. \$990. Petaluma Marina. Needs work. (707) 528-6677 or (707) 318-6677.

**COLOMBIA 22, 1974.** Trailer. Shoal keel. Aluminum mast and boom. Fiberglass. Sleeps 4. Call (707) 528-6677 or (707) 318-6677.

**RANGER 22 AND TRAILER.** Great boat in excellent shape. New roller furling and jib. Main is good. All rigging sound. Alameda Marina Dry Storage. \$1,500/firm. Wife forces sale. (408) 247-4009 (before noon or after 8pm). Ask for Randy.

**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).

**CATALINA 22, 1982.** Swing keel, 1998 Evinrude 4-cycle outboard, hull and motor good condition, rigging is down and needs to be reset, registration current, 2005. Extras, surveyed fall, 2003. SF slip not being transferred, trailer not available. Call (650) 888-0442.

**BAYLINER BUCCANEER 24, 1979.** Good condition. New, never used, Doyle mainsail. New, never used halyards manufactured at Svendsen's. Comes with Evinrude longshaft outboard. Option to take over slip at Oakland's Portobello Marina. \$3,000/obo. Scott (510) 625-7700.

**FREEDOM 21, 1983.** Excellent condition. White/red. Carbon fiber mast, straight boom. Canvas cover, lazyjacks, shotgun spinnaker. All sails good condition. Refitted 2004: New lines, lights, electric, Nexus, VHF radio, Evinrude 4 hp outboard, hull scraped/painted. All teak trim, bright blue upholstery, world's easiest sailboat. In water, sail/ready. Alameda. \$4,500/obo. (510) 521-8319.

**SANTANA 22, 1969.** New sails, updated rigging, 5 hp outboard, anchor, safety equipment and more. Good condition and ready to sail. \$2,500. For more info call Rich (650) 363-1390.

## 25 TO 28 FEET

**ALBIN VEGA 27, 1975.** Documented. 2 mains (1 Pineapple), jibs 110% and 85% (Pineapple), good condition. Volvo MD7B 17 hp, rewired 2004 by professional. New dodger, interior in good shape. Great boat for SF Bay. \$10,500. Call evenings (925) 556-1210.



**CATALINA 25, 1983.** Great condition. Used in freshwater only. Swing keel, whisker pole, tandem trailer with new brake system. Depthfinder, UHF radio. 2 covers for pop-top, BBQ, swim ladder. 7.5 hp Honda 4-stroke outboard, Danforth anchor. \$6,500. (925) 513-6600.

**25-FT US YACHT, 1981.** Sleeps 4. Good main and 2 jibs, whisker pole. 7.5 hp Honda 4 cycle, bottom 2003. Very good condition. VHF, depth, AM/FM, galley, enclosed head, P.P. Partnership possible or trade for powerboat. Berthed in Vallejo, trailerable. \$2,800. (707) 252-3006.

**LANCER 25 Mk IV.** Honda 7.5, 3 sails, new halyards, new shrouds, new upholstery. 2-axle trailer, new tires. Current registration on boat and trailer. \$4,900/obo. (530) 894-2803 or (530) 534-3035.

**IRWIN 10-4, 1975.** Roomy, rugged fiberglass sloop. 25' on deck plus 3-1/2' bowsprit, 10'4" beam, 6' headroom, 2'9" shoal draft full keel, cut-away forefoot, 6'8" swing keel. Huge main cabin, large V-berth, enclosed head, galley, pressure water, huge ice box, much teak, brass and storage. 3 opening ports, large Bomar hatch, wheel, heavy rigging, main, 3 jibs, furler, spinnaker, 2-cylinder inboard Volvo gas engine, 15-lb CQR and Danforth anchors. \$7,800. Call (925) 516-2877.



**MacGREGOR 26, 1991.** Excellent condition, fully polished. Includes: Trailer (good condition), 8 hp Nissan motor, fishfinder, CD player, bimini top, galley pictures and more. \$7,800/firm. Roman (408) 836-9406 or email: romanadams@yahoo.com.

**CURRENT EXPRESS 27, 2004.** National and Season Champion, Hull #1, *Attitude Adjustment* is for sale. All new deck, paint and Easom rigging, including new boom, new spin pole, and more, all from Easom Rigging and Racing. Nearly new racing sails, 2 new kites, new 2-stroke outboard, low miles. Double-axle trailer. \$35,000. (415) 383-8988 (eves).

**RANGER 26, 1972.** Good condition. 10 hp Honda, fix keel, full batten main, 4 bags of sails, full winter cover. Trailer. Freshwater boat, Tahoe. Double forestay, CB radio. \$7,500. John (530) 541-2442.

**MacGREGOR 26, 1990.** Outboard, trailer, pop-top, stove, sink, stereo, VHF, spinnaker, 2 jibs, compass, enclosed Porta-Potti. Call (831) 439-9667 or email: charliec64@cruzio.com.



**VANCOUVER 25, 1984.** Robert Harris designed double-ender, full keel. Yanmar diesel, full headroom, propane oven, cabin heater, head, VHF, autopilot, Fleming windvane, inverter. In Alameda. Biggest little cruiser you'll find. \$15,000. (707) 745-4501 (eves) or (510) 787-4326 (days).

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**26-FT RHODES MERIDIAN.** Classic fiber-glass sloop. Sturdy built, full keel forefoot cutaway. Great Bay boat. 2 mainsails, 4 jibs. Yamaha 9.9 4-stroke outboard. Growing family needs bigger boat. Make offer. Call Sully (925) 777-1802 or email: [sullyman@pacbell.net](mailto:sullyman@pacbell.net).



**MacGREGOR 26, 1994.** Including trailer. Outstanding condition inside and out, new running rigging, new furling jib, 8 hp Yachtwin outboard. All beautifully maintained. \$10,000. Must see. Call Peter (415) 515-6461.

**OLSON 25, 1987.** Great shape, reconditioned trailer and lots of extras. Great Bay boat, new bottom paint in 2004, 2 mains, 2 spinnakers, 3 jibs, 1 genoa. \$14,000. Call with questions: Jim (831) 252-7501 or John (831) 459-5544.

**SAN JUAN 28, 1978 RACER/CRUISER.** Yanmar diesel 330 hours, main, genoa, 2 jibs, 2 spinnakers, all lines led aft, folding prop, sleeps 6, lots of headroom, well maintained. \$7,600. (805) 712-5596 or email: [mumbojumbo\\_5@hotmail.com](mailto:mumbojumbo_5@hotmail.com).

**CHEOY LEE 26 FRISCO FLYER.** MD-I diesel, recent upholstery, recent canvas, new aluminum mast and wiring, 4 sails, recent cabin paint, sails great. Located in Delta. Must sell. \$4,300/obo. Call (916) 939-0244.

**RANGER 26, 1973.** Nicest in the Bay Area. Five sails: 2 mains, 2 jibs, spinnaker. Honda 5 hp outboard with gas tank, new \$1,000 Svendsen pulpit, Harken winches, raft, foot pump, oars. 2 anchors, depthfinder, VHF, new Porta-Potti, tool box with tools, boat hooks, foul weather gear including gloves, life vests, bilge pumps, chains, ropes, many extras not listed. Extensive interior redecoration. Really nice. \$7,000. For pictures email: [nurzguy@comcast.net](mailto:nurzguy@comcast.net).

**CATALINA 27, 1977.** Move, must sell. Gently used, well maintained. Delta slip, 9 hp outboard, propane stove/oven, onboard charger, water and waste tanks, self-tending jib, boom. Other extras. \$6,000. (707) 962-0655.

**CONTESSA 26 SLOOP.** Built in 1974 by J.J. Taylor. Sails: Main, jib, storm jib, genoa. Petter 5 hp diesel. Tranny cable controls need replacement. Petaluma Marina, can be seen after 7/12. \$4,800/obo. (209) 586-9557.

**PEARSON 26, 1976.** Beautiful, classic pocket cruiser in immaculate condition. Sleeps 5, new head, new cushions, like new 9.9 hp 4-stroke electric start Honda. Autohelm 800, depth, knot, VHS, compass, 3 sails. In Alameda. \$6,800/obo. (510) 523-3337.

**MacGREGOR 26, 1994, \$9,400/OBO.** Great family coastal-cruising swing-keel trailer sloop, water ballast. Roller furling, Bruce, Achilles, VHF, Unisolar, depth, spinnaker, cockpit enclosure. See: <http://www.geocities.com/svlipsi/forsale.html> then call (415) 663-8776 or email: [lorcarossman@gmail.com](mailto:lorcarossman@gmail.com).

**PEARSON 26 ARIEL, \$2,350.** Sound, seaworthy, classic Alberg pocket cruiser. 5'10" headroom. Very good mast, boom, mainsail. Honda OB negotiable. Needs elbow grease and bottom paint. (510) 499-9211.

**MacGREGOR 26X, 1997.** Great condition, very low hours, 50 hp Tohatsu motor. Head, stove, ski hooks, cushions, curtains, ski ladder, cockpit table and many other extras. Price reduced. Now \$15,500. (707) 258-1077 or [Napa2987@yahoo.com](mailto:Napa2987@yahoo.com).

**SANTA CRUZ 27, HULL #77** in excellent condition. Complete set of racing sails and practice sails. Almost new Ballenger mast, boom, standing and running rigging. Great interior and pristine hull. New outboard, autopilot, knotmeter. \$10,750. Call Grant (510) 865-9495.



**ERICSON 27, 1973.** In great condition. Roller furler, depthfinder, gennaker, knotmeter, VHF and many extras. Sleeps 5. Outboard needs some work. Berkeley Marina. \$9,000/obo. Call (510) 414-5495 or (707) 363-8158.

**CATALINA 27.** Clean condition. New 110% jib. Located in Benicia, CA Marina. Asking \$5,000. Call Terry (707) 745-0537 or email: [beniciawebbs@att.net](mailto:beniciawebbs@att.net).

**SANTANA 28, \$4,900, 1977.** 110, 130, 150, spinnaker. New electric auxiliary motor. Newer rigging, lines led aft, 6 winches, tabernacle mast. VHF, depth, autopilot. 6'1" headroom. Santa Cruz. Call (831) 475-0670 or (267) 614-4767.

**CHRYSLER 26, 1978** swing keel sloop. 9 hp outboard, needs repair. 3 sails, aft and V-berths, VHF, enclosed head, alcohol stove, sink, icebox fridge, fish finder, 6-ft headroom, diver maintained. Berkeley berth. Moved. Must sell. Serious only. \$4,300. (209) 836-0620 or [SailorPat@comcast.net](mailto:SailorPat@comcast.net).

