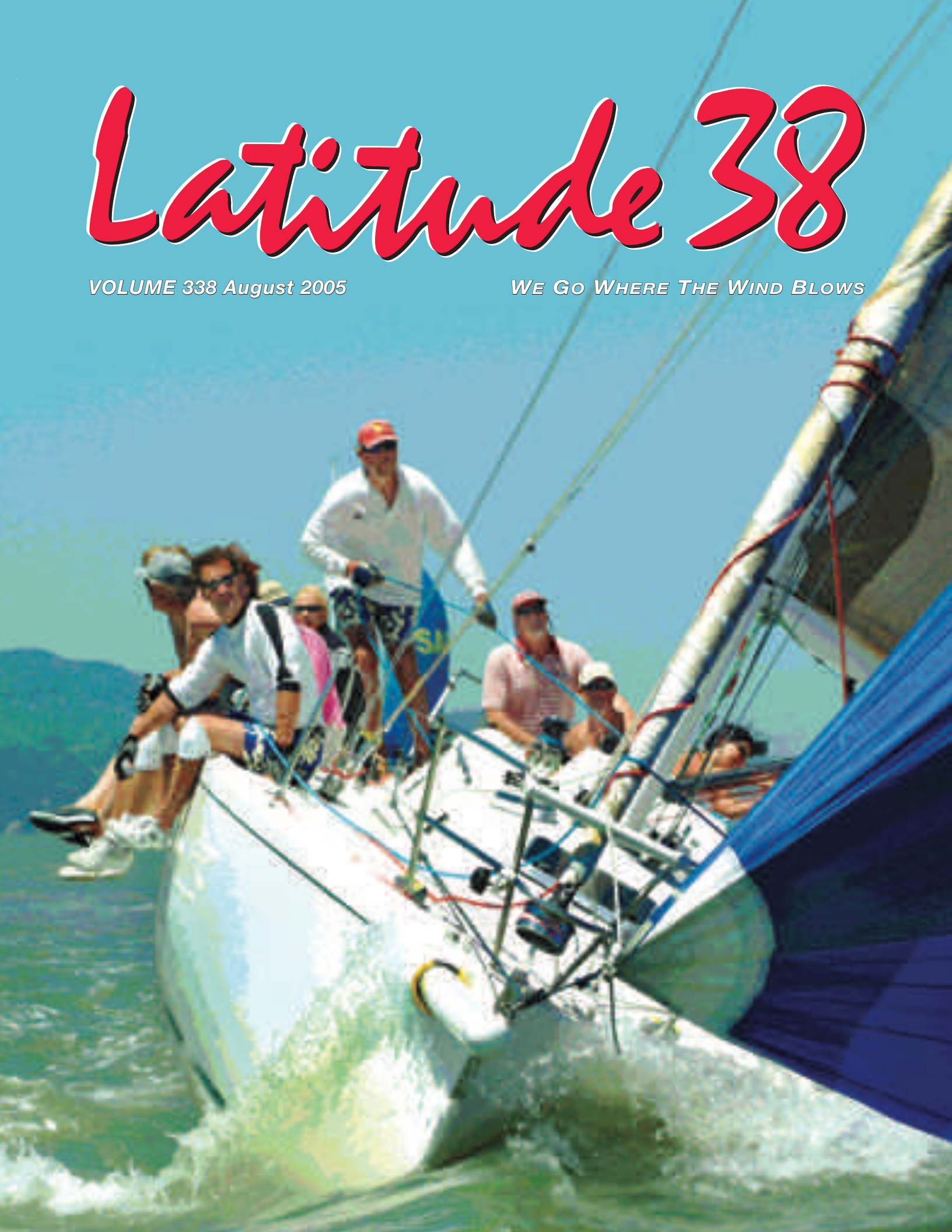


Latitude 38

VOLUME 338 August 2005

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*Cascade**

Stockton Sailing Club's annual "South Tower Race" is more than noteworthy. Its course starts in front of the Club where the San Joaquin River is only yards wide, then leads you downstream to Suisun Bay, San Pablo Bay and to rounding the Crissy Field Buoy on San Francisco Bay, just inside the South Tower of the Golden Gate Bridge. That's the upwind part, all 70 miles worth. And then it's downwind the whole way back up the river to Stockton.

Windward-leewards are the favored choice for many of today's race courses. So how about 158 tacks and 140 jibes? That pretty much sums up the 26+ hours for Steve Rienhart and his crew on *Cascade*, the Pineapple Powered Antrim 27 that won first overall in this year's event.

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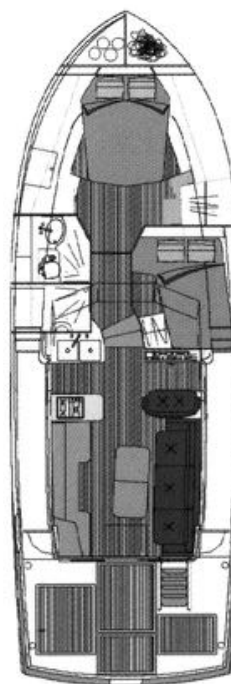


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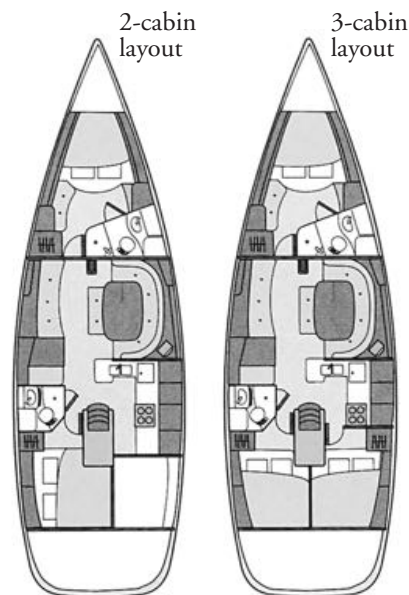
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Beneteau 423



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At Our Docks

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At Our Docks

Beneteau 323



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Cover: John Wimer's J/120 *Desdemona*
sailing in June's Delta Ditch Run.

Photo: *Latitude 38/rob*

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

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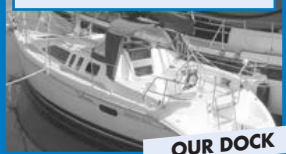
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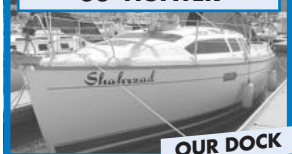


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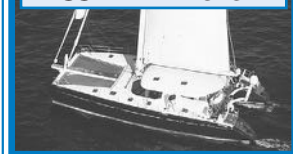
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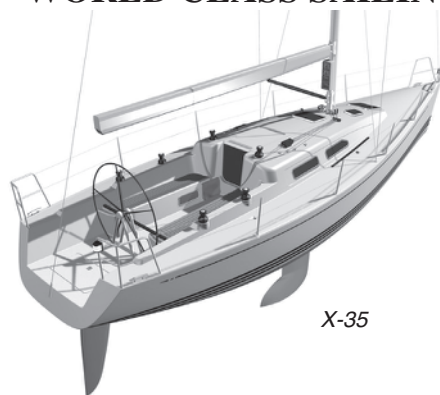


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IN LATITUDES

Mexico's offshore and oceanic islands. Alas, it was last published in 1973, so it's a little out of date. In fact, its aerial photo of Cabo San Lucas shows the old airport where the Inner Harbor has been for the last 15 years, and just one hotel — now gone — on the beach.

We've found that given a healthy degree of skepticism, you can get along in Mexico pretty well with just about any of the guides — including the old **Mexico Chart Guide West**, which is another one that's no longer in print. But the more guides you have, the better overall view you get — and the better you get at understanding the shortcomings of each. In our opinion the most accurate of them all to date has been the latest stuff **Gerry Cunningham** has done on the Sea of Cortez. We have similarly high expectations for the newest version of John and Patricia Rains' **Mexico Boating Guide**, which we're told will be available before the start of the new cruising season.

"I would love to be the coordinator of all the 'kid boats' in this year's Ha-Ha," advises Jerry McArdle of the Oceanside-

based Pearson Albergo 35 **De La Sol**. "My 12-year-old son — who like me has been sailing since before he was born — is very excited about the journey. When we sailed back to Oceanside from Catalina the other week with the gennaker up, I couldn't get him off the wheel! He's also excited about meeting the other kids in the Ha-Ha. Reading in *Lectronic* that the Pleson family will be sailing with their 12-year-old daughter Marina and nine-year-old son Niko, is what prompted me to volunteer. So it would be great if anyone planning on doing the Ha-Ha with a youngster would email me at: gkm_001@hotmail.com. Thank you. We'll also be at the Isthmus at Catalina on August 13 for the Ha-Ha Preview!


That's right, there will be a casual **Ha-Ha Preview** at Two Harbors on the after-



LATTITUDE/RICHARD

Based on past experience, kids seem to have a pretty good time on the Ha-Ha. This is the group from 2001. Wonder where they are now?


noon and evening of Saturday, August 13. We'll meet in the bandstand area around noon, have some very informal mini-seminars and question and answer sessions starting about 2 p.m. Around 5:30 p.m., we'll get the BBQ pit going for the potluck. Just a reminder to Ha-Ha first-timers, you always bring more to a potluck than you'll



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NICE PEOPLE TOO: One of the best things about the marine business is the people you meet. At KKMI some of the customers...are also staff members. For example, Debbie Castellana first visited KKMI when she shipped her boat from the East Coast. Later she heard of an opportunity on their administrative staff and joined the team. Graham Macmillan hauled out at KKMI long before he joined the company to become their Yacht Listing Manager. The same goes for Mark Mohler; he had his Swan commissioned at KKMI...and now he's the Swan Fleet Manager. (More on Mark later.) What all these people share is a passion for being around boats and boating people...all in a highly professional environment. Talk about a dream job!

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SUPER SLOOP: *Money* penny, the new Swan 601 is incredible...and soon you'll be able to see this exciting yacht at the St. Francis Big Boat Series. This incredibly beautiful new one design yacht is getting all sorts of attention. Offering not just luxury...but incredible performance with her all-carbon construction...this yacht was designed specifically with One Design AND offshore racing in mind. All this PLUS the accommodations you'd expect in a Swan such as a private owner's stateroom with centerline berth...there's nothing afloat that offers this level of quality, value or versatility. To arrange a private appointment send a note to Ken@KKMI.com. Be prepared to be impressed!

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KILL TWO BIRDS: If you're like most boat owners...you've experienced the frustration of finding competent people to work on your boat. When you're lucky enough to find such a company, it then becomes a matter of going from one vendor to another. What an incredible waste of your time! Such is not the case at KKMI...here you'll not only find their craftsmen to be incredibly skilled, but they can provide you with just about any nautical service you'd ever need. For example, there's no better place to get your boat serviced and at the same time upgrade your electronics with the new Maritime Electronics store located at KKMI. No more paying for travel time to your boat and best yet, you'll get top-notch work at the very best price. You should check it out.

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FLIGHT OF THE SWANS: Attention Swan owners, Mark Mohler has joined Nautor's Swan USA West as your West Coast Fleet Manager. Mark is going to be responsible for organizing future Swan sailing events, social gatherings and lots more! Drop him a note at MarkM@KKMI.com.

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CALENDAR

Non-Race

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.

Aug. 6 — Galilee Harbor's 25th Anniversary Marine Flea Market/Maritime Days Celebration (Sausalito), 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 in Alameda, next to the Bay Farm Island Bridge. Sherri, (510) 523-2586.

Aug. 9-12 — Crew Overboard Rescue Trials, sponsored by West Marine and Modern Sailing Academy. Details, www.cobevent.com or (949) 548-8801.

Aug. 10 — Basic Coastal Navigation classes begin at Oakland YC, 6:30-8:30 p.m., and continue for the next seven Wednesday nights; \$45 fee; register at (510) 601-6239.

Aug. 11 — Corinthian YC Speaker Series: "TransPac Debrief", featuring a panel of freshly-returned TransPac participants. Drinks and optional dinner at 6 p.m.; presentation at 7 p.m. Details, www.cyc.org.speakers.

Aug. 11 — Luau/Auction to raise funds for the Encinal Sailing Foundation, 5:30 p.m. cocktails; \$15; RSVP, mahersailor@comcast.net.

Aug. 12 — Open House at Hogin Sails (Alameda), 4-7 p.m. Cocktails and hors d'oeuvres to celebrate their one-year anniversary under new management. 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. 13 — Jimmy Buffett Night at the Ballena Bay YC, featuring music by Eric Stone. First set at 4 p.m.; dinner at 7 p.m.; more music later; \$30. Info, (510) 523-BBYC.

Aug. 13-14 — Open Boat Weekend in Alameda. Check out the new and used boats at Marina Village, (510) 521-0905, and Ballena Isle Marina, (510) 523-5528.

Aug. 16 — Peter Stoneberg is 50!

Aug. 19 — Full moon on a Friday night.

Aug. 25 — Reception at DeWitt Gallery and Framing (Pt. Richmond), 5-8 p.m., featuring Jim's latest nautical paintings. Info, (510) 236-1401 or www.jimdwitt.com.

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

Aug. 27 — Island YC's Annual Lamb BBQ/Pig Roast, open to the public. RSVP to Rich Ahlf, (925) 672-2514.

Aug. 27-28 — Road to Rolex Clinic, conducted by Liz Baylis to prepare participants in the Rolex International Women's Keelboat Championship (Sept. 17-23 in Annapolis). Monterey Peninsula YC; Donna Womble, (831) 915-9719.

Sept. 5 — Relax on Labor Day.

Sept. 9-11 — 29th Annual Wooden Boat Festival at Port Townsend, WA. Info, www.woodenboat.org.

Sept. 10 — "The East Bay's Largest Nautical Flea Market", 6 a.m. to noon at Encinal YC. Info, (510) 522-3272.

Sept. 10-18 — 35th NorCal Fall Boat Show at Jack London Square. See the ad in this issue to save two bucks on admission. NCMA, (800) 698-5777.

Sept. 13 — "Advanced Coastal Navigation", an 11-week class, begins at Loch Lomond YC, 7:30-9:30 p.m. USCG Auxiliary, Flotilla 14; Herb Golenpaul, (707) 996-5964.

Sept. 19 — International Talk Like A Pirate Day. Learn the five basic words (Ahoy! Avast! Aye! Aye aye! Arrrr!) and more at www.talklikeapirateday.com.

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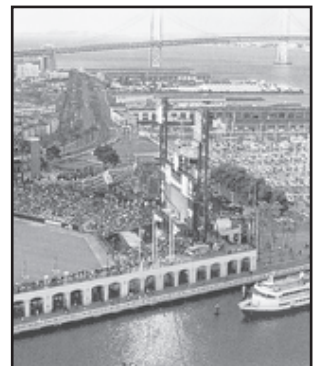
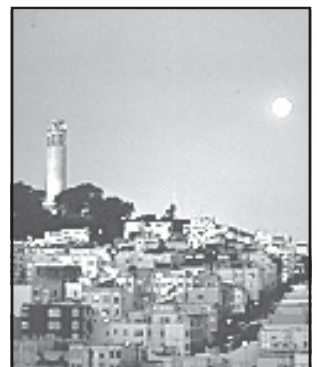
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CALENDAR

Racing

July 31-Aug. 4 — El Toro Nationals, hosted by Stockton SC. Info, www.eltoroyra.org.

July 31-Aug. 6 — Waikiki Offshore Series. Info, www.waikikioffshores.com.

Aug. 5 — 33rd Annual Santa Barbara to King Harbor Race, a pleasant 81-mile downwind sail. Info, 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. Ocean race on Friday, two buoy races on Saturday, and a Bay Tour on Sunday. StFYC, (415) 563-6363.

Aug. 5-7 — Wabbit Nationals. SCYC, (831) 425-0690.

Aug. 6 — Alameda InterClub Series #5, hosted by TIYC. Info, www.sfbama.org.

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

Aug. 6-7 — Junior Olympic Festival. Citius, altius, fortius! SFYC, (415) 435-9525.

Aug. 8-10 — 470 Nationals, a tune-up before the tune-up for the Worlds. SCYC, (831) 425-0690.

Aug. 11-12, 1985 — It Was Twenty Years Ago Today, from a *Sightings* article cleverly called "Le Bon Voyage":

The world press had a field day on August 11th and 12th when Simon Le Bon's Holland 77 *Drum* dropped her keel and capsized during the famous Fastnet race off the English coast. Le Bon, the lead singer of the rock band Duran Duran, was trapped inside the hull for 40 minutes along with five other sailors, including his younger brother. Royal Navy divers rescued the sailors, none of whom suffered serious injuries.

Next to Lady Di, Le Bon is currently one of England's most visible personalities. Pictures of him being winched off the overturned hull into a helicopter were splashed across the Fleet Street papers, as well as journals in the States and elsewhere. Headline writers ran amok with banners such as 'Le Bon Voyage' and 'A View to a Spill', referring to Duran Duran's theme song for the latest James Bond movie. Soon jokes were circulating in the teen set about the renaming of the band to Durown Durown. There's nothing quite like a pop phenomenon.

How the keel of the \$1.38 million dollar yacht, scheduled to compete in this fall's Whitbread around the world race, fell off is another phenomenon. The big sloop had been sailing in 35 knots of wind off Falmouth when there was a loud bang. The hull then just rolled over, tossing most of the crew on deck into the sea. One crew member reportedly managed to stay on the high side, and dragged the others back on the overturned hull with his safety harness line. They heard the cries of those trapped below deck, and notified the rescue team when they arrived.

According to Skip Allan, who was racing on the San Francisco sloop *Sidewinder* in the Fastnet, Le Bon and his companions elected to stay in the air pocket. They were in danger, though, since battery acid had spilled during the capsize, mixing with the salt water to form chlorine gas. There was also a report that the generator continued to run, emitting exhaust fumes into the cabin as well. The Royal Navy divers led each of the six out of the hull, guiding them through a mass of lines and rigging, which Le Bon described to the press as 'a great spaghetti.'

The 26-year-old Le Bon has been sailing most of his life, but *Drum* is his first long distance ocean racing yacht. He recently discontinued performing with Duran Duran to train for the Whitbread, and even with this setback, plans to repair the damage and continue.

While some speculated that the loss of the keel may have



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Funds support year-round youth and adult maritime education of the Wooden Boat Foundation & Northwest Maritime Center.



CALENDAR

been due to hitting a rock, that doesn't seem to be the case. Before the Fastnet, *Drum* touched bottom in another race, breaking her rudder and perhaps weakening the metal plate which holds the keel to the hull. Rather than the traditional keel bolts extending down through the hull into the lead keel, *Drum* has a shoe welded to the hull, into which is bolted the keel. *Drum's* designer, Ron Holland, may have to reconsider that configuration.

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

Aug. 13 — PICYA Chispa/Youth Regatta, three races hosted by Treasure Island YC. Larry Mayne, (650) 948-2204.

Aug. 13 — Gracie & George Race, a coed doublehander featuring 'Gracie' on the helm. EYC, (510) 522-3272.

Aug. 13 — SRYC/OYRA Southern Cross Race. Pray for wind. YRA, (415) 771-9500.

Aug. 13 — Passport Regatta/Reunion at Corinthian YC. John Warren, (510) 418-3006.

Aug. 13 — Fall SCORE #1. SCYC, (831) 425-0690.

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

Aug. 13-14 — Franks Tract Regatta, deep in the Delta. Andreas Cove YC. Jamie Nelson, (916) 359-6955.

Aug. 19-28 — 470 World Championships, with 90+ boats from 25 countries expected for trapezoid course racing in front of Alcatraz. StFYC, (415) 563-6363.

Aug. 20 — South Bay YRA race #5, hosted by Sierra Point YC. Info, <http://sbyra.home.comcast.net>.