**SANTA CRUZ 27, 1978.** Dry sailed, many sails including new #3 North 3DL, new #1 Santa Cruz, Santa Cruz main excellent condition. Dual-axle trailer, 5 hp outboard. New mast and standing rigging, hull #105. Located Santa Cruz. \$13,000. Call (831) 661-0910 or (831) 469-4357.

**NORSEA 27, 1990.** Aft cockpit, Yanmar diesel, fixed 3-blade. Main, jib, drifter and storm. CQR, VHF, 6 ft inflatable. Rich, warm, wood interior with custom chart table. Capable bluewater vessel located in Richmond, CA. \$46,000. (916) 454-1106 or [rharri@pacbell.net](mailto:rharri@pacbell.net).



**CATALINA 27, 1981.** Universal diesel inboard motor, dinette layout, overall good condition. Permanent slip in Moss Landing, CA. Motivated seller. Asking \$8,000. Call Bonnie (831) 588-4639.

**ISLANDER 28, 1978.** Atomic 4, spinnaker, whisker pole, folding prop. Autohelm, Garhauer boomvang, Force 10 heater. 7 sails, port and starboard compasses, GPS, engine hour meter, stereo, charger, VHF, swim ladder, knotmeter, rpm meter. \$10,000. (650) 593-3311.

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**CATALINA 27, 1974.** New standing rigging 2001, main, 2 jibs (100 and 150), spinnaker and gear. Atomic 4 runs well. \$7,000/obo. E16, Richmond Yacht Club. Call John Glennon (925) 427-7107 or email: jglenn@aol.com.

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**MILLER 28, 1974.** Canadian built bluewater vet. Fiberglass, no blisters. Oversized standing rigging. 12 hp Yanmar. Easily singlehanded. Wheel or tiller. 7-ft headroom, large cabin. New cushions. AM/FM, VHF, depthfinder, compass, pressurized freshwater. In Napa. \$7,500/obo. (707) 823-0390.

**ERICSON 26, 1970 WITH TRAILER.** Bill Crealock designed pocket cruiser. Refurbished inside and out. New Yamaha 8 hp remote control with power tilt. Beautiful wood interior, sleeps 5, too much to list. \$8,900/obo. Mark (530) 544-7536.

**CATALINA 25, 1982.** Good condition. Johnson 8 hp outboard with new water pump, 4 sails, depth, windex, auto tiller, dodger, VHF, CD, 2 batteries, many extras. \$5000/obo. (415) 505-9061 or email: LLWind@yahoo.com.

**MERIT 25.** Good condition, good sails, 5 hp Nissan motor, all safety gear, new Ballenger mast/rigging in 2001, much new gear. Alameda Berth. No trailer. Call for more details. \$6,000/obo. (510) 482-2897 or (510) 381-0331 or email: N6WDG@sbcglobal.net.

**HAWKFARM 28, 1978.** Excellent condition. Lots of sails, Petter 6 hours diesel, nice interior. Leaving August 1, must sell. \$8,000. Eureka. (208) 630-4883 or pelicanwad@hotmail.com.

## 29 TO 31 FEET

**ETCHELLS USA 600.** Burtel trailer, big sail inventory, new cover. \$15,000. (415) 341-2826.

**PEARSON 30 SLOOP, 1977.** Fast and safe sailboat: Pocket cruiser, weekender or daysailer. Strong construction. Classic lines. Sleeps comfortably six adults. Large dining area, immaculate interior. Wheel steering and engine controls at steering pedestal. Top-of-the-line new dodger with built-in handrails and new cockpit weather canvas. New mainsail and new genoa. Roller furling jib. Atomic 4 inboard and backup auxiliary outboard on transom. VHF, depthometer and knotmeter. New bottom paint and survey. Beautiful yacht. \$12,500/obo. Call (650) 380-5535.

**ERICSON 30+, 1980.** Performance cruiser, excellent condition, inboard Universal 16 hp diesel. 6 sails including spinnakers. New Raymarine instruments including wind. Mast and boom rebuilt. Roller furling jib. Many extras. Cruise ready or race. Photos available. \$22,000. (805) 701-9899 or adam.wallach@navy.mil.

**CATALINA 30, 1980.** Excellent condition. New: Standing rigging, furler, lifelines, bottom, canvas covers. Equipment: Wheel steering, Universal diesel, Autohelm, cockpit cushions and table, depth gauge, stereo, anchors. Very nice boat. Jack London Square berth. \$15,800/obo. Call Dave (510) 498-1123 or John (415) 740-4629.



**KNARR 30, 1953.** Classic wood overnighter and racer, Norwegian, fir on oak hull, spruce mast/boom. Two suits sails, masthead drifter, spinnaker, safety gear, tandem axle trailer. \$7,500. WA. Email: nakedlamb@rockisland.com or call (360) 376-5881.

**CAL 31, 1980.** Loaded, ready for cruising. Wheel steering, 16 hp diesel, 135 roller furling, 2 mainsails, dodger, dinghy. 4 anchors with tackle, manual windlass, scanning sonar, VHF with ram mic, SGC SSB with tuner, charting GPS, stereo, 2 AC chargers, water heater, propane stove/oven, fridge/freezer, solar panel, wind generator, radar, 1750w inverter, 440a house batt, separate engine batt, Link battery monitor, more. Asking \$35,000. Email: m.giarratano@sbcglobal.net or call (510) 441-1240.

**BABA 30, 1978.** Extensively equipped and outfitted for cruising. 6 sails. Many improvements and upgrades over a standard Baba 30. New bottom paint and outlass bearing. A one-owner Baba. Now located in Southern California. \$57,000. (619) 322-7058 or email: sailrari@yahoo.com.

**SANTANA 30/30 PC** Optimized 30' racer. PHRF 126, SF30 Class. Faired epoxy bottom, revised deck layout, retrofitted big rudder, timer/depth/speed DGPS on mast. New rigging, new cabin cushions, custom SC27-style teak cabin sole. Carbon spin pole, new Yanmar diesel, fuel tank, batteries and charger. Race sails: 2003 carbon Quantum #3, 2004 Carbon D4 Doyle main, 2002 Doyle D4 #1, light use, 2000 Doyle #2, very light use, Airx .5 and .75 kites, Older 1.5 oz kite. \$20k+ on new sails last 3 years. Absolute turnkey racer/fast cruiser. Must see. \$25,000/obo. Must sell. Located Alameda, CA. (415) 254-4410.



**ISLANDER 30, Mk II, 1973.** *Seawind.* Propane stove/oven, refrigeration, dinette with widened bed, BBQs, sleeps 6. Extra navigation lights, 3 anchors, 8 Barient winches, autopilot, 2 batteries, lots of extras. Stockton Sailing Club. \$14,000. (209) 951-6411, x11 or (209) 518-7480 (cell).

**CATALINA 30, 1982.** Good shape, good sails, power winch. Drops mast for fixed bridges. Wheel steering, stove with oven, blister job done 2004. Diesel being installed. \$15,500/as is, \$20,500 with engine completed. (510) 830-7982.

**CASCADE 29.** Ready for cruising. 2GM Yanmar, new rig, six sails, spinnaker, 3 anchors. Depth, GPS, dodger, Nissan ob, Achilles, solar, SSB/Ham, propane stove. Ready to cruise Baja. Located La Paz. \$21,500/offer. (707) 823-7901 or email: DLMFLYER@msn.com.

**ETCHELLS USA 600.** Ontario hull. Big sail inventory. Burtel trailer. New diform shrouds. Lots of new running rigging. Race ready. \$15,500. (415) 341-2826.

**30-FT CENTER COCKPIT S2 9.2C, 1977.** Totally refurbished 1995. Yanmar 2GM20F diesel. Doyle sails: 130 furling jib, fully battened main with stack-pack and lazyjacks, gennaker. 18g fuel, 37g water, 10g holding tanks. 2-burner propane stove, propane Magma BBQ, Adler-Barbour refrigeration, microwave. Freedom 2000 inverter/charger. Instruments: speed, depth, wind, Autohelm, portable GPS, binnacle compass. Edson pedestal steering with cockpit table. Stereo, Raymarine VHF. Deck storage boxes. Zodiac dinghy. \$32,000. Todd (415) 883-3957 or trimpert@prodigy.net.



**SANTANA 30/30GP, 1984.** Grand Prix racing model. Lighter, faster, sleeker. New in last 5 years: Mast and boom, running and rod rigging, larger rudder, folding prop, etc. New Yanmar diesel in 1998. \$19,000. (650) 583-5870 or (650) 964-1436 or mark@gg401k.com.

**HUNTER 290, 2001.** \$10,000 upgrades for 2004 Baja Ha-Ha. Radar, autopilot, GPS, spinnaker and sock, jacklines, spares. Spacious salon, 2 cabins, galley with stove, shower/head. Furling headsail, self-tailing winches, inboard diesel. Capable coastal cruiser. \$59,950. Rick (510) 620-1969 or rjwhitfi@comcast.net.

**C&C 29 SLOOP, 1979.** Yanmar diesel, roller, 2 headsails, 1 main, CD player, refrigerator, new prop, dodger. Good condition. Richmond slip. \$14,000. (510) 459-5159.

**PEARSON TRITON 28.5, #259, 1962.** Five times YRA Champ. New main, new boom, new canvas, Autohelm, GPS, Barient 22s, cabin heater, lines aft, Atomic 4, much more. Reduced price. \$6,500/obo. See: <http://home.ix.netcom.com/~plato6/CaptainHooke.html> (408) 261-1318.

**CAL 29, 1978.** Very nice condition inside and out. Roller furling, wheel steering, many upgrades. Pressure water, shower, excellent Yanmar 2 cyl FWC diesel, upgraded electrical, refrigeration, stove, oven. 2 sets sails, many extras, needs some TLC. Will take \$11,000 or first reasonable offer. Partnership possible. Roger (415) 331-5251.

**CATALINA 30, 1978.** Fresh sails, roller furling, Edson wheel, Garhauer traveler, vang, racing cars. Rebuilt A4 with electronic ignition, dodger, opening ports, stereo CD with remote, new Autohelm and depth instruments. Great boat, reasonable price. \$15,500/firm. Mike (707) 342-1736 (cell).