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

Aug. 20-21 — One Design Regatta for the usual suspects. SCYC, (831) 425-0690.

Aug. 20-21 — Pinecrest Regatta, aka the 'El Toro Worlds'. Info, www.eltoroyra.org.

Aug. 26, 1995 — Ten Years After, from a *Racing Sheet* article titled "San Francisco Perpetual Cup":

On paper, the 100th edition of the San Francisco Perpetual Race looked great — defender San Francisco YC would face challenger Encinal YC, recreating the inaugural pairing a century ago. The chosen dueling weapons were J/105s, and San Francisco YC enlisted globe-trotting rockstar Jeff Madrigali to steer *Chimo* with a talented crew consisting of owner Chuck Winton, John Sweeney, Hogan Beatie and Chris Perkins. Encinal YC's lineup was no less impressive: prodigal son Chris Corlett would drive *Blackhawk* with a supporting cast of Carl Schumacher, Glenn Hansen, Sean Svendsen and Bill Colombo.

The eagerly awaited winner-take-all, one-race showdown began at 12:30 p.m. on Saturday, August 26, off the Cityfront. Essentially, it was over at 12:31 — Madro, who won the coin toss and got to enter the arena on starboard, dominated the four minutes of pre-start maneuvers. *Chimo* took the start on the favored left side, and beelined to the beach to escape the flood. Madro rounded the windward mark 30 seconds ahead of *Blackhawk*, and proceeded to ruthlessly stretch his lead by about 30 seconds on every leg of the 12-mile, multiple windward/leeward course. The final delta was just over 5 minutes.

"Madro really handed us a sailing lesson," conceded Schumacher. "He had better speed and tactics, and is really sharp thanks to his Soling campaign."

Despite the lopsided result, even the Encinal YC team considered the weekend a success. "San Francisco YC couldn't have treated us better," claimed past EYC commodore Larry Duke. "There's a lot of camaraderie and good feelings between



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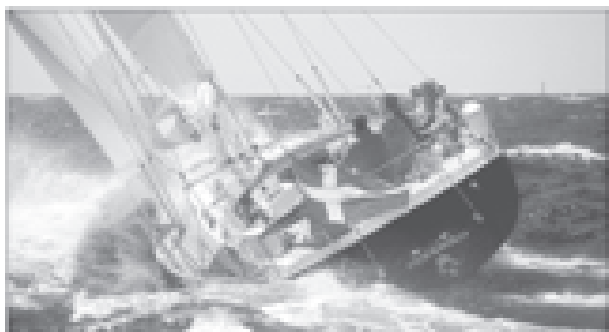
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Aug. 26-28 — 7th Annual Long Point Race Week, a long weekend of fun and racing at Catalina. Co-hosted by Newport Harbor YC and Balboa YC, (949) 723-6869.

Aug. 27 — BVBC/OYRA Farallones Race. Once more into the breach. YRA, (415) 771-9500.

Aug. 27-28 — Easom Founders Regatta, doubling as a tune-up for the upcoming Worlds. SFYC, (415) 789-5647.

Aug. 28 — Day on Monterey Bay, a regatta benefitting Big Brothers Big Sisters. SCYC, (831) 425-0690.

Aug. 29-Sept. 2 — 18 Skiff International Regatta, with about 10 boats expected. Voted "most entertaining regatta to watch" by our discerning editorial staff. StFYC, (415) 563-6363.

Sept. 1 — Ronstan Bridge to Bridge Race, pitting 18s, boards, kites, and maybe even trifoilers against each other in a mad dash from the Golden Gate Bridge to the Bay Bridge. StFYC, (415) 563-6363.

Sept. 2 — Windjammers Race. SCYC, (831) 425-0690.

Sept. 2-4 — J/120 North Americans on the Berkeley Circle. SFYC, (415) 789-5647.

Sept. 2-4 — Moore 24, Express 27, and Antrim 27 Nationals. StFYC, (415) 563-6363.

Sept. 3 — 17th Annual Jazz Cup, a 26-mile romp from T.I. to Benicia YC. SBYC; Sherry Nash, (650) 552-9260.

Sept. 3-4 — Labor Day Regatta. The above three national championships will share the course with Melges 24s and J/24s. StFYC, (415) 563-6363.

Sept. 3-4 — Fall Open Regatta, a Dave Wahle dinghy production. SCYC, (831) 425-0690.

Sept. 4-10 — Etchells Worlds, six races on the Berkeley Circle. RYC, (510) 237-2821, or www.sfetchells.org.

Sept. 9-10 — Knarr Match Races, rescheduled from earlier in the summer. StFYC, (415) 563-6363.

Sept. 10 — SSS East Bay/Estuary Race. Jeff Berman, (415) 302-0101.

Sept. 10-11 — West Marine Fun Regatta for junior sailors. SCYC, (831) 425-0690.

Sept. 15-18 — 41st Big Boat Series. Will the 2003 record of 115 boats be surpassed? See *Race Notes*. StFYC, (415) 563-6363.

Sept. 17-23 — International Regatta for Nordic Folkboats. SFYC, (415) 789-5647.

Sept. 24-25 — Melges 24 PCCs. SFYC, (415) 789-5647.

Sept. 24-25 — Jessica Cup, fleet racing big woodies. StFYC, (415) 563-6363.

Jan. 16-20 — 19th Key West Race Week, the best regatta in the country. Info, www.premiere-racing.com.

Summer Beer Can Regattas

BAY VIEW BC — Monday Night Madness, Fall Series: 8/8, 8/22, 9/5, 9/19, 9/26. John, (415) 664-0490.

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

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

CAL SC — Year-round Sunday morning Lido 14 races, intraclub only. Ed Corbett, racing_chair@cal-sailing.com.

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

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

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

FOLSOM LAKE YC — Every Wednesday night until 9/28.

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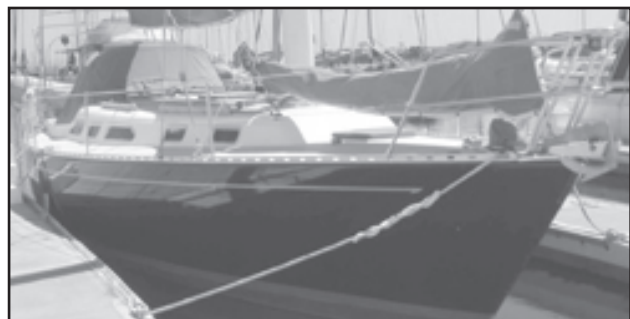


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John Poimiroo, john@poimiroo.com.

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

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

ISLAND YC — Friday Nights: 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 through 9/14. Ted, (510) 769-1414.

RICHMOND YC — Wednesday Nights: 8/3, 8/17, 8/31, 9/21. Eric Arens, (510) 841-6022.

ST. FRANCIS YC — Folkboat Wednesday Nights: 8/3, 8/10, 8/17, 8/31. John Craig, (415) 563-6363.

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

SAUSALITO YC — Tuesday Nights. Summer Sunset Series: 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: 8/5, 8/19, 8/26. 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: 8/12, 8/19, 8/26. Lesa, (415) 332-4014.

TREASURE ISLAND SC — Thursday Night Vanguard 15 Races through 9/8. Info, www.vanguard15.net.

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

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

August Weekend Currents

date/day	slack	max	slack	max
8/06Sat	0223	0537/4.6E	0932	1230/3.5F
	1547	1806/2.5E	2122	
8/07Sun		0011/2.6F	0300	0612/4.4E
	1000	1257/3.4F	1615	1841/2.8E
	2159			
8/13Sat	0227	0517/2.1F	0846	1053/1.5E
	1329	1658/1.8F	1944	2323/3.7E
8/14Sun	0338	0636/2.3F	1010	1201/1.3E
	1446	1804/1.8F	2047	
8/20Sat	0152	0506/5.7F	0854	1154/4.5F
	1507	1739/3.6E	2055	2350/3.9F
8/21Sun	0247	0553/5.3E	0935	1233/4.4F
	1543	1823/4.0E	2147	
8/27Sat	0257	0611/2.5F	0922	1120/1.1E
	1444	1729/1.5F	2014	2340/3.4E
8/28Sun	0406	0727/2.6F	1037	1329/1.0E
	1600	1846/1.5F	2119	



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LETTERS

↑↓ DEEP DRAFT ALL THE WAY TO THE CITY OF NAPA

We enjoyed the *Cruising In Your Own Backyard* article in the July issue. But we wanted to let you know that it's now possible for a keel boat to cruise all the way to the city of Napa! We did it over the Fourth of July holiday and never saw less than double digits on the depthsounder. Also note that the bascule bridge shown on the chart at Napa has been replaced with a fixed bridge with around 60 feet of clearance.

We sailed with the flood all the way up river, anchored opposite the Napa Valley YC, and had a spectacular view of the fireworks. They reflected off the water very well. It was a wonderful trip.

Ken & Katie Stuber
Sand Dollar, Bristol 32 Ketch
Sausalito

Ken and Katie — That's terrific news, as the Napa River is a wonderful cruising destination that isn't quite as far as the Delta for Bay Area boats. There are not many places in the world where you can cruise through world class wine country. We take Profligate up the river every Fourth of July Weekend and



LATITUDE / RICHARD

anchor off the Napa Valley Boatyard. We'd go further up, but our mast is 90 feet off the water, so we can't make it under the Highway 12 fixed bridge.

If halfway up the river is like this, imagine how good it would be to go all the way to Napa.

This means we have to dinghy the last five miles or so. But 95% of the sailboats in the Bay Area could easily clear the bridge all the way into town for a big time.

↑↓ WHAT'S THAT SMELL IN SAN DIEGO?

With regard to the "cheap entertainment" in the *Cruising In Your Own Backyard* feature in the July issue, those sea lions at Pier 39 may be beyond earshot, but certainly not beyond 'noseshot!' When the wind is blowing out of the north, I think I can smell them here in San Diego. Good thing *Latitude* isn't a scratch 'n sniff publication.

Scott Mac Laggan
San Diego

↑↓ MORE SAD TO PLACE 3RD THAN LOSE THE HANDLE

I just read the *San Francisco Chronicle* obit for Derek Baylis. *Latitude 38* has been wonderful to the Baylis family, and the Baylis family has made a wonderful contribution to sailing in the Bay Area. But there is one more thing that you could contribute.

The *Chronicle* obit makes it sound like Derek was sort of an odd jobs man at the Barient plant. The truth is that Tim Mosely and Bob Keefe made virtually no contribution — other than money — to the design of the historic first two-speed winch at Barient. The technological breakthrough was all Derek's, as it was his concepts, his drawings, his prototypes and his molds. The *Chronicle* obit obscured that fact, so I was glad to see you cleared it up in *Lectronic's Eight Bells for Derek Baylis*.

Derek also designed the first ratchet handle for a winch. I had the dubious honor of dropping the prototype for that

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LETTERS

winch handle over the side of *Molly B.* during a tacking duel up the Cityfront in some inconsequential YRA event in the late '70s. Derek didn't lose his temper, but he did mention that the handmade brass handle had been the star of the New York Boat Show the year it was introduced. That we finished third in the race made Derek much more unhappy than my losing the prototype ratchet handle!

Steve Schaffran
Northern California

↑↓JOHN WALTON'S ENERGY WILL BE SORELY MISSED

We're sorry to hear about the death of John Walton, who bought our catamaran, as a result of his ultralight airplane accident in Wyoming.

My husband Jim and I did the '96 Ha-Ha aboard *Joyous*, our 36-ft Corsair cat, which had just been introduced. Our two years of cruising that catamaran — with summer on the hard at Grossman's Marina Seca in San Carlos — were indeed joyous. And they ended with every boat owner's fantasy — a phone call while on the quay at Papeete with a broker saying they had a buyer for our boat. The broker was Gary Helms of Helms Yachts in Alameda, and he called to say that John Walton wanted to buy our cat. It wasn't exactly a sight-unseen deal, as Walton had owned a Corsair for some time and had only recently sold it to Paul Koch, the Aussie boatbuilder of Ostac Yachts in Brisbane, Australia.

The only condition of sale was that we have the boat back to San Diego by mid-September so that Walton, his wife Christy and son Luke could have it for the fall of '98 cruising season in Mexico. That seemed like an easy enough request, as it was only the end of July, and my husband had two great crew — young engineers from Newport Beach — arriving in a few days to do this leg.

(One of them, by the way, was Donald Sandstrom, who at the moment is aboard the Sandstrom family-built and twice-circumnavigated 40-ft Cross trimaran *Anduril* in the Marquesas with his bride Erica.)

Anyway, I flew back to San Francisco, not expecting to

hear from 'the boys' for two or three weeks, until their arrival in Hawaii. But 2.5 days out, in some snarky weather, the compression post suffered a crack that went two thirds of the way around. After much discussion and scheduling considerations — the two crew had to get back to work and *Joyous* had to get to San Diego — they disappointedly headed back to Papeete. Fortunately, Jim discovered a great boat repair shop, where they welded stainless steel flanges between the



TOM LYON

'Joyous', the Corsair 36 cat that the Bradfields sold to the Waltons.

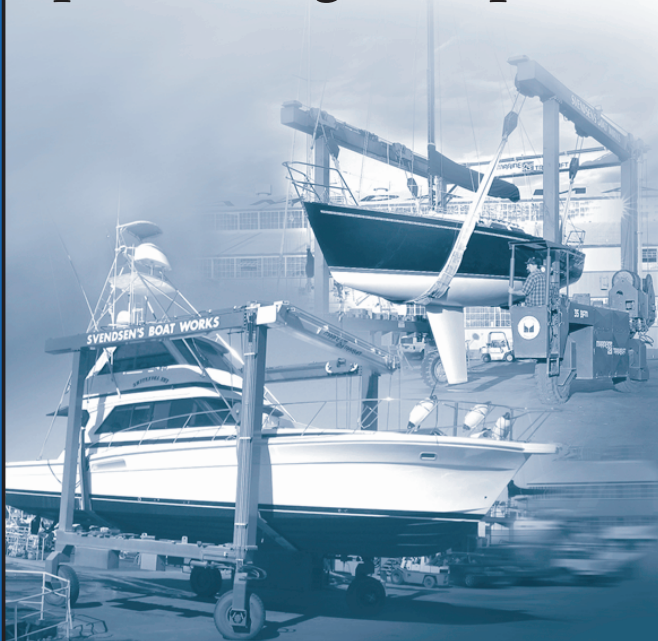
deckplate and the compression post, making it "stronger than dirt."

With time running out and no crew, Jim placed *Joyous* on a cargo list for a freighter running to Long Beach. Gary Helms and Jim met the boat and motored it to San Diego, where they met John Walton. Gary and Jim had both sailed with Walton, and, while on one of the San Diego to Ensenada races, had

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stayed at the Walton's home in Costa Mesa. Jim remembers John meeting him and Gary in San Diego, arriving in an old dinged-up beater van, and saying it wasn't necessary to take the boat out for a test sail. He just tendered the check for the boat.

I remember taking the check in to the Wells Fargo bank here in Bend, Oregon, and the young clerk being flustered by the amount and by the fact that it had been drawn on an account from a bank in Bentonville, Arkansas. She stated that she needed to take it to her supervisor for approval, and there would be at least a five-day hold on the money. A few minutes later, the supervisor came out and said there was no problem about the check and that we could consider the money available that day!

A few days later, I got a call from Christy Walton, thanking me for the way we had set up the galley and for how we had left everything.

In our book, the Waltons were 'class' people, and John's energy will be sorely missed. He really was a Renaissance man. Thank you for having done the piece on him in *'Lectronic Latitude*.

Carole Bradfield
Bend, Oregon

Readers — For those who may have missed the tragic news, 57-year-old John Walton — heir to part of the Wal-Mart fortune and reportedly the 11th-richest man in the world — died last month when the ultralight plane he'd built crashed shortly after takeoff at Jackson Hole, Wyoming. The John Waltons had owned several modest sailboats that they cruised to Mexico, where they were well-liked by members of the cruising community. Earlier this year, John contacted us hoping to get enough boats for a multihull division in the TransPac. When that didn't happen, he emailed us to say that he would be going to Mexico this winter, either by sailing the family's Catana 47 catamaran Bright Wing or by flying down with his ultralight plane.

↑↓ SAILING IS SAFER THAN FLYING

I noted *Latitude's* quote in *'Lectronic* regarding the death of John Walton, the Wal-Mart heir and TransPac hopeful: "We regret to have to say this again, but we know far more pilot/sailors who have died flying rather than sailing."

It does seem that light airplanes are less safe than sailboats — including multihulls — and ultralight airplanes are even worse. Comparative statistics on safety have been hard to come by, but with over 2000 Farrier designs of various types now sailing, there are enough to get an idea. The capsize rate appears to be averaging around 0.2% — or three or four per year for racers. The rate is more like 0.05% among cruisers.

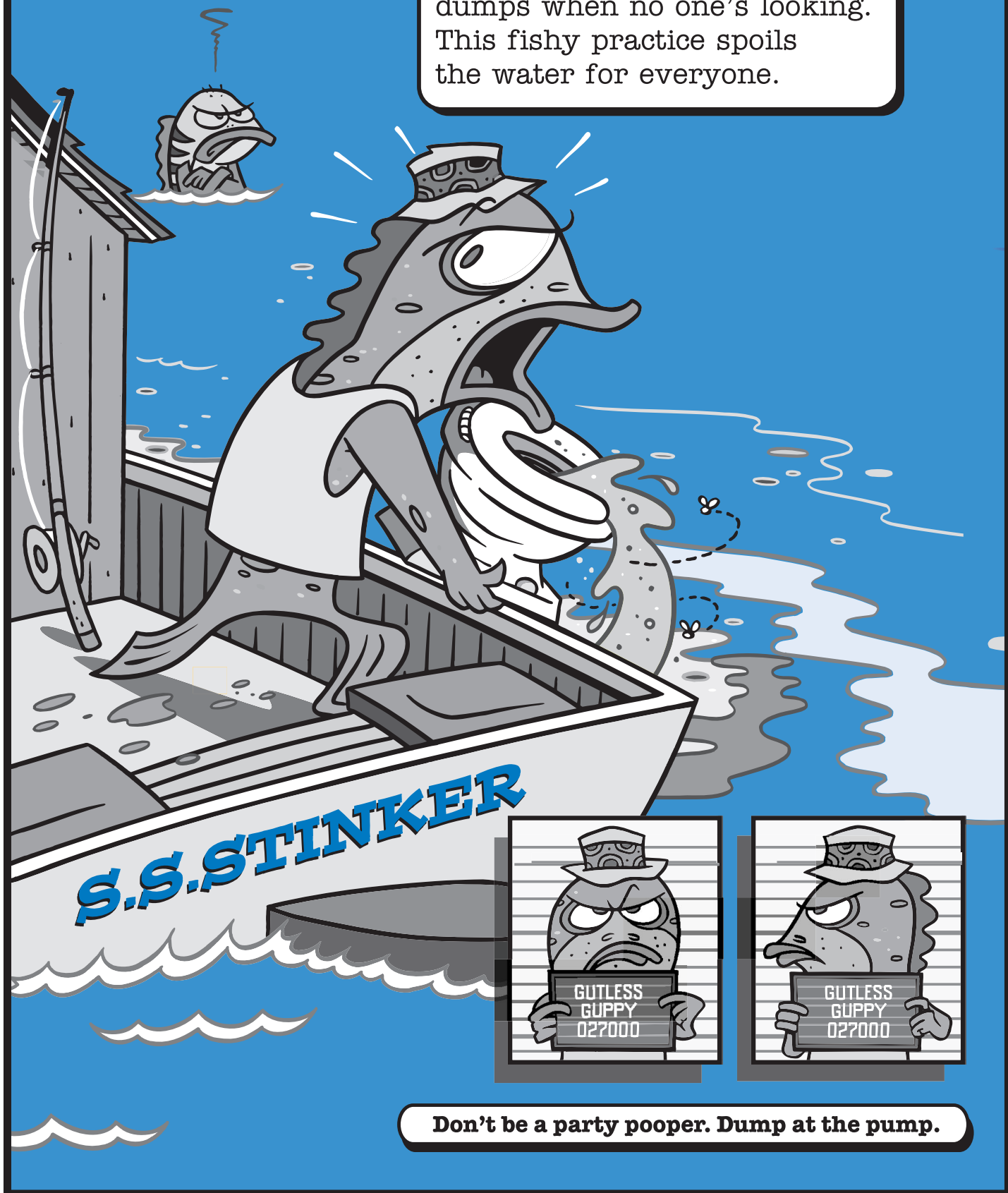
Light aircraft are a good comparison, and the current serious accident rate — meaning resulting in death or serious injury — amongst U.S. light aircraft is 1.13% per year. This is down from a high of 10.2% in 1948. Thus for multihulls such as mine to have an equivalent safety record as light aircraft, we should be seeing around 22 capsizes or serious accidents a year, with the boat and crew also probably being lost as a result. We don't see anything like this.