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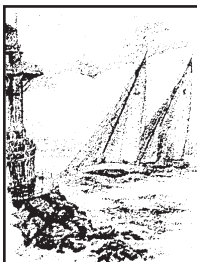


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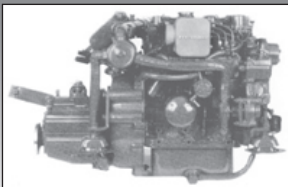
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**ERICSON 29, 1971.** Nice boat. Penta diesel needs work or replacement. Two sets of sails. Clean, needs haulout. Slip in Sausalito. \$7,500. (707) 884-4836.



**CAPE DORY 30 CUTTER, 1983.** Lightly used two owner boat. Traditional cruiser built in the USA. Upgraded. Lots of bronze and teak. Dodger, propane, GPS, more. Excellent in all respects. Photos and equipment list available. \$37,500. (530) 885-4460 or john.nebilak@aerojet.com.

**THIS IS THE BEST-MAINTAINED 30-footer** on the Bay and is in immaculate condition inside and out. Excellent performance boat with large accommodations below for cruising. Strong racing fleet (SF 30s) that is very competitive and fun. Perfect blend of day sailer and hot racer. Cruising and racing sails, excellent condition. New bottom paint 6/04. New Simrad instruments 2003. Turnkey boat for racing and cruising. Meticulous owner for last 8 years. \$26,000/obo. Jon (415) 314-8821 or sfsailor67-latitude@yahoo.com.

**CAL 2-29, 1974.** New Universal 20 hp engine, bottom with blister job, Furler roller furling, new main 2004, new jib 1999. Pictures and details: <<http://lolltech.com/sailboat/>> \$13,500/obo. (650) 359-5404 or (650) 442-2411 (cell).



**CATALINA 30, 1984 TALL RIG.** Diesel, 5 bags of sails, all instruments, wheel helm, CNG stove and oven, pressure h/c water, radar, Autohelm, dodger, roller furling. This is the best equipped Cat 30 on the Bay. \$30,000/obo. (916) 216-3314 or (650) 225-8113.

**CLASSIC 1976 C&C 30.** \$38k in upgrades since 2001. Totally Awlgrippied, new main, jib, furler, cushions in and out. Solid A4, new exhaust riser, electronic ignition, solar charger, GPS, wind, depth, speed, Edson steering. Monterey mooring, dinghy, outboard. \$19,500/obo. (831) 622-0949 or robpank@comcast.net.

**HUNTER 29.5, 1996.** In excellent condition. Fully equipped. Bottom paint 6/05, asymmetrical spinnaker and 2 main-sails. Yanmar diesel, Autohelm, AM/FM stereo, etc. See: <<http://www.geocities.com/janusz1us/boat.html>> \$39,950/obo. Please call (925) 672-7682.

**CAL 29, 1976.** Sloop rig, clean and in good condition. Wheel steering, diesel repower, strong construction, sleeps 6, good sails, nice teak, VHF, separate bathroom, double bulk heads. Great boat but needs haulout, double sinks. Berkeley berth. \$8,500/obo. Call (510) 689-3432 or yout1234@yahoo.com.

**OLSON 30.** CF, spare boom, new spreader rig, Tuffluff headfoil, trailer, Nissan 8 hp. New Lewmar/Harken deck gear. New North: 3DL main, #1 3DL. Near new North: #3 3DL, Airex 600 spinnaker. 4th '04 Nationals. \$16,500/firm. Alameda, CA. mtown@att.net or (925) 998-5577.

**ISLANDER (WAYFAYER) 29, 1967.** Strong fiberglass construction, long keel sloop. Clean, nice deck, good teak, ready to sail, powered by 7.5 Honda outboard, also inboard Atomic 4. Sleeps 5, table, bathroom, VHF, large cockpit. \$5,950/obo. (510) 689-3432 or yout1234@yahoo.com.



**PEARSON 30, 1976.** Wheel steering, roller furling, pressure hot/cold water, AM/FM/CD, Atomic 4, newer sails. Richmond liveaboard slip. P30s are extremely well built and you won't find an owner selling one very often. Steal at \$6,500. (916) 690-3359.

**ISLANDER 30 Mk II, 1972.** Clean, solid sailboat. Roller furling, self-tailing winches, lines led aft, dodger, custom swim platform. Lake Tahoe boat. \$18,000. Call Doyle (530) 542-9285 (wk) or (530) 544-1799 (hm).

**CATALINA 30, 1985.** Universal 3 cyc diesel, wheel steering, self-tailing winches, new starter, alternator, new upholstery, pressure H/C water, needs TLC. Priced for immediate sale. \$17,900. Call (415) 568-5508.

**COLUMBIA 30, 1972.** Mexico vet with lots of cruising gear. New sails, cushions, and roller furler installed. Windlass, solar, radar, 2 autopilots, 3 anchors, and more. \$15,000. Pictures available by email: imagine\_john2004@yahoo.com or call Richard (510) 434-1775.



**SIEDELMAN 29.9, 1980.** 18 hp Yanmar inboard diesel. Genoa, jib, mainsail, depthfinder. Clean, good condition. Located Redwood City. \$10,000/obo. (408) 993-8606.

**ISLANDER 30 Mk III, 1974.** Wheel steering, spinnaker, new seacocks, etc. Low hours on Palmer P-60, just serviced. Great boat in good condition. Great Sausalito berth possibly transferable. \$11,500. (415) 331-3612.

**CAL 9.2 PERFORMANCE CRUISER.** Ready to go, new rigging, keel bolts, full instrumentation, shore power, fresh batteries, multiple sails, spinnaker, hydraulic backstay, diesel, marine head, nice interior, 6-ft headroom. \$14,500. Also Wylie 34, needs some blister work, \$8,900. Call (415) 279-0609.

## 32 TO 35 FEET

**ERICSON 32 III, 1985.** Great lite cruiser and loaded. New bottom, Universal diesel, AP, dodger, extra sails, flaking, Ham/SSB, refrigeration, power windlass, ground tackle, monitor, radar, fireplace, dink, ob, documented, PHRF, new hatches, electric head, more. Asking \$45,000. (415) 673-4445.

**ANASTASIA 32.** Like Westsail. Cutter rig, double-ender. Beam: 11-ft. Launched 1985. Autohelm, newer sails, single Volvo 24 hp diesel, two 40 gal fuel tanks, four water tanks 170 gal total. Sleeps four, manual marine toilet, wash basin and shower, three-burner kerosene stove with oven, 8.0 C.F. refrigerator, VHF radio, depthfinder, directional finder, compass, Simpson manual anchor windlass, two anchors, 300' chain, Halon, four sails, seven winches, diesel cabin heater, dockside power, pedestal steering. Documented. \$34,000/obo. (925) 229-4881.



**TRADEWINDS 33 MOTORSAILER.** Built 1962 by American Marine (Grand Banks Trawlers) in Hong Kong. Solid teak hull, copper riveted onto Apitong frames. Teak cabin and interior trim, FG ply decks. Ford Lehman 60 hp FWC diesel. Cozy salon, roomy V-berth, galley, enclosed head, H/C pressure water, aft cockpit with full canvas enclosure, 110 and 12v, etc. A salty vessel with new exterior varnish. Clean in and out. Diver says hull and bottom are excellent. Located Sausalito, non-live-aboard berth. \$19,500. (415) 336-3367 or marinexch@aol.com.

**CAL 2-34, 1976.** Radar, GPS, depth, autopilot. Anderson self-tailers, furler, FG dodger. Westerbeke 30 hp, MaxProp, full sails, 4-person liferaft, 2 battery banks, wind generator, AC and DC panels, smart charger, radio/VHF/CD, propane stove/oven. Moored freshwater, turnkey. \$35,000/obo. Call (503) 693-0610.

**SAN JUAN 34, 1980.** Rare excellent American-made sloop racer/cruiser. New Yanmar 27 hp, h/c pressure water, chartplotter, radar, Autohelm 4000, ST60 tridata, wheel, dodger, propane stove. Profurl jib, new main, refinished interior, 7 sails, stereo, lazyjacks, all lines led aft. Fast, comfortable, no tender and no running backstays. PHRF 124. Great slip in Monterey Bay. Owner must sell. \$44,950/obo. (831) 722-4463 or (831) 596-4245 (cell).

**TARTAN 34-2, 1987.** Yanmar 3GM, ST winches, new since 2003: North main and jib, 12,000 BTU air conditioner/heater, complete entertainment system with two plasma screens, ST 60 wind, depth, and speed, ST 4000+ autopilot, RL70 radar, ST600R remote autopilot, all Harken deck equipment, rigid boom vang, new prop, stove, pressure water, hot water, 6 marine speakers, Fortress anchor, brand new North gennaker, Adler-Barbour refrigeration, and much more. This is the best Tartan 34-2 you can find, anywhere. Reduced: \$68,500/obo. (650) 867-2145.



**CAMPER NICHOLSON 32 Mk X, 1975.** Classic bluewater cruiser in excellent condition. Extensive inventory with many upgrades including new engine, transmission, rigging, canvas and more. Extremely seakindly and safe. Ready to cruise anywhere in the world. \$36,000. (503) 816-5393.

**LO-HI 35.** Built in Finland. Center cockpit, aft cabin sloop. 3 cyl Volvo 1993, large tanks, AC, refer, windlass, dodger, new bottom, hatches, thruhulls. Santa Cruz slip by Crow's Nest, one year. \$33,000. (831) 722-9908.

**WESTSAIL 32, 1977.** Salty bluewater cruiser. Deck and cabin in original Eric ketch design by William Atkin. Tanbark sails. Fully cruise equipped. 25 gpd watermaker, hot/cold pressure water. \$54,000. See website: <www.westsail.com/forsale/alma.htm> and Marina Bay Yacht Harbor, Richmond, CA. Call (510) 655-2112 or benwells0@yahoo.com.



**PEARSON 323, 1982.** Excellent condition. Radar, GPS, 3-burner stove and oven, dodger, refrigeration. Repowered 1997, very low hours on new Yanmar diesel. Ready for cruising. \$34,000. Call (510) 331-7899.

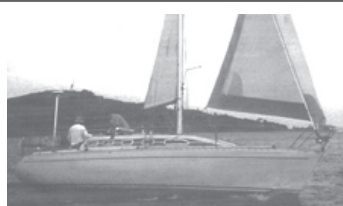
**CATALINA 34, 1989.** New interior and cockpit cushions 9/05, boat cover, furling jib, 2 mainsails, cockpit table. Needs new fridge compressor, speed, depth. Berthed at JKL. \$44,000. (925) 828-2534.