Nonetheless it was sad news about John Walton. We had our disagreements in the end over design, but F-boat trimarans would not have had the success they have had without him taking the risk to back them.

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LETTERS

↑↓ ALLOW TITLE TRANSFERS OF ABANDONED BOATS

In the May 25 issue of *Lectronic*, you ran a photo of what you said was the Catalina 25 *Sue Pullan* having gone up on the beach at Santa Cruz. Actually, she's a Catalina 27, one built to be equipped with an outboard rather than an inboard.

Lots of people would like to 'rescue' abandoned boats like that or ones that owners no longer want. But many times the taxes, registration, and storage fees that the new owner would have to satisfy in order to obtain title are so high that it precludes one from even making an inquiry or attempting the process. Sometimes the money owed amounts to several times what the hull is worth.

If local or state governments would allow an individual to economically transfer title of such abandoned vessels, perhaps photos such as those of *Sue Pullan* wouldn't appear as often.

John Barreiro
Los Angeles

John — If the state government would allow an individual to economically transfer title of such vessels, we fear the waters of Richardson Bay, Santa Barbara east of Stearns Wharf, Marina del Rey,



LATITUDE / RICHARD

and other places would be even more littered with abandoned and derelict vessels. Particularly in the winter, such boats

tend to wash up on beaches, forcing taxpayers to pay to have them pulled off before they're destroyed.

Do you think California roads and freeways would look better and be safer if people could just walk away from their vehicles when they stopped running? We don't either. That's why we are in favor of the state having the right to, after 90 days, remove all unregistered and nonnavigable boats from state and federal waters. To our way of thinking it's a no brainer.

↑↓ DENTISTS AND DESTINY

We've been planning to write for six months but never got around to it. The reader who asked about dentists in Puerto Vallarta finally got us to do it.

A good dentist in Puerto Vallarta that we and many other cruisers use is Dr. Fernando Penalva. His brother is a dentist in Los Angeles, so he comes up once a year to attend dental seminars with him. He has all the latest equipment and knows all the new techniques. He speaks English, although most of his staff do not. His office is just in front of Commercial Mexicana at the Marina Vallarta Plaza. The bus from anywhere to the west — including Punta de Mita — drops you off right in front of his office. We've always been able to get appointments in just a couple of days, but you can also try emailing his office at dentist@pvnet.com.mx.

We're also writing to report that we've gotten another boat. Peter does not like winter in the Bay Area, so once the dog died, he began looking for boats once again. We were looking for a reasonably priced 40-footer that we could just leave

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LETTERS

every summer. Most of the boats we saw were very old and tired, so Peter was happy to find a 1988 C&C 44 in Punta Gorda, Florida. She was equipped with just about everything you would want for cruising, including a self-steering vane. Well, thanks to a hurricane, she no longer had a mast, but those can be replaced. We even liked the fact that her layout down below is very similar to our previous boat, the Swan 46 *Destiny*. We spent six weeks back in Ruskin, Florida getting our new boat in sailing condition.

Since our old Swan was in St. Petersburg, we spent some time with her new owners. Steve Smith, the boat's rigger, was raised on a boat in Alviso, and his wife comes from Hayward, so we felt right at home.

We left Tampa in the middle of February and headed to Key West to visit Paul and Theresa Rothaus who did the Ha-Ha in '96, and then the owners of the first *Destiny*, which was named *Pressure Drop* in '96.

From there we sailed to the Bahamas, where we eventually stopped at Hurricane Hole Marina in Nassau. The first person to greet us was Mary Messenger. Because of the articles in *Latitude*, many readers will know that she and her husband Rob did the first Ha-Ha in '94 on the custom 46-footer *Maude I. Jones* and then spent the next 10 years doing 9/10s of a circumnavigation. She came by because she'd noticed the San Francisco hailing port on our stern and because we were one of the few sailboats in the marina. I told her that we'd read all about her and Rob in *Latitude* when they were with the *Wanderer* and *Doña de Mallorca* in St. Barts. She and Rob have sold *Maude I. Jones* and are running an 82-ft motoryacht for some people out of North Carolina. I think Mary really misses cruising and the cruising community.

After a few weeks in the northern Exumas, we headed north to Spanish Wells and then Marsh Harbor. While at Marsh Har-



LATITUDE / RICHARD

bor, we met the builder of Saga Yachts and the builder of the Manta 42 catamarans. The Manta man said he owns the Chula Vista Marina, and I think he also did a Ha-Ha. We are glad we saw the Bahamas, but Peter said there are very few good anchorages, and the good ones are too crowded. This is especially true in the winter, where you get a norther every couple of days and boats begin to drag.

Our C&C 40 is now on the hard in Charleston because our insurance wouldn't let us

Is Rob's beard an impediment to employment?

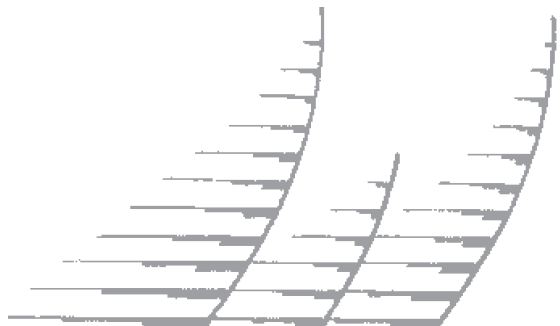
keep our boat in Florida for the summer. They said we had to be north of 30N.

Our plan is to return to our boat in the fall and then continue on to the Caribbean. We will keep the boat in Venezuela for the summers. When we decide we're too old to sail long distances, we'll either sell her on the East Coast or bring her back to the Bay Area to use on the Bay and in the Delta.

What would make cruising perfect? If the Caribbean islands were populated by Mexicans.

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LETTERS

P.S. The color pictures in *Latitude* are wonderful!

Peter & Nancy Bennett
Destiny, C&C 48
Northern California

Peter and Nancy — We didn't think you'd be able to get along without a sailboat for very long. As for Rob and Mary missing cruising and the cruising community, we know it's true, as they commiserate with us about it from time to time. In fact, if anybody needs a great couple to run their sailing yacht, Rob and Mary would be worth interviewing. It goes without saying, of course, that any employer would have to be accepting of Rob's ZZ Top-style beard.

↑↓ OUR TIME WAS A WEEK LESS THAN YOU REPORTED

I'd like to clarify an old mistake in *Latitude* regarding our Outremer 55 catamaran *Gryphon's* performance in the 2000 Atlantic Rally for Cruisers (ARC). Our finish time of 21 days, 13 hours was, I suppose, technically correct, but hardly painted an accurate picture of what happened.

The truth is that we were late to the start. This was because I insisted that we stop to get enough fresh food for the entire Atlantic crossing, and that we also see some of the Canary Islands. As a result, we sailed into Las Palmas as the ARC fleet — including our sistership *Baradozig* — was departing. We didn't leave the Canaries until one week after the official start. So while it's true that our official ARC time was nearly 21.5 days, our actual passage time was only 14 days and seven hours.

I've felt bad for several years that *Latitude* suggested that our crew was the cause of our supposedly taking so long to cross the Atlantic. There were four of us, one of whom didn't have much ocean experience. We had moderate conditions most of the way, and flew the small spinnaker. For what it's worth, we did have fresh vegetables all the way across. We also would have been even slower had I succeeded in persuading the others to detour to the Cape Verdes or Brazil.

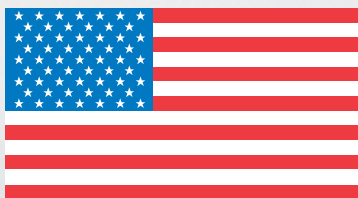
We took delivery of *Gryphon* from the Outremer factory in France in October of 2000. She was the first of the 55-footers to be equipped with a carbon fiber mast. Although we don't race, she's a fast cat. I can remember one night in the Med when we often surfed at 20 knots.

Kathy Duncan
Gryphon, Outremer 55
Northern California

Kathy — We feel bad that you feel bad. We wish you would have written us a, "Hey Dummy, here's what really happened . . ." letter. It was an honest mistake on our part, as we were comparing the times that various sisterships took to cross the Atlantic, and noted that there was often a significant difference. Since they were sisterships, we deduced — and normally this is true — that the time difference could be attributed to the quality of the crew.

We have particular reason to be sympathetic to mitigating circumstances. When we did the ARC back in '95 with Big O, we also started several days late because of a magazine deadline. When we got to the finish at St. Lucia, a couple of bystanders said something to the effect that our boat or crew must not have been very good because some smaller boats had finished earlier. Overhearing them, we explained the late start, so naturally they understood.

As for the Outremer 55 being a fast cat, we have no doubt. When in the Eastern Caribbean two winters ago, we met the Chris and Carolyn Bridge family of Corona del Mar, who had



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LETTERS

also bought their cat Cheval from the Outremer factory. Chris and another fellow sailed the cat from St. Martin to the Panama Canal, a distance of about 1,200 miles in something like 5.5 days. That's fast, particularly considering they never hoisted the main and only flew a small jib or small spinnaker. At last word the Bridges were cruising the South Pacific.

↑↓ **TEXTBOOK-PERFECT WOMAN OVERBOARD RESCUE**

On the evening of July 15, I was sailing in the Berkeley YC's Friday night beer can race. Less than a minute prior to the start of the race, our J/24 crew had an equipment problem that we were working feverishly to correct. In the heat of the moment — and in the blink of an eye — I ended up going overboard.

As a recent BK and BC grad, my mind started racing as soon as I hit the water, recalling all of the things that I had learned about the dangers of hypothermia, exhaustion, and so forth. Before I could really start to worry, however, the Merit 25 *Loose Lips* came along and literally plucked me out of the Bay in what had to have been a textbook-perfect man overboard rescue. I was in the water no more than a minute.

I am greatly indebted to *Loose Lips* skipper Phill Mai and his crew: Nina Bohlen, Tim Nelson, Carolyn White, and Robert Williams. I could not have asked for a finer group of

folks to come to my rescue. I give them my sincere thanks — and look forward to seeing them on — not in — the water again soon.

Jennifer Sechrist
San Jose



LATITUDE / JR

When this shot was taken, Korman had no idea he'd soon be taking a swim.

Korman spent several minutes swimming in the very chilly waters of the Bay before he was rescued. Take this as a lesson — please be careful out there!

↑↓ **CAN I BUY A GUILT-FREE POWERBOAT?**

Let me start by saying what an excellent job you all do of producing *Latitude*. I've been reading it since 1987, when I lived aboard my Cal 25 at Kappas Marina in Sausalito with my girlfriend. It was an intimate existence, but what the hell, we were 19 and very much liked being intimate. And as you know, there's nothing like living on the water.

Anyway, after several years of being landlocked, I'm interested in getting back on the water and doing some cruising. However, my new partner insists we get a trawler so we can have more space. I've always been against the idea of a primarily power-propelled boat from an ecological standpoint, but with the advent of bio-diesel, I'm wondering if owning a powerboat could be guilt-free. Have you been hearing of folks using bio-diesel in their boats — or even better, doing the

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LETTERS

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Dedalus Hyde
Boatless In Berkeley

Dedalus — Thanks for the kind words about the magazine.

It's just our opinion, but we think guilt — which has been running at epidemic levels in Berkeley ever since we studied philosophy at Big U there in the '60s — is overrated as the basis for any decision or action. We prefer to be motivated by passion.

For example, the three things we really enjoy in life — other than our kids, of course — are sailing, travelling, and reading. So we indulge heavily in all three without any guilt. But otherwise we enjoy living a relatively simple life — at least by Marin County standards. We don't care about clothes, haircuts, jewelry, home furnishings, road trips, no-tell weekends in Vegas, cruise ship adventures, second homes in Tahoe, fancy coffee, drugs, fine wines, motorcycles, movies — or anything that can be found advertised in a Sunday newspaper or bought at a mall or in a department store. Furthermore, our next car is going to be one of those 49 mpg VW diesels. And if Profligate didn't have to be elsewhere most of the year for editorial purposes, we'd be thrilled to live on her rather than in our house. In other words, we indulge in the few things that are really important to us, pass on the rest, and sleep well at night.

So we say if a boat is something that will bring you a lot of pleasure, buy the damn thing! This is particularly true if she doesn't burn 20 gallons an hour, for in just a few years we think the more sensitive owners of those boats will start feeling as frowned upon as smokers, parents of big families, and owners of Hummers. We spend every three-day weekend sailing, and think those who get on the clogged highways and bridges are not just wasting fuel, they're wasting their lives. For those with boats, the Bay is a fantastic place for recreation and relaxation.

Our understanding is that bio-diesel works great, but the drawback is that it's not universally available. Hopefully, it will be some day. Of course, if you've owned a home in Berkeley and made out like an equity bandit, we have an even better suggestion than a trawler — buy a sailing catamaran. True, they cost more money than a trawler, but they have much more room, cost

less to operate, don't rock and roll — and are a hell of a lot more fun. If you've got a cat on San Francisco Bay, you hardly ever need to visit the fuel dock. For example, we bet we don't burn more than half a gallon of fuel during a typical Profligate outing on the Bay, and we've often got a group of people along with us. As such, on those days we're probably as green as a bunch of eco-activists driving an old Volvo from the Berkeley flatlands to Tilden Park for Earth Day.



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LETTERS

it is. The manufacturer says "this essence powerfully cleanses the psyche, dissolving all sense of guilt, shame, or remorse." Since it sells for — and once again, we're not making this up — \$12 per half ounce, which works out to \$3,048 a gallon, we assume the marketers must need to swim in the stuff every night.

↑↓ 10 YEARS AND YOUR OUT OF YOUR BERTH

Someone posted a notice of warning in the Santa Cruz Harbor about a proposed state bill that would limit berth occupancy to 10 years in California harbors that have waiting lists. After 10 years, the slip would have to be made available to others. This sounds terrible. Have you heard anything about it?

Patrick Boole
Santa Cruz

Patrick — We called several harbor masters and RBOC (Recreation Boaters of California), but nobody knows anything about it. We agree there are problems at harbors with waiting lists, but don't think such an approach would be an intelligent solution.

↑↓ THE KINDEST, MOST HELPFUL PEOPLE

My family and I went sailing last month on our 28-ft gaff sloop *Pearl*. As anybody who was out that day would agree, there was a pretty good breeze. Unfortunately, this played a part in our discovering that *Pearl* has some rot in her stem. We learned this when the stem pulled apart from the rest of the boat, and, three seconds later, the mast went by the board.

We've been restoring the boat for the last year, and it just made me sick to see my pride and joy falling apart. Luckily, no one was hurt in the dismasting. I guess we now have the chance to make another part of *Pearl* better and stronger than before. I also want to give my endorsement to tabernacle masts, since this unusual base acted like a fuse of sorts, allow-

ing the mast to fall over but not be damaged.

But the real reason for my letter is to thank others. For not two minutes after the mast went over, the Sausalito-based sloop *Nai'a* was alongside making sure nobody had been hurt and offering a tow. At the time, we were still trying to get the rig back on deck and secure. We hadn't even come close to radioing for help or anything. But it was such a relief not to have to worry about how to get back to safety.



COURTESY PEARL

'Pearl's dismasting suggested that there might have been a problem with rot in the stem head.

Nai'a towed us through the heavy chop all the way from Angel Island to the mouth of the Oakland Estuary. At that point we were transferred to another sloop, *Pacific High* of San Francisco. The latter boat was good enough to take us all the way to our berth at Embarcadero Cove Marina.

The help of the two skippers has reinforced my belief that sailors are among the kindest, most helpful group of people I have ever associated with. My family is so grateful to these good people for their help and concern. Now we only have to

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LETTERS

worry about fixing a mast, and not the injuries that could have occurred had we not gotten any help.

Nick Haines
Pearl, De Vries Lentsch sloop
Oakland

↑ IT'S A GREAT WAY TO LEARN TO SAIL

My girlfriend and I are just learning to sail, and we're thinking about buying our first boat. So far we've been getting our instruction from the folks at the Vallejo YC. We've already completed the United States Power Squadron BoatSMART course at the YC from the Carquinez Power Squadron, and are now in the middle of dinghy sailing lessons at the same club. Both of these courses are unbelievable values! The BoatSMART course was \$30 each for two weekends of instruction. All the money goes for course materials, and the instruction itself is free! The dinghy sailing lessons are an even better deal — six days of on-the-water sailing instruction over six weeks for \$100 each. That's \$17/day for 5-6 hours of instruction. There are no extra costs for course materials, we just have to bring a PFD. It's a great way to learn to sail.

And we can't say enough about how impressed we are with both groups of instructors, as it's clearly a labor of love. And the Vallejo YC is wonderful for promoting and hosting it.

Since we'd like to continue having this much fun each weekend, we're now thinking about buying a small starter boat. We're also going to sign up for more classes, including the expensive ASA keelboat, coastal cruising and bareboat courses. But we've got two questions:

1) What kind of boat should we look for? We're young and don't have a lot of money. Our budget is between \$3,000 and \$5,000. We would probably never leave the Bay on this first boat, but would rather be daysailing and taking the occasional overnight trip down to San Francisco or up to the Delta. We would like to be able to entertain and sleep another two or three people. We want to feel safe, but we also want to race and not get left behind. We're thinking that we would probably own the boat for one to three years, then upgrade to something we can take to Mexico. Should we look for something with a trailer to reduce storage and maintenance costs? Do we need anything bigger than 23 to 25 feet? Is smaller cheaper? Does having a keel mean a boat is safer than a centerboard?

The recommendations we've received so far are for the Ranger 23, O'Day 22, Catalina 22 pop-top, and so forth. Can you help steer us in the right direction?

2) What keelboat classes can you recommend? We need to keep learning, as our current plans have us Ha-Ha-ing and cruising Mexico for a year or so. We would like to learn on our own boat, but other boat experience would also be nice. Again, we don't have a lot of money to spend, as we're saving every penny for cruising.

Tradewinds has a Sail With A Friend course that covers keelboat, coastal cruising, and bareboat courses for \$1,000 each. Is that a good option? Do different schools have different agendas? Is certification worth it or should we just get out there and do it?

If any readers want to offer suggestions, they can reach us at: will@sitch.org.

Will Sitch
Northern California

Will — It was nice to get your letter because it lets people know that yacht clubs aren't at all like what Rodney Dangerfield 'visited' with his powerboat in the movie Caddyshack. Most clubs are super casual and have terrific learn-to-sail programs and, as you've learned, in many case don't require yacht club

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membership. So it's always worth calling a club up and seeing what they have to offer. When it comes to more advanced instruction, we think all the sailing schools have excellent programs. But you need to contact each one to find out who offers the program that's most suitable for your needs.