**THUNDERBIRD 32, 1965.** Excellent condition, prime location in San Diego, see more at <www.weburchin.com/ishtar> \$15,000. (619) 473-7648.



**LAPWORTH 32 SLOOP, SCOTCH MIST.** Famous ocean racing/cruising sloop built in Sausalito 1962 by Hank Easom. Strip-planked mahogany, edge glued, Everdur bronze-fastened, lead keel. 6'2" headroom throughout. Volvo 32 hp diesel, Max Prop, 9 sails including newer main and jib. Everything clean, tight and good working order. Will be sold as-is, where-is but you won't find a better built or equipped boat for this price. Great racing history. Mexico race/cruise vet. \$10,500. Further info and photos please call (415) 336-3367 or email: marinexch@aol.com.

**BEAUTIFUL 34-FT COLUMBIA Mk II** sloop. Baja veteran. 300 hours on Yanmar 3GM30V. PUR40E and PUR06 watermakers, 2 autopilots, Furuno radar, GPS, Loran, fridge/freezer. Profurl, shower, hot/cold water, sails. Dickinson diesel heater, fresh topside, etc. Roomy, fast, strong. \$29,000/obo. Duncan (415) 902-0771.



**CELESTIAL 32, 1990.** Fast, strong racer/cruiser in excellent condition. Teak interior with aft cabin. Yanmar diesel, folding prop. Roller furling with new jib. Full instruments, radar, GPS, autopilot, AM/FM/CD. Propane stove. \$36,500. Call Bob (415) 383-9557.

**MELGES 32 PROTOTYPE.** Exceptional opportunity to own a very high performance keelboat with first to finish potential. Fantastic race record. PHRF 27. Very good condition, trailer, 4 hp outboard, complete inventory. Race ready. Located Lake Tahoe. (530) 583-8700.

**CHALLENGER 35, 1974.** Many new items: Furling jib, new mainsail, dodger, traveler, propane stove, opening ports, epoxy bottom. Windlass, full electronics, autopilot, microwave, more. Original woodstove. Asking \$39,999. Located in Vallejo, CA. (707) 349-4247 or leiff@pacific.net.

**EXPRESS 34, 1987.** Fastest 34 on the Bay. Professionally faired hull and keel. New 3DL main, 5 jibs, 3 spinnakers. Super family cruiser/racer. See details and photos on: <www.Craigslist.com> then 'boats for sale' then 'Express 34'. \$65,000. (415) 640-0514.

**ENDEAVOUR 32.** Yanmar diesel, wheel, roller furling, stove, new batteries, rewired, port lights, newer standing rigging, head, holding tank, hard dink, outboard, good teak inside and out, hot/cold pressure water, sleep 6. (559) 284-4074 or email: erniet@t-m-law.com.



**CORONADO 32 CENTER COCKPIT.** Aft stateroom with sink and closet. Diesel, radar, wheel, autopilot, windlass, shower, GPS, dodger, H/C water, shower, new bottom, 6'4" headroom. Strong construction. Good condition. \$18,900, owner may finance. Call (310) 458-1229 or email: amvoayge@aol.com.

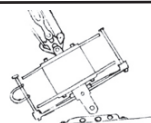
**CATALINA 34, 2000.** Excellent condition, 80 hours on a 30 hp Universal diesel engine, dodger, cockpit cushions, BBQ, stereo/CD, microwave, like new interior, windlass, fully equipped, new batteries and charger. \$107,000. (510) 468-9955 or clintonhac@aol.com.

**S2-35, 1987.** 35-ft center cockpit sloop, lightly used. 135 hours on 27 hp Volvo diesel. New jib on furler, autopilot, GPS, huge aft owner's stateroom. Excellent condition, carefully maintained, \$62,000. See website: <www.rsacivil.com/S2\_35sailboat.htm> (707) 252-6765 or email: aspen@rsacivil.com.



**CHEOY LEE, 1980.** Looking for a classic sloop? 35 well-maintained feet with gorgeous varnished spars. One of Bob Perry's best designs. San Diego. \$65,000. (619) 575-1315 or pmattson@san.rr.com.

**DREADNAUGHT 32 KETCH.** Perkins 4-107 diesel, cruise equipped, needs TLC. Will consider trade for a smaller boat or? (520) 366-5215 (cell) or (520) 266-0514 or email: vangorp@cableone.net.



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**35-FT J/105, NIRVANA.** Hull #342. Built in 2000. Excellent condition. Extensive sail inventory. Reduced \$117,500. Email Raja: J105Nirvana@yahoo.com.



**ISLANDER 34, 1969.** Plastic classic. With a 3/4 keel, roller furling jib and extremely thick fiberglass hull, this vessel is very seaworthy and can easily be singlehanded. Lots of new equipment. Universal 25, low hours. \$22,900. James (510) 849-3797.

**32-FT NEW ZEALAND RACER/CRUISER.** Fast and comfortable. Modern Farr-ish design has great lines to open transom. S/T winches, all lines led aft. B&G instruments, Furuno radar, Autohelm 4000. Power windlass. Roller furling, good sails include new Mylar 100 and 150. A/C kite. Volvo diesel. Engine-driven freezer, pressure water, cockpit shower, double sink, stove with oven. Roomy and comfortable interior. Full head with shower, holding tank. \$45,000. (970) 921-5278 or (714) 476-5044 (cell).



**ERICSON 35 Mk III, 1983.** We're the second owner of this boat and have kept her in excellent condition. "She's the best looking boat on the dock" say our dockmates and she has the best performing hull Ericson made. I can email spec sheet listing the many upgrades and photos. Radar, Universal diesel, heavy duty bow roller, SSB, Balmor 100 amp alternator, 3-burner propane stove. Teak interior, new upholstery, new head, graceful but sturdy hard dodger with new windows. You have to see her to know why we are so proud of her. It's time for us to move on to another adventure, so she needs an owner who will sail her and enjoy her like we did. \$63,000. (858) 229-7628 or lakjc2@earthlink.net.

**ROUGHWATER 33.** Thomas Gilmer design. Fiberglass. Traditional double-ender. Lots of teak. Back from two-year solo circumnavigation. Strong, reliable, fun. Sloop with removable inner forestay for storm jib. Furl-Ex roller furling on headstay. Four new sails. Fleming windvane, outstanding. Tiller Pilot (electronic) TP 30 by Sim-Rad. Simpson-Lawrence windlass. Solar panel. Watermaker. Furuno GPS. Professional epoxy barrier coat on bottom of hull. Reliable Yanmar 20 hp diesel. \$34,500. (650) 851-7795.

**CAL 2-35, 1980.** Excellent condition. 32 hp diesel, propane 3-burner stove with oven, two 42 gallon water tanks. Rigged for singlehanded. Great cruising boat. \$39,500. Call (650) 348-3644.

### **36 TO 39 FEET**

**SWAIN 37 STEEL CUTTER, 1996.** Beautiful, strong, excellent sea boat, lying Hawaii. Diesel, 310 hours. Double furling headsails, dodger, windvane, autopilot, wind generator, Raymarine C80 navigation system, radar, SSB, electric windlass. Great interior, refrigeration, propane stove. Awlgrip exterior 2003. \$89,000. Dan (808) 293-2251.

**CATALINA 36, 1987.** Universal diesel, new sails and standing rigging, self-tending roller furling headsail. Dodger and full cockpit bimini and enclosure. Loaded with every option including air conditioning. No blisters, like new, beautiful condition. \$73,500. (925) 228-2852.



**ISLANDER 36, 1978.** \$49,000. This Islander is in very good condition, has been freshwater boat most of its life. Much updating in last 3 years. Located in Newport Beach, CA. For information and pictures contact Craig Lugo: craig\_lugo@sbcglobal.net or call (949) 515-8896.

**FREYA 39, 1984.** Strong, seaworthy, cutter rigged offshore cruiser. Well equipped, ready to go, excellent condition. Custom factory extended deckhouse with private aft cabin, larger galley and tanks in bilge. Quality construction and gear. \$119,000. Annapolis, MD. (401) 714-4154 or email: twoforsail@yahoo.com.



**BLACK & McANDREWS 38, 1976.** Converted to cruising 1984. Two singlehanded circumnavigations by all five southern capes. Set up for singlehanded. Extensively proven in harsh conditions to be strong and fast. See <www.rockisland.com/~flit/> Lying Orcas Island, WA. \$49,500. (360) 376-7661.

**CATALINA 36 Mk II, 2001.** Lake Tahoe, rarely used. Like new, spotless condition. Dodger, spinnaker, 10 CD with cassette. 4 speakers, microwave, cockpit table, propane BBQ. \$115,000. (650) 400-6898 or email: dfoley400@aol.com.

**COLUMBIA 36 SLOOP.** Atomic 4, good condition, Moss Landing slip, TV, VCR, stereo, good sails. \$19,500. Call Darrel (831) 566-7493.

**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.



**NEW YORK 36 SLOOP, 1983.** Draft: 6'4", 10,000-lbs, HD polyester fiberglass construction, fin keel spade rudder, Volvo Penta 15 hp diesel. Good condition. Richmond Marina. \$32,000. Call for survey report. Call (925) 683-4539 or email: rodnefranks@usa.net.

**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: amvooyage@aol.com for photos and spec sheet.



**LANCER 36.** Excellent liveaboard, 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: <<http://www.geocities.com/jdgunther2000/>> Call Jay or Jess (510) 649-7987 or jessgunther@yahoo.com.

**DOWNEAST 38, 1976.** Epoxy bottom, Farymann diesel, full keel, needs TLC. Located Ventura, CA. \$34,500. (805) 676-1092 or (661) 245-2814.



**39-FT X-YACHT, 1989.** Thoroughbred racing yacht with many wins to its credit. Carbon hull, 4 spreader fractional rig, Ockam instruments, good sail inventory. Trade considered. \$34,900. Call (360) 366-0304 or (360) 354-3407 (eves).

**ISLANDER 36, 1975.** Just returned from Mexico. Wife says no more. Lots of cruising gear. Best offer in July over \$34,000. Located Stockton Sailing Club E-25. Email: jc.sprinkle@comcast.net for equipment list or call John (209) 479-1193 with questions.

**LANDFALL 39 PILOTHOUSE CUTTER,** 1981. Many upgrades after 7 year cruise. new Zspar mast, boom, standing, running rigging, roller furler, jib, cruising chute. Spectra watermaker, ICOM SSB Ham Pactor 11e, two autopilots. Lots more. Located Columbia River. \$87,500. (503) 728-0171.