We hesitate to be too specific about recommending boats, because they are so much a matter of personal taste that it would be like recommending a woman for you to marry. However, there are some guidelines. First, you have to realize that the real cost of a boat is the difference between what you pay for it and what you sell it for. For novices, this means it's usually better to buy a boat that's relatively well known — i.e. has a strong class association — rather than a boat that's a relative white elephant. You also want a boat that you're absolutely certain can handle the rough conditions on San Francisco Bay. That would once again tend to direct you to boats that have or have had an active one-design racing fleet. Two boats that really fit this bill are the Santana 22 — see the following letter — and the Ranger 23, although the latter hasn't had an active one-design racing class in many years. It would not apply to the Catalina 22, a wildly popular design that perhaps has a little bit more accommodation than the Ranger or Santana, but one that isn't quite as suited for the rigors of a summer afternoon on the Bay. And trust us, those are the kinds of conditions you want to learn to feel comfortable in.

The other thing that's great about boats with active one design associations is that you get a built-in set of sailing friends and experts on the boat you buy or are just thinking about buying. For within those associations are folks who know everything there is to know about those boats and how to get them to sail to their potential. And these folks are more than happy to share that expertise. If you even express an interest in something like a Santana 22, the association will be happy to show you the boats, take you out sailing, and line you up as crew for some races. And as you've probably heard, there's no better way to learn how to sail a boat well than one design racing in small boats.

One design associations also inevitably become gateways to a much wider world of sailing. For after a month or two of racing or cruising with the class, you'll no doubt be asked to crew on some evening beer can races — which will open up a whole new world of friends and sailing opportunities. It's no exaggeration that a couple who really applies themselves to sailing this year could easily be crewing across the Pacific on a 45-ft boat next year. Assuming, of course, you're not axe murderers.

A final thing to keep in mind is that many older sailors really like young couples who have big sailing dreams. So at some point you might find a boat that really appeals to you, but is for sale at two or three times your budget. If the boat has been on the market for a long time, or if you spot one covered in moss and looking particularly dejected in a marina, you — or more preferably your girlfriend — should call the owner and tell the truth. Specifically, she should say that you're a young couple who have cruising dreams that are bigger than your budget. You'd be surprised at how many older owners would be happy for their boat to go cruising — even if they aren't on it. And therefore would be willing to sell you their boat for a fraction of her real value.

This is what happened with a friend of ours and his very young daughter, who managed to acquire a lovely 27-ft Wylie Hawkfarm for within your budget range. A Hawkfarm might not be the most luxurious boat in the world, but they are near sisterships to Wild Flower, the boat Skip Allan has spent the last 25 years racing and cruising from California to the South

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If you make the effort to become good and helpful sailors, it won't be long before you realize that money is the least of the obstacles in the path to fulfilling your sailing dreams. Good luck! And don't hesitate to write for help if you seem to get stuck along the way.

↑↓ SANTANA 22 FLEET MEMBERS ARE EAGER TO HELP

I want to thank Michael Beers and the editor of *Latitude* for their nice comments about Santana 22s on San Francisco Bay. Yes indeed, the 'Tuna' remains a San Francisco Bay icon, and yes, most of us — especially those in the racing fleet — sail without reef points in the main.

Beers is right about the great feeling of a 22-ft boat designed for San Francisco Bay's sailing conditions accelerating as it reaches out into 25 knots of wind. It's truly exhilarating to sail upwind in 25 knots, the full main sheeted in, the traveler down, the boom vang cramming the mast forward, and the mainsheet in one hand. Several generations of Bay sailors can attest to that feeling of exhilaration, since the design has been around for 40 years now, and since many of the Bay's best sailors cut their sailing teeth in a Tuna. The class remains active in Yacht Racing Association's One Design Classes Association, the Singlehanded Sailing Society, and most other club races in Northern California. Every year other new sailors are introduced to Bay sailing in Santana 22s, both through local sailing programs and as a first Bay boat for new sailors. The Santana 22 surely must be the most economical boat of its

type around.

Santana Fleet #1 welcomes visitors to its website at santana22.com. There visitors will find several bulletin boards, info about sailing Tunas on the Bay, and various other Tuna contacts.



LATITUDE / ROB

In the Bay Area, Santana 22 fleet members often mentor new sailors.

Fleet #1 members are anxious to answer questions, help solve problems, and mentor new Santana 22 sailors. Give us a try!

Pat Broderick

Former Fleet #1 Captain

Elaine, Hull #245

Santa Rosa

↑↓ WE WERE VERY FRUSTRATED BY THE LOSSES

We were saddened to hear about the loss of the boats between New Zealand and the South Pacific islands in mid-June. According to reports on the internet, there were four boats lost and their crews rescued. Some suffered pretty serious injuries, and lives were turned upside down. We know a little about this kind of thing, having narrowly escaped the infamous Queen's Birthday Storm in 1994 in the very same area.

We are also very frustrated by these losses, as they simply didn't need to happen. Putting aside the issue that cruising boats really do need to be able to withstand 50-knot winds and 25-foot seas, weather forecasting has also gotten much



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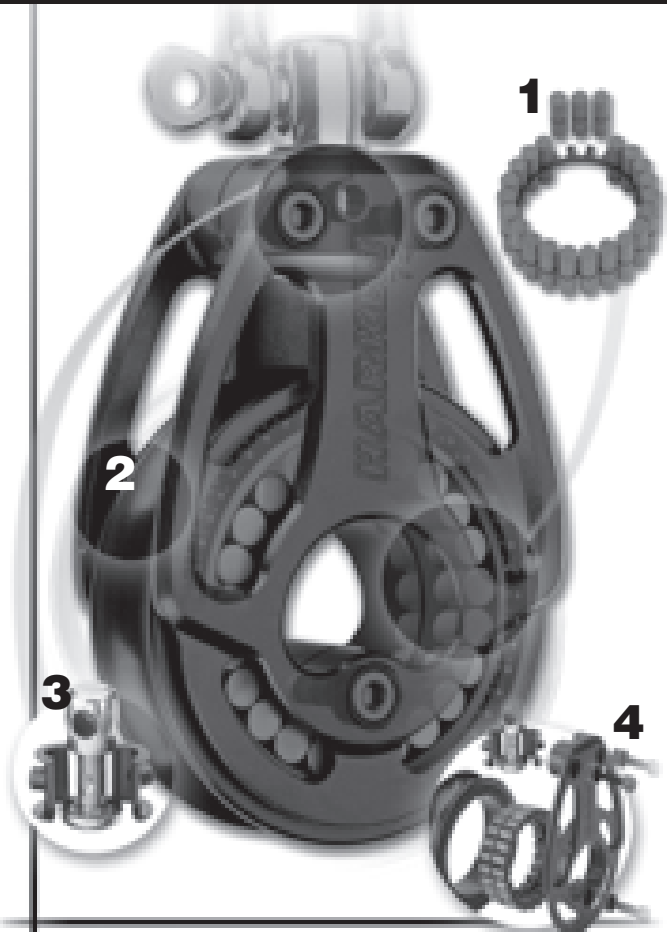
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better and much more widely available. In 1994, no one saw the Queen's Birthday Storm developing until a couple of days before it hit. The signs were there, but we didn't recognize them, the computer models didn't pick them up, and the official forecasts weren't issued far enough in advance to provide guidance for people taking off for the islands. But things are different now.

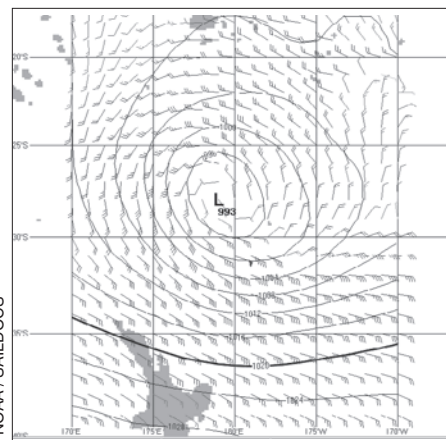
For example, Bob McDavitt, a senior forecaster with New Zealand Met, issued the following warning in his *Weathergram* issued on June 5, a week before this year's storm hit:

"... As this high cell moves off to the east, its back end brings a zone of falling pressure into the tropics. This is a traditional area of development and, yes, three out of five computer models are picking (at this stage) that a low or two will form at the back end of this High somewhere between New Caledonia and the Kermadecs, deepening near 27°S, and causing a gale easterly squash zone near 30°S to 33°S around Fri-Sat 10-11. By this time, a High is expected to have formed in S[outh] Tasman and S[outh] Island (following that second front), so there'll be a squash zone of easterlies between the Low and High, especially between 30° and 35°S from 160°W to 170°E. Avoid."

Bob McDavitt's *Weathergram* is distributed by email from the Yotreps website, and has also been available for years from our SailMail Saildocs server, indexed under 'South Pacific' and 'Tropical'. I suspect it is also widely discussed on the nets in the area.

We are also very fortunate to live in a country which makes the very best of its weather forecasting available to the public — for free. The NOAA (National Oceanic and Atmospheric Administration's) GFS (Global Forecast System) computer model is one of the half-dozen worldwide computer weather models run by major met centers around the world. It is a monster, running for an hour on IBM's fastest supercomputer, and is one of the best in the world. NOAA is the only outfit which provides global model data without charge.

NOAA's output is grib (gridded-binary data) format, and because there are 300 megabytes of data to sift through, it's definitely inconvenient. So five years ago, we at SailMail put together a grib-server as part of our Saildocs project to download data from NOAA. The grib-server slices and dices the data to order, delivering custom files formatted per each user request. So the files — and areas covered — can be as small or large as one wants. SailMail has had this operational for four years now.



A seven-day forecast from Saildocs.

that the Sailmail Association has the resources to make this possible.