**HUNTER 356, 2003.** Mint condition. If you see it, you'll buy it. Transferable extended warranty from bow through stern. Set up for offshore world cruising: EPIRB, GPS, radar, the works, including CD/DVD with flat screen TV and Bose surround sound. Furling main and jib, dodger, fore and aft bimini. Too many extras to list. \$137,500/obo. Marilyn (916) 961-1100 or jon@ponzrus.com.

**LAPWORTH 36.** Enjoy a real classic vessel. Located Acapulco. Excellent condition, lots of extras. Owner must sell, going to Switzerland for a long time. \$35,000USD/ offers considered. 011-52 (555) 536-1686 or email: Jppd@wtcmexico.com.mx.



**VALIANT ESPRIT 37, 1979.** Perry designed performance cruiser, custom cabinetry, upgrades: New canvas, Adler Barbour, injectors, starter, exhaust, hot water heater, artful dodger, 6-man liferaft, separate shower, Aquapro. Moored John Wayne Marina, Sequim, WA, Dock H-32. \$115,000. (360) 681-6471 or geoff.hollister@nike.com.

**PEARSON 385, 1985.** Start cruising in Paradise. Currently in Kona, Hawaii. Center cockpit sloop, custom modified for bluewater, professionally maintained. Clean, roomy, ready to go. Rarely seen on market. Only \$89,000. Call (808) 443-6380 or for details and photos: yachtwindrunner@yahoo.com.

**CARRERA 38 x 7.9 x 6.5 x 9,000-lbs.** Built by Svendsen, designed by Sodergren. Volvo sail drive, 2 new Quantum sails, winches, Awlgrip yellow topsides. Rare, fast, lovely. \$43,000. Call (510) 524-9166 (eves).

**FARALLONE CLIPPER 38** wooden classic. Sleeps 4, enclosed head, gas, recent hull work. Made for SF. Estate sale. \$12,000. (415) 302-7490.

**ISLANDER 36, 1980.** Never raced, set up for cruising. Includes 6-man liferaft, hard bottom Zodiac, 10 hp 4-cycle Honda engine. Many extras. Excellent condition. Must see. \$55,000. (510) 881-7743.

**CATALINA 38.** Blue-hulled beauty. Radar, Autohelm, GPS, Heart inverter, refrigeration, cruising spinny, big ST winches, lines aft, epoxy bottom 2002, new rigging 2004. Asking \$5,400. See at: <<http://www.homestead.com/catalina38>> Call (415) 331-0489.



**BRISTOL 38.8, 1983.** Aft cockpit. Modified fin keel with centerboard. Original owner. Professionally maintained. Clint Pearson builder. Ted Hood designer. Berthed Blaine, WA. Fully cruise equipped. \$129,000. For information and pictures call Dick Grier (707) 586-2994 or email: grierholm@att.net.

**HARTOG 36 STEEL SAILBOAT, 1992.** Full keel, heavily built, Perkins 4-108. Great cruiser, storage, 140 gal fuel, wheel, GPS. Beam 10'1". Disp: 16,000+. Needs rigging to boom. Selling: health. Berthed San Francisco. Photos/info at website: <[www.usedboats.com](http://www.usedboats.com)>, Ad #404648. \$20,000. peterpiper49@yahoo.com.



**BENETEAU 361, 2001.** Seacure. Bristol condition, all roller furling sails, Westerbeke diesel, 150 hours. Custom dodger with covers, electric windlass, Garmin GPS, Raytheon ST60 wind, speed, depth. Absolute beautiful interior, exterior. Many upgrades. Located Marina Bay, Richmond. Moving, must sell. Was \$126,000, now reduced to \$121,000. (602) 478-2175 or email: GeoTurner1@aol.com.

**MORGAN 382, 1979.** Fully loaded with new equipment and spares. Everything you need to cruise the Bay and far beyond. \$69,000. For specs, photos, and new equipment (too much to list), see <[www.stargazer.bz](http://www.stargazer.bz)> or call Nick (925) 687-3566.



**CATALINA 36, 1987.** Excellent condition. Brand new standing and running rigging. Bow roller / lifelines new 2003. New bottom Nov. 2004. Professionally maintained. Just completed total engine service. 3 batteries, 2 new. Radar, GPS, wind, speed, depth, VHF, Autohelm ST4000. Self-tacking jib, Harken roller furling. New main, rigid vang. \$67,500/obo. Call (925) 408-6927 or email: pettyd@bsci.com.

**39-FT STEEL CUTTER, 1986.** Serious cruiser, Folks 39, factory built. Total refit in 04/05, sandblasted, paint 2004. Yanmar 30GM 110amp Balmar alt. with smart Max-charger. New self-sufficient electrical system. Solar, Raytheon radar and Tri Data, SSB, fridge, watermaker, VHF. New plumbing and holding tank. Interior very clean and spacious, new varnish on all interior and exterior teak. Lots of storage, dry bilge. Ready to go. \$65,000. Pics and specs: <[www.geocities.com/stal\\_delfin](http://www.geocities.com/stal_delfin)> or call Robert (619) 886-3940.



**C&C 38 Mk III, 1986.** Beautiful, fast, fun racer/cruiser. 7'6" fin keel, spade rudder. Sleeps 7. Yanmar 3-cylinder, low hours, with folding prop, new dripless shaft seal. Triple spreader, Navtech rod rigging and backstay tensioner, Harken Mark III roller furling, B&G electronics, pressure hot and cold water, head and shower. Original teak interior in fine condition. Newer full-batten main with two reef points and 125 genoa. New low-stretch halyards. VHF with cockpit remote, stereo, TV/VCR. 3-stage battery charger. All spinnaker gear and two original spinnakers included, plus extra sails. All lines led aft, seven winches including three self-tailing. Located Alameda, CA. Second meticulous owner now owns a larger boat. \$87,900. (510) 466-6703.

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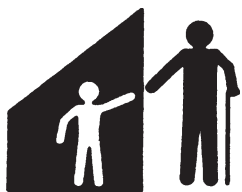
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**HUNTER LEGEND 35.5, 1989.** \$46,500/obo. Excellent condition. New paint in April. 2 boat owner needs to part with one. Located Marina Bay Yacht Harbor, D-169. For pictures and equipment list email: dougot@aol.com or call Doug (707) 765-9248.



**YORKTOWN 39, 1980** center cockpit. Factory commissioned, full size bed in aft cabin, V-berth forward. 2 TVs, DVD, VHS, CNG gas stove and oven, propane barbeque, microwave, refrigerator, freezer, ice maker. VHS radio, radar, 2 GPSs, depthfinder, new Autohelm 4/04, new mainsail 4/04, 50 hp diesel, dinghy with 5 hp outboard, 2 anchors, electric windlass, manual windlass, electric head, separate shower, new survey and bottom paint 12/04. This boat is set up for cruising and ready to go. \$55,000. Call Vic (209) 743-6275.

**ISLANDER 36, 1976.** Ready to sail. Professionally maintained. 3GM Yanmar, blue LPU hull. Force 10, roller furl, whisker pole. Hauled/painted March 2005. New: Water heater, Norcolder refer, deck paint, halyards, speedometer, water pump, transducer, curtains, window, charger, more. Pristine. \$45,000/obo. (707) 980-0161.

**BENETEAU 40.7, 2002. White Dove.** Don't let the name fool you. This is a serious race boat, a Big Boat winner and competitive PHRF/AMERICA/IRC racing boat. Commissioned at KKMI under management of Scott Easom, rigger and professional racer. Ockam instruments, upgraded carbon rudder with shaft fiddle bearings, template faired bottom and blades sanded to 600. Upgraded winches, rigging, traveler and hydraulic backstay. Carbon pole. North cruising Spectra sails, North 3DLs and Doyle D-4 Kevlar sails. 4 spinnakers, 3 mains, three 142 genoas, 2 blades, one 155 genoa. Tuff Luff headstay, separate headstay with Harken furler for cruising. Berthed at San Francisco Marina. Absolutely turnkey condition. \$179,000. Mike (650) 619-6936 or mikegarl@comcast.net.



**COLUMBIA 45 SHOAL KEEL KETCH, 1972.** Hull #3. Solid and clean motorsailer. Perkins 4-107 with 425 hours. 200 gal fuel, 200 gal water. Independent hydraulic inside steering station. Paneled wood interior throughout. Tiled shower, galley and heads. Great liveaboard or go anywhere. Additional photos and info at: <<http://www.msnusers.com/Columbia45Hull3>> \$65,000. Call (415) 420-4299 or email: eprincipe01@hotmail.com.

### 40 TO 50 FEET

**TASWELL 43, 1992.** Center cockpit cutter. Excellent condition. New dodger, Autohelm 7000, Furuno 24-mile radar. ICOM SSB, GPS, chartplotter. Balmar smart charger, inverter. Glacier Bay refrigeration, watermaker, davits, dual racors, liferaft, oversized electric windlass, cruising spinnaker. Sausalito. \$299,000. (650) 804-6218.



**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@StrykerRealEstate.com for additional photos and equipment list or call (340) 776-2697.

**48-FT FRERS/PALMER JOHNSON** aluminum ex-racer/cruiser project. Details and pictures can be viewed at <[www.metalboatsociety.com](http://www.metalboatsociety.com)> Click 'Search' and enter the word 'Frers' or call (360) 267-2210.



**CHEOY LEE 40 MIDSHIPMAN.** New Yanmar engine, new canvas in enclosed center cockpit, ketch rigged, fiberglass, new systems. New Force 10, aft stateroom with head/shower, forward stateroom with head/shower. \$95,000. Call Bob (510) 719-7153.

**TASWELL 43 RICKA, 1993.** \$349,000. Finest Taswell afloat. Every extra. Ricka recently completed cruising the Pacific. Completely refitted. New rigging, sails, etc. Ready to go today. The best of everything. Fast, safe, comfortable cruising. Must see: <[www.taswell43.com](http://www.taswell43.com)> Call (818) 216-8420.



**MARINER 48 KETCH, 1979.** Center cockpit bluewater sailer. George Stadell design with spacious traditional teak interior, dual heads, 2 large staterooms. In good repair with new fuel tanks, many extras and ready for ocean passage. Located in Alameda, CA. \$129,000. (925) 787-2497.

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**HALLBERG RASSY 46, 1999.** Wonderful Frers-designed bluewater cruiser. Ready to go cruising. Well maintained by 2nd owner. Seattle. \$499,000. Call Scott (831) 332-1555.



**COLUMBIA 40.** Cruise equipped, 7 sails, GPS, 2 VHF's, Loran, offshore liferaft, 2 anchors, drogue para anchor, fridge, ice box, gimbed 3-burner/oven. Sleeps 6, much more. A lot of yacht for \$35,000. (530) 384-1570 or LPerce5@aol.com.

**CUSTOM BREWER 46 KETCH, 1972.** Teak hull, center cockpit. Major upgrades in last five years including new 76 hp diesel. Large equipment inventory. \$125,000. Located in San Diego. See details at: <www.custombrewerketch.us>



**CASCADE 42, 1968** center cockpit sloop. Westerbeke W40. Just returned from second Mexico trip. All set for extended cruising. See photos and equipment list at: <http://home.teleport.com/~doug/> Asking \$48,000. Located Portland. (503) 297-5749.

**SPINDRIFT 43 PILOTHOUSE CUTTER, 1984.** Sail away tomorrow. Two watermakers, one 18 gpm. 4 solar panels, wind generator, dodger, davits, new stove/oven, more. Ford Lehman 80 hp. Current owner 15 years. Continuous upgrades. Excellent condition. \$129,000/offers. Dave (509) 722-3878.



**SLOCUM 43, 1984.** Bluewater cruiser. \$145,000. Perkins 4-108 diesel, radar, GPS, VHF, ICOM 710, autopilot, solar panels, inverter, windvane, Windbugger, diesel heater, watermaker. Berthed at Brick Yard Cove, Pt. Richmond. (708) 343-6641 or email: clark@ensolv.com for photos and equipment list.

**TASWELL 43, 1993 CCC.** One-owner boat fully equipped in excellent condition. New dodger/bimini, Autohelm 7000, Furuno 24-mile radar. Balmar (ACP750) 275amp alternator, 40 gph watermaker, Glacier Bay freezer/refrigerator/AC. Info/details/pics: bob@sailboatcruiser.com or <www.boats.com/listing/gallery.jsp?entityid=101670571> Avoid CA tax, boat lying Puerto Vallarta. \$295,000.



**CUSTOM STEEL CUTTER.** 50'6" x 11'6" x 6'4". 64 hp Ford diesel, propane stove, diesel heat, hot and cold pressure water. Separate head, shower. Insulated hull, new construction, needs ceiling and rig. Documented. \$60,000. Coos Bay, OR. (541) 888-0930.

**BENETEAU 42, 2004, MODEL 423.** Must sell, make an offer. Bought new in 04/04 and pristine. All Raymarine, autopilot ST6001, radar plotter, tri-data, and wind. Flat screen TV, DVD player. Micro, refer/freezer, 2 heads. Doug (650) 906-7293.

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**STEVENS 40 CUSTOM CUTTER.** Center cockpit, 2 staterooms, 2 heads, separate shower. Bluewater cruiser, never chartered, new leather upholstery. New mainsail. Professionally maintained, custom mattress, modern electronics, stereo with MP3. Non-smoking vessel. \$128,000. <www.bushwacker.net/ss40> Call (408) 529-3831.

**TASWELL 43, 1992.** Center cockpit cutter. Excellent condition. New dodger, Autohelm 7000, Furuno 24-mile radar. ICOM SSB, GPS, chartplotter. Balmar smart charger, inverter. Glacier Bay refrigeration, watermaker, davits, dual racors, liferaft, oversized electric windlass, cruising spinnaker. Sausalito. \$299,000. (650) 804-6218.

**J/41, 1985.** Bulletproof late IOR classic. Race ready condition. Four headsails/spinnakers, feathering prop, Volvo diesel, alcohol stove/oven. Teak interior with pipe berths. New Ullman main, racing bottom. Huge value at \$42,000 or see ad under 'Partnerships'. (805) 886-7881 or carolyn@parksrealtygroup.com.

**MORGAN OUT ISLANDER 416, 1982.** 2nd owner, tall ketch rig, walk-through to rear cabin. Center cockpit, Perkins diesel, Westerbeke genset. Two jibs, freezer. Clean survey in 2003. All records. San Leandro Marina. \$89,900. Dale (510) 517-9572.



**43-FT CUSTOM STEEL PILOTHOUSE** ketch, 1988. Whitholtz design, new sails, just hauled: New bottom paint, hull LP, topsides and non-skid. Great lines, seakindly. Like new Perkins, keel-cooled, new tanks: 250 fuel, 140 water. Needs finishing. \$39,950. (805) 701-9076.

**47-FT KETCH IN SF.** Ferrocement hull in excellent condition. Great sails. Live-aboard potential. Must sell. No reasonable offer refused. Vince (415) 290-0999.



**BALTIC 42 DP, 1981.** Racing/cruising sloop. Equipment inventory and sailing gear were upgraded for the 2002 Pacific Cup, including new standing and running rigging, major engine overhaul, new sails. This pedigree Baltic is perfect for the serious racer or family cruiser. Spacious teak interior throughout with teak and holly sole. Recently surveyed. Foreclosure sale. Price has just been reduced: \$114,000. Call (831) 684-0802 or (831) 234-6788.

**SPENCER 42, 1966.** Fully equipped ocean cruiser, just returned from Mexico. Fiberglass hull, Yanmar 44 hp, 210 gal diesel, 110 gal water. ICOM SSB and VHF, Pactor III, Furuno radar and GPS, Spectra watermaker, CPT autopilot, Aries windvane, EPIRB. Force 10 stove and BBQ, fridge. Ideal windlass, 5 anchors, 3/8" chain, 3 solar panels, inverter, 7 sails, dodger, full awnings, 2 dinghies, 25 hp ob. Located San Rafael. \$75,000. (530) 470-0450.

**1989 X-119 (40-FT) BY X-YACHTS** of Denmark. High-quality racer/cruiser. Beautiful teak interior with enclosed head and three double staterooms. Specifications and photos: <www.regattasail.com> Asking \$119,900. Bring all offers. (206) 601-3867.



**HUDSON SEAWOLF 44, 1979.** Cutter rig, full keel, center cockpit ketch. Fiberglass deck, recent new aluminum masts, standing and running rigging, hydraulic windlass, bow pulpit, roller furling. Dodger, windvane, refrigerator, freezer, TV, stereo, DVD, instant hot water, inverter, radar, SSB, aft stateroom, solar powered, and more. Bluewater cruiser/veteran. Elegant and solid, classic Garden design. \$115,000. Scott (760) 504-5781 or Colette (760) 504-5782.

**LAFITTE 44, 1980, \$99,000.** 62 hp Lehman Marine with less than 2,000 hours. Beautiful interior. Newly refinished teak decks. Full walk-under cover. Sleeps 8. Two heads, one electric. JVC CD/AM/FM stereo with Bose speakers. Lifesling. Main, roller furled jib, staysail, spinnaker. Hailer. Portable generator. Propane stove. AC/DC standup refrigerator/freezer. Handheld GPS. Autohelm 6000. Monthly underwater maintenance. Kenwood SSB. ICOM VHF handheld and mounted. Safety alarm system. TV, microwave. BBQ grill. Lots of extras. (808) 375-2348 or griggsj001@hawaii.rr.com.



**STEEL ADAMS 40, 1985.** Cruise ready. Located San Diego. \$99,500/obo. (619) 297-3209.

**MORGAN 462, 1981.** Rare West Coast opportunity. Spacious, bulletproof, blue-water, center cockpit ketch. Not an Out Island. 62 hp Perkins, genset, huge master cabin, bathtub, plentiful storage, new bottom and running rigging, genny, 8 knot hull speed. Perfect Bay cruiser/liveaboard or upgrade her for an ocean passage. 9/04 survey states "excellent condition" and values at \$120k. A steal at \$112,000. Dinghy and outboard negotiable. Perfect Ha-Ha and beyond boat. Lying in Vallejo. A very special boat. (707) 227-2570 or steve@wayfinders.biz.

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**SEARUNNER 34 TRIMARAN.** Pro built, foam core, cutter rigged. Seven sails, new Yanmar 2GM diesel, less than 26 hours. Radar, 2 GPSs, inflatable dinghy and 5 hp Nissan outboard. VHF receiver, The Captain nav program, many spares. Nicest 34 around, strongly built, very well maintained, ready to go now. Located Pensacola. \$43,000. Email: chuckphelan@cox.net.

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**1963 39-FT CLASSIC CHRIS CRAFT** Constellation tri-cabin. Currently located in Sausalito and being used as a roomy liveaboard. Recently hauled out, bottom and topsides painted. Refastened teak deck. New canvas, vinyl, mattresses recovered, new curtains, varnish, paint. Rewired low voltage. 2 heads, nice shower, large aft cabin with large twin beds, built-in dresser. Great V-berth bed. Lots of closet space. Galley has large refrigerator/freezer and propane stove/oven (needs to be installed). Interior is all honey-colored mahogany wood. Twin gas engines in good running condition. 5kw Kohler generator. This boat is all wired for DSL and Dish TV. Berthed at the best Marina in Sausalito, great bathrooms on dock. Great boat for recreation or great liveaboard or commuter pad. \$65,000. (415) 420-1076.



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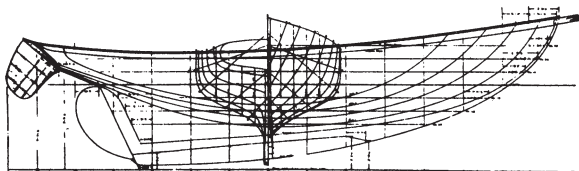
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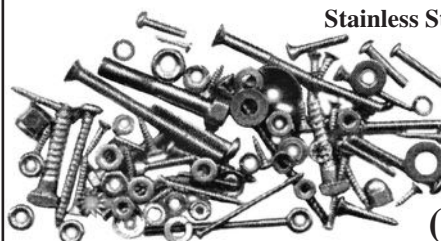
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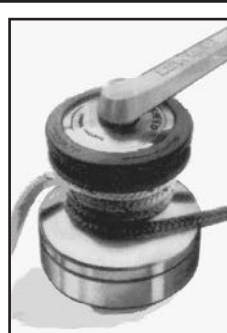
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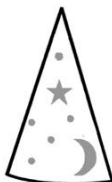
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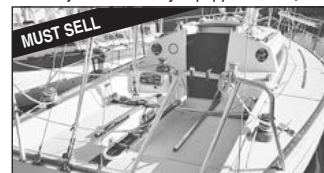
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376 HUNTER SLOOP Very little use!  
Two nice cabins! Very clean.  
Also a Catalina 30



50' KETTENBURG As original cond.!!  
Beautifully maintained. Must see!  
\$99,000. Also a 50' Caulkins sloop.



45' & 41' MORGANS  
Both are well equipped with  
good cruising gear.



36' UNION POLARIS  
Also a Tayana 37 and  
33' & 38' Hans Christians.



39' CAL CORINTHIAN  
Cruise equipped, ready for fun.  
Plus 37" Yamaha



31' PACIFIC SEACRAFT  
Mariah model, finely built and  
priced to sell.



TWO PASSAGE MODELS  
Currently a 93' and a 95' -  
both well equipped.



51' BALTIC SLOOP  
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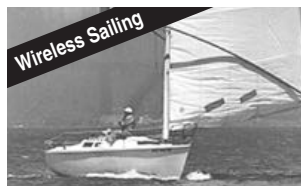
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FREEDOM 32

Freedom 32, '84, very good condition ..... \$48,000

Nautaline 32, '67, liveaboard houseboat ..... \$9,995

Wyliecat 30, '97, Bristol, inboard & fast .... \$120,000

West Wight Potter 19, '01, dodger, O/B .... \$11,000

Texas Tornado 16, '73, fast dinghy ..... \$600

Boston Whaler 13, '97, 40 hp ..... \$6,500

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**NEW LISTING**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**J/42, 2000** Shows practically new inside & out. Deep draft version preferred on Bay. Well equipped w/ carbon fiber mast & Quantum Spectra sails, nice elect., Espar dsl heating. Bright, airy inter. w/ varnished cherry complimented by teal green Ultrasuede leather, more. Lying in great Sausalito YH slip! **\$289,000**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**43' HANS CHRISTIAN, 1987**

Rare Hans Christian 43 Traditional cutter with a custom Mark II interior with the Pullman berth and two heads. In very nice shape, she underwent a \$60,000 refit in 1998 for an extended cruise that was never taken. **\$219,000**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**48' C&C, 1973** One of two built, this vessel was extensively refit at the factory in '96, incl. full new interior. In better shape now than when new. Upgraded, updated or rebuilt from stem to stern: new 80 hp Perkins diesel has less than 200 hours, complete top-of-the-line electronics. **\$199,000**



**42' BENETEAU FIRST 42s7, 1999** The last 42s7 launched, she embodies all the improvements Beneteau made in building her 150+ sisterships! Two cabin owner's version. An unusual combination of short rig and deep keel makes her perfect for conditions here. **\$195,000**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**38' SABRE MkII, 1990**

This East Coast gem is nice both above and below, is well equipped and the only Sabre 38 available on West Coast at present, very competitively priced and lying in a transferable Sausalito Yacht Harbor slip. **\$159,000**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**40' SPARKMAN & STEPHENS, 1953**

Designed by legendary Olin Stephens, built of the finest materials by one of Europe's premier yards. Her current caretaker has lavished untold time and money on her; and she shows bristol. **\$125,000**

**NEW LISTING**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**33' HANS CHRISTIAN HANSA CUTTER, 1983** Very capable offshore boat w/ full keel, high ballast-to-weight ratio, deep cockpit & oversized rudder placed far aft; safe/see kindly under power/sail. Lovely solid teak inter. built to H.C.'s exacting standards. More than \$50k spent on her past several years. **\$124,000**



**REDUCED**

See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**40' VALIANT CUTTER, 1975**

Equipped for cruising and in nice shape overall. Recent Quantum genoa ('04) on ProFurl roller furler ('94), substantial dodger ('03), engine and transmission rebuilt ('96), etc. Most importantly: NO BLISTERS! **\$114,000**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**37' RAFIKI, 1976**

Bluewater capable. This particular example shows very nicely, much, MUCH newer than her actual age: she was Awlgripped in 1999, but it looks like she was just splashed yesterday! **\$74,900**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**30' SUNDOWNER** Tugboat-style trawler, 1986. All the charm of a Nordic tug at half the price! She's in VERY nice shape, and, with a low-time 100 hp Yanmar diesel engine (upgrade from the standard 70 hp Pathfinder) and pilothouse, will make a fine weekend or local cruiser. Transferable Sausalito YH slip. **\$74,000**



**NEW LISTING**

See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**ISLANDER 36** VERY clean overall with oiled teak interior showing almost as new. \$20,000 spent over the past year: new dodger, North sails, full battens mainsail with Dutchman. 1.35% North jib on RF standing & running rigging, head, Garmin chartplotter, brightwork renewed, hull compounded & waxed, etc. **\$64,500**



**NEW LISTING**

See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**31' HUNTER, 310, 2000** Versatile All around Bay racer/cruiser with large comfortable cockpit and light airy interior with 6'4" headroom. These 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**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**TWO HUNTER 310s, both 1999.** The 310 is a member of Hunter's newest generation: cockpit arches are standard, the cockpit well is virtually circular, the rig is fractional, the hull is rounded with lots of freeboard and beam, and windows proliferate in astounding profusion. **Both \$57,500**



**REDUCED**

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**34' CATALINA, 1987** The Catalina 34, launched in 1986 and still being built, is one of Catalina's most popular boats. She offers the space of a typical 36 footer at a very affordable price. This particular example is very clean and sports the deep keel as well as a keel-stepped mast, RF and dodger, more. **\$54,500**



**NEW LISTING**

See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**28' ISLANDER, 1976** Robert Perry-designed racer/cruiser with low-time diesel engine (revired from control panel to engine, battery charger replaced) and recent ProFurl roller furler and very lightly used North Sails 100 jib, also renewed running and standing rigging. Lying transferable Sausalito YH slip. **\$10,500**

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**CATALINAS** — 42', 3 Stateroom, 1989, loaded.  
34', 1987, \$56,500 (pictured)  
30's, one w/Monitor & SSB, 2 from \$29,900  
27', 1982 \$9,500

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**37' VALIANT ESPRIT SLOOP, '81** Bob Perry design. Sea worthy. Monitor windvane, radar, AP & more. ~~\$81,900~~ Drastically reduced to **\$45,000**



**41' NEWPORT, 1979**, a strong and beautifully designed performance cruiser designed by C&C. **\$60,000**. Also: 33' Newport, '84...\$36,500



**30' PEARSON 303, 1985**  
Little use, Sausalito slip.  
**\$34,000**



**43T HANS CHRISTIAN, 1989/90**  
Choice to a #10. 475 hours on Yanmar turbo. Impressive yacht. **\$221,500**



**41' MORGAN OI, 1979**. Second owner, ketch rig, Webasto diesel heater. Nice Sausalito slip. Seller moving. **\$70,000**

SAIL					
66' LOD Kt.....	'78	399,000	36' Islander.....	'76	50,000
57' Alden yawl.....	'31	244,000	36' Columbia.....	'69	25,000
52' Hartog schooner...	'99	195,000	36' Custom schooner..	'72	47,000
51' Baltic.....	'80	249,000	36' Steadfast.....	Inquire	50'
51' Jeanneau.....	'94	190,000	35.5 Hunter.....	'94	72,000
50' Gulfstar, Mex.....	'77	89,000	34' Catalina.....	'87	56,500
49' Gus March Cust.....	'91	195,000	34' Islander.....	'75/'85	31,500
48' Hughes Yawl.....	'72	Offers	34' Hunter.....	'85	41,000
48' C&C.....	'73	199,000	33' Newport.....	'84	36,500
47' Vagabond.....	'80	150,000	32' Pearson Vanguard	'63	24,000
43' Slocum.....	'84	149,500	31' Hunter.....	'98	58,000
42' Custom schooner	'72	39,000	30' C&C MkI.....	'83	21,500
42' S&S.....	'70	57,500	30' Catalina.....	2 from	29,900
42' S-7 Beneteau.....	'99	195,000	30' Isl. Bahama....	4 from	20,000
42' Bavaria.....	'05	235,000	30' S-2 CC.....	'78	28,000
41' Newport.....	'79	60,000	30' Pacific.....	'71	15,000
41' Morgan OI.....	'79	70,000	30' Catalina.....	'83	29,900
41' CT ketch.....	'71	45,000	30' Pearson 303.....	'85	34,000
40' Brewer PH.....	'88	129,000	30' Nonsuch.....	'82	57,500
40' Cheoy Lee MS.....	'75	89,000	30' Baba.....	'79	60,000
40' Newporter.....	'62	25,000	30' Pearson.....	'85	34,000
38' Crowther.....	'73	36,900	29' Van der Stadt.....	'69	16,000
38' Ericson.....	'81	45,000	28' Islander.....	'78	19,000
38' Ingrid.....	'74/'84	95,000	28' Isl. Bahama....	'82	19,000
37' Colin Archer.....	'51	58,000	28' Herreschoff Sloop	.....	10,900
37' Irwin CC.....	'80	40,000	27' Catalina.....	'82	9,500
37' Valiant.....	'81	75,000	POWER		
37' Hunter.....	'84	37,500	86' Pacific Tender.....	'45	325,000
36' Islander.....	'78	49,900	65' Pacemaker cert.....	'72	499,000
36' Islander.....	'77	49,950	62' Elco Classic MY.....	'26	450,000
58' Hatteras.....	'73	379,000	57' Chris Craft.....	2 from	179,000
53' Grand Banks Alaskan	.....	225,000	50' Stephens.....	'65	149,000
49' Kha Shing.....	'84	179,000	45' Fellows & Stewart	'26	65,000
42' Chris Craft.....	'68	99,000	42' Grand Banks.....	'67	89,900
42' Post S.F.....	'81	97,000	42' Uniflite MY.....	'84	169,000
40' Pacemaker.....	'76	149,000	38' Mediterranean.....	'98	199,900
38' Stephens.....	'48	36,000	38' Californian.....	'76	69,000
38' Hatteras MY.....	'69	59,500	38' Bayliner.....	'87	106,000
34' Tollycraft.....	'79/'80	59,500	34' Tollycraft.....	'73	35,000
34' Tollycraft.....	'73	35,000	34' Bayliner Avant.....	'87	38,500
34' Uniflite.....	'77	Offers	34' CHB.....	'79	48,000
32' Bayliner, diesel.....	'89	79,900	30' Sea Ray 305 DB.....	'88	59,900
30' Sea Ray Sedan.....	'79	20,000	26' Star Fire.....	'86	25,000
29' Silverton.....	'85	26,000	26' Lobster Boat.....	'86	35,000
27' Sea Ray.....	'83	14,000	24' Bayliner.....	'98	24,000
26' Star Fire.....	'86	25,000	24' Regal 242, trailer..	'98	37,000



**JEANNEAU 51, 1994**  
Fast, safe, dependable cruiser. **\$190,000**



**BABAs — 35', 1979, \$77,500**  
30', 1979, \$60,000 (pictured) new sails & motor. Both in Sausalito.



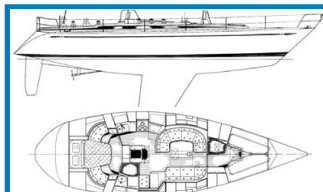
**40' BREWER PILOTHOUSE CUTTER, 1988**  
Ted Brewer design, large open salon area with galley. Cruise equipped pullman berth plus V-berth. **\$129,500**



**HUNTER 35.5, 1994** (pictured)  
Real close to a 10. **\$72,000**  
Also: 37', '84...\$37,500; 34', '85...\$41,000  
31', '98...\$58,000



**VAGABOND 47, 1980**  
3 cabins. Original owner 25 years, want to go to power (Itrades). **\$150,000**



**SWAN 43, 1986** Only one on the west coast. Ron Holland design, deep draft. Asking **\$235,000**



**UNIFLITES — 42' MY, 1984, (pictured)**  
Nice, \$169,000 and 34', 1977, Offers.  
Both with slips in Sausalito.



**MOTOR YACHTS: HATTERAS 58, '73, \$360,000 (pictured); 54' TROJAN, '76, \$349,000; 53' GRAND BANKS, '77, 225,000; 48' MY, 1981, cockpit, \$248,000; 42' UNIFLITE, '84; 38' MY, '69, \$59,500.**



**80' LOA 66 LOD KT**  
Thornycroft, England. Berth Sausalito. **\$349,000**  
Also: 57' COCK ROBIN ALDEN 31...\$249,000



**SLOCUM 43, 1984**  
Turnkey cruiser. Best priced one on the market. **\$149,500**



**HYLAS 47, 1986**  
Ultimate bluewater performance cruiser. Hard to find. Newer Perkins 85 hp and dodger. **\$229,000**



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**35' MARINER KETCH** by Wm. Garden, N.A. '66 Far East Yachts launch. Major refit just completed. Copper-riveted, dsl, wheel, etc. Well-built lovely traditional bluewater cruiser in beautiful shape. **\$29,000 Ask**



**41' ISLANDER FREEPORT.** Ctr cockpit ketch. Aft stateroom. Less than 100 hrs on new 100 hp Yanmar dsl. Radar, GPS/chart & more! Big & comfy & looks great! **\$74,950 Ask**



**33' RANGER SLOOP.** A great Gary Mull, NA design. All glass, diesel, enclosed marine head, full lifelines/pulpits, 4 bags sails incl. 2 genoa's & more. These are WONDERFUL boats. **\$28,500 Ask**



**34' DUFOUR SLOOP.** Dsl, spinnaker, full lifelines & pulpits, wheel steering, teak & holly interior, sleeps 6, enclosed head, galley, dinghy, stereo/TV/VCR, more. Great sailer, nice shape. **\$34,000**



**33' LAGUNA 10 METER F/B Sport Fish** by American Marine. Twin dsl, radar, gen set, loaded, well appointed & in beautiful condition! **\$44,950**



**42' ED MONK CLASSIC CRUISER.** Launched by Washington's famed Tacoma Shipyard in 1942. Low hours diesel. Full boat cover. Just cruised Alaska to S.F. Oil heat, radar, etc. Great condition & charm. **\$59,900**



**52' HACKER CLASSIC COMMUTER, 1931.** Beautiful art deco interior, 2 great staterooms, big salon, twin 700 ci Scripps mains & much more. **Try \$65,000/offer**



**28' SEA RAY SUNDANCER.** New (10 hrs rep) V-tec twin 330 hp V8s. Full canvas, trailer, shower, galley, GPS/plot, autopilot and more. Very clean. Much new. **Asking \$35,000**



**28' ERICSON SLOOP, 1985.** Diesel, wheel, inflatable dinghy with outboard, self-tail winches, great Bruce King design, new Force 10 stove, +++. **Asking \$18,000**

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56' HERRESHOFF MARCO POLO Schooner by Legendary Yachts. Shows as Perfect. Absolutely breathtaking! Ask 600,000

50' ALDEN MALABAR IV Schooner. Needs restoration. Dsl. She'll be a beauty when done. Illness forces sale. Asking 5,950/offers

48' CAMPER NICHOLSON PILOT CUTTER by Laurent Giles, diesel, fascinating history. Real estate acreage trades OK... 47,000

47' VAGABOND ketch. Center cockpit, aft cabin. Glass, dsl, big comfy cruiser w/great potential & priced very low... 86,000

41' BLOCK ISLAND CUTTER. Dsl, big, heavy cruiser. Beautiful & comfortable interior. Fireplace. Classic needing some restoration... Ask 24,950

40' NEWPORTER ketch. Perkins 4-108 diesel. Big, lots of potential Ask 27,500

37' SEARUNNER TRI. Dsl/elect. drive. Nice & fast... Asking 38,000

32' ENGLISH-BUILT NANTUCKET yawl by Offshore Yachts, Ltd. Diesel, wheel and more! Saily cruiser... Asking 18,950

32' COLUMBIA SABRE. Race/cruise, 5 bags including spinnaker, Honda 4 stroke, good condition... Asking 5,000

32' ALDEN MALABAR JR., w/full plans. Good condition. I/B engine, mahogany on oak w/bronze. Classic Beauty. Ask 17,500

30' PEARSON sloop, Atomic 4 I/B, GPS, Autohelm, spinn, nice, clean... 10,500

29' ERICSON. I/B, lots new... 12,500

28.5' PEARSON TRITON. F/G, dsl. Near total refit of Alberg's legendary Pocket World Beater. If you can find a better small cruiser anywhere near this price... BUY HER!... Ask 16,000

28' SAMURAI SLOOP. Just refitted & overhauled. Diesel, mahog/oak/bronze, full cover & more... Asking 9,999

27' BRISTOL F/G, just overhauled, new Honda O/B. Sails like the wind! Ask 9,950

24' SEAFARER slip, Rhodes/MacCorty, O/B, main, jib, genoa, all glass... Ask 3,500

22' CATALINA 22 Sloop, O/B... Ask 2,200

22' CHRYSLER Sloop... Try 1,800

**POWER**  
63' FERRY conversion, 671 diesel, 19.5' beam, excellent condition. Ask 28,000

52' HACKER Classic Commuter Yacht, 1937. Unique vessel. Bankrupt sale. Offers encouraged... Try 65,000

45' STEPHENS classic 1929 Asking 90,000

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36' USCG PATROL CRAFT 671 diesel. Loaded and in beautiful shape. All wood, radar, etc... Asking 30,000

36' EGG HARBOR F/B SPORTS SEDAN Twin 350s. Vastly upgraded 1960 classic, much comfort... Asking 39,950

35' BERTRAM F/B, S/F. Twin dsl. Outstanding condition. All glass... Ask 99,500

34' CHRIS CRAFT COMMANDER, '63. Twin gas, great boat... 26,500

34' CHB TRAWLER. Fiberglass, big flybridge, 2 private staterooms w/heads, shower, full galley, big salon, diesel, genset, radar, dink & more... Ask \$59,850

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33' CHRIS CRAFT SPORT FISHER, fiberglass, flybridge, twin V8s, radar, VHF, dual helms, aft enclosure, shower, galley, autopilot & more!... Asking 35,950

32' CARVER. Flybridge, glass, twins, shower & more!... Asking 28,000

32' CRUISERS INC. F/G, full canvas, fully equipped and ready for fun 29,950

31' TOLLYCRAFT EXPRESS. Twin V8s, shower & much recent upgrading. Ask 21,000

30' MONTEREY TRAWLER. Loaded and very nice! S.F. berth... Ask 27,950

29' TOLLYCRAFT EXPRESS cruiser. Twins, good boat, runs well, great potential... 3,250

28' CHRIS CRAFT Cavalier. Nice... 12,000

28' MAXUM 2700 SCR EXPRESS CRUISER. Under 100 hrs, 350 V8, full canvas, shower, fast & super clean Ask 37,500

26' BAYLINER 2352 TROPHY, '00, trailer, o/d, only 10 hours on clock! 38,500

26' CAULKINS' BARTENDER, \$10k new engine reported, just hauled... 16,900

25' BAYLINER CIERRA, '88, very nice. Full Delta canvas... Asking 39,500

22' CHRIS CRAFT CAVALIER cuddy, inboard, beautifully restored... 12,500

22' BAYLINER. Cuddy cabin w/trlr... 4,995

**OTHER**  
60' STEEL BARGE, 20-ton A frame, spuds, deck house, more... Offers/55,000

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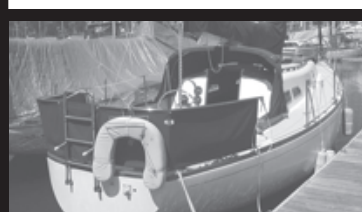
**36' UNIFLITE AFT CABIN FLYBRIDGE CRUISER.** Twin Chrysler 440s, 2 enclosed heads, showers, full galley, radar, GPS/chart, twin helms, documented & more. A GOOD ONE! **Ask \$59,950**



**65' CLASSIC, '31 WHEELER M.Y. 16' beam.** Over \$40K hull refurbishment in October '04, and she is ready for you to finish restoration. Wheel House, diesels, three heads, huge salon, more. **Asking \$75,000**



**34' ANGELMAN SEA SPIRIT KETCH.** Copper riveted, mahogany, diesel, shower, full galley including fridge, cabin heat, inflatable and more. A BEAUTIFUL BOAT. **Asking \$30,000**



**30' ERICSON SLOOP**  
Inboard, dodger, roller furling, new sails in 2003. New canvas. Nice boat. **\$15,500/offer**

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- **NEW! Sacramento 160,000 sq. ft., state-of-the-art, drive-in/drive-out indoor boat/RV storage facility.**
- **\*Half price on July haulouts on all full service bottom/repair jobs!**
- **New Hunter 26, delivered, upgraded and commissioned by Nelson's Marine. Added epoxy barrier coat, bottom paint, instrument package, electric start outboard with binnacle mounted shift, tilt and trim. Canvas package installation. Hunter trailers offer full yacht features at affordable, family friendly prices. See ad on page 47 for more information.**

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