The accompanying graphic is the grib-forecast chart for



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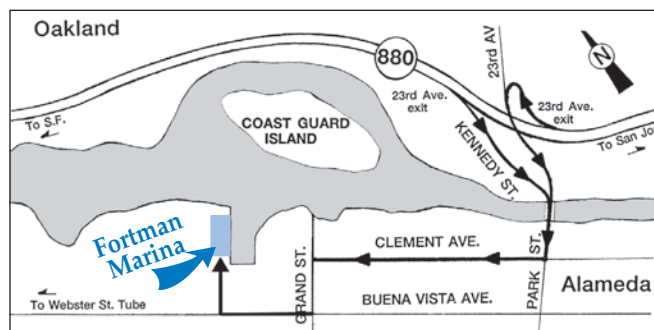
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June 14, 00z. This image is a 7-day forecast from Saildocs grib-file that was available June 7, and is looking out a full week (the 'VT' box at the top is 'Valid Time', i.e. forecast-time of +168 hours). It's not a pretty picture, as it shows *average* winds in the 40- to 48-knot range between New Zealand, which is at the bottom of the graphic, and Fiji and Tonga, which are at the top. The peak winds were forecast to be as much as 30% higher.

This picture is one day from a file covering 40°S to 15°S, which is Auckland to Fiji and Tonga, at 24-hour intervals out to 192 hours (8 days). The total file size is 14K. This is easily sent via Sailmail or Winlink radio-email, or via satphone (the cost would be about \$1) or any other email connection. Much more detailed files can be obtained via email from any cybercafe prior to departure. All paint the same ugly picture: a stationary high over New Zealand, and a low developing in the tropics beginning June 10, creating a squash zone for the waters between New Zealand and the islands building through the 14th.

Seven-day forecasts aren't always accurate, but most are. This one was. So were Bob McDavitt's comments on June 5.

Remember that grib-model data is raw computer data, the same stuff that the forecasters use. So it needs to have 'human intelligence' applied, and that's the job of each cruiser. Learn about the weather, get all the data you can, and check everything. Weather is important.

Jim & Sue Corenman
Heart of Gold, Schumacher 52
Friday Harbor, Washington

↑↓KEEP TAXPAYER-FINANCED WEATHER INFO FREE

As *Latitude* suggested in last month's *Sightings*, I wrote Senators Feinstein and Boxer about S-786, the bill proposed by Senator Santorum that would eliminate public access to much of the information currently provided for free by the National Weather Service. I've attached one of the letters — they're identical except for the names — if anyone wants to use it as a template. I strongly suggest that people write paper letters, as they're given much more weight than calls and emails.

Senator Barbara Boxer
United States Senate
112 Hart Senate Office Building,
Washington, DC 20510
Dear Senator Boxer:

I strongly oppose S-786, the bill proposed by Senator Santorum, that would eliminate public access to much of the information currently provided by the National Weather Service (NWS). Many of us use this service, which is paid for with our tax dollars, and those who cannot afford private services will be without the service if this ill-conceived bill becomes law. Even those who can afford it should not be forced to pay twice.

The NWS has done research and development, gathers data, and hires forecasters to interpret the data — all at taxpayer expense. Now, Senator Santorum's bill proposes that companies like AccuWeather, which is one of his campaign contributors, be allowed to sell us the information already gathered and interpreted by the NWS. If passed into law, this bill would be one of the worst forms of corporate welfare, allowing a private company to take services already paid for by our tax dollars and sell those services back to us. This would be nothing short of theft!

Furthermore, many of us rely on the NWS forecasts. Whether it's merely to determine whether to carry an umbrella, how

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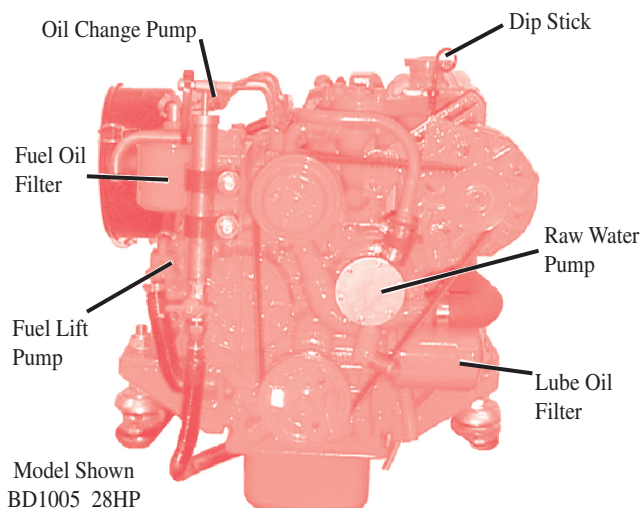
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LETTERS

to dress for going outside, or for more serious decisions like whether we need to put on sunblock or whether it's safe to go sailing on a particular day, loss of this service would be a detriment to many people.

The NWS is the most popular federal agency, and we like it just as it is. We don't want to be forced to either pay a private company for these important services or be left without the important services that NWS provides. Because we have paid for these services, we are entitled to them without paying a second fee to a private company that stands to make an illegitimate profit by getting free weather gathering and interpreting services from NWS, then selling us the information that it's merely distributing. Please do everything you can to see that S-786 is defeated and please let me know what you intend to do about this important issue. Thank you.

Jeff Hoffman
San Francisco

Readers — It goes without saying that Latitude encourages everyone to write similar letters to their legislators to ask them to fight the proposed bill.

↑↓A FOREIGNER LOOKS AT CRUISING IN THE U.S.

A couple of issues ago, the editor asked foreign sailors to compare paperwork procedures for the United States with those of Mexico. I'm a British citizen, and before sailing my 32-ft catamaran *Eclipse* to Central America, we spent '03 sailing from Florida to Maine and back. And by the time you read this, we'll be in Alaska, sailing south to Oregon — albeit on someone else's boat.

Before sailing to the U.S., I had sailed to more than 40 countries — including the Soviet Union, South Africa, Brazil, most of the West Indies, and so forth. However, I haven't actually visited Mexico, as we bypassed it on our way south, calling at Belize instead. The only reason we didn't stop in Mexico was because of the old clearance procedures.

Although I haven't visited Mexico, I think I'm still in a good position to make the requested comparison — especially as very few foreign yachts visit the U.S. (In this context, I'm afraid Canadians count as honorary Americans.) Being an Englishman, I obviously have a passport — as do the majority of Europeans. Although I have the right to travel freely throughout Europe as a British citizen, I need a passport to prove I'm a European resident — in the unlikely event that I'm ever asked. I must say, it does seem very strange to us Europeans that U.S. citizens think they can travel outside of the U.S. without proper travel documents.

What are the requirements for foreigners sailing to the U.S.? First off, foreign yachtsmen have to have a U.S. visa before they can even enter the States. These aren't easy to get, particularly now that the authorities consider every foreigner to be a terrorist. (By the way, in the United Kingdom people are considered innocent until proven guilty, while currently there are many British citizens imprisoned in the U.S. without charge or trial. The latter explains the strong feeling in the U.K. against travelling to the U.S. despite the favorable exchange rate.)

A U.S. visa costs \$100 and is good for one year. I got mine in Barbados in December. Since I didn't arrive in Florida until June, half of it had effectively been wasted. The U.S. embassy in Barbados is one of the few that processes visas, so while I was there I met people from many other West Indian islands all queuing for their visa.

So the difficulty getting a visa is the first difference between the U.S. and Mexico. How many Americans would travel to

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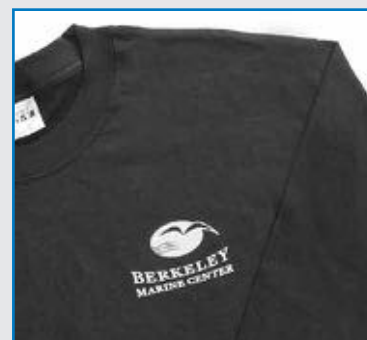


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Mexico if they first had to fly to a completely different country — say Canada — just to get a visa for Mexico? I can honestly say that it was easier to get a visa to sail in the USSR than to get one to sail in the U.S.

When a foreign yacht arrives at her first U.S. port, she has to get a Cruising Permit. These cost \$37 and are good for one year. It's about the same price as you'd pay for Panama or Guatemala. However, it costs \$5 to clear in to Honduras and \$2 to clear out. As far I as know, it's free in Europe. In any event, we can't really complain about the cost.

So now we have our visas valid for 12 months and a cruising permit valid for 12 months — meaning that we can sail in the U.S. for 12 months, right? Wrong! An alien is only allowed in the U.S. for six months before they have to leave. No, it doesn't make any sense to me either!

It's also a requirement that foreign cruisers check in — by phone or in person — at regular intervals while cruising in the U.S. I would phone in each time I got to a new state, and occasionally in between. But to be honest, I could never work out when I was supposed to check in. So I think the U.S. requirements for checking in are about the same as for Mexico now.

As you all know, the U.S. Coast Guard now spends little of its time saving lives, spending more of it on Homeland Security patrols. You may be forgiven for thinking that would make the U.S. a safer place, as that would be very wrong! At no time during my sail from Florida to Maine and back was I ever boarded by *any* official from Customs, Immigration, or the Coast Guard. Worse still, when I phoned to check in — maybe 30 times total — I was only asked my name and my boat name. I was never asked for my passport number, my boat registration number, or how many people I had with me!

I flew back to the U.K. after my six months were up, but I left my boat in Florida. Thus when I later flew back to the U.S., I had no apparent way of leaving the country. I asked the airport immigration officer how I could eventually prove I had indeed left the U.S., as I was going to sail to the Bahamas. He didn't know, so we asked a supervisor. "Oh, just mail the exit papers to us when you get back to the U.K." Ridiculous! As I wasn't going back to the U.K. for a year, I sent them to a friend in the U.K. who sent them to the U.S. In any event, I reckon I could have easily smuggled goods and other foreigners into the country, then disappeared in the U.S., and nobody would have been any wiser.

It's all done differently in Europe. There we rely on spot-checks and tip-offs to find people, and officials are out there patrolling rather than pushing forms in offices. Surely getting out and meeting people is more rewarding and also more effective. I remember one time about 50 yachts had raced from Plymouth to Falmouth, which is about a 40-mile daysail. When we arrived, a Custom launch approached us to ask where we had come from. "We raced here from Plymouth," we replied, "just like all these other yachts." But that didn't stop the launch from going to every other yacht and asking the same question.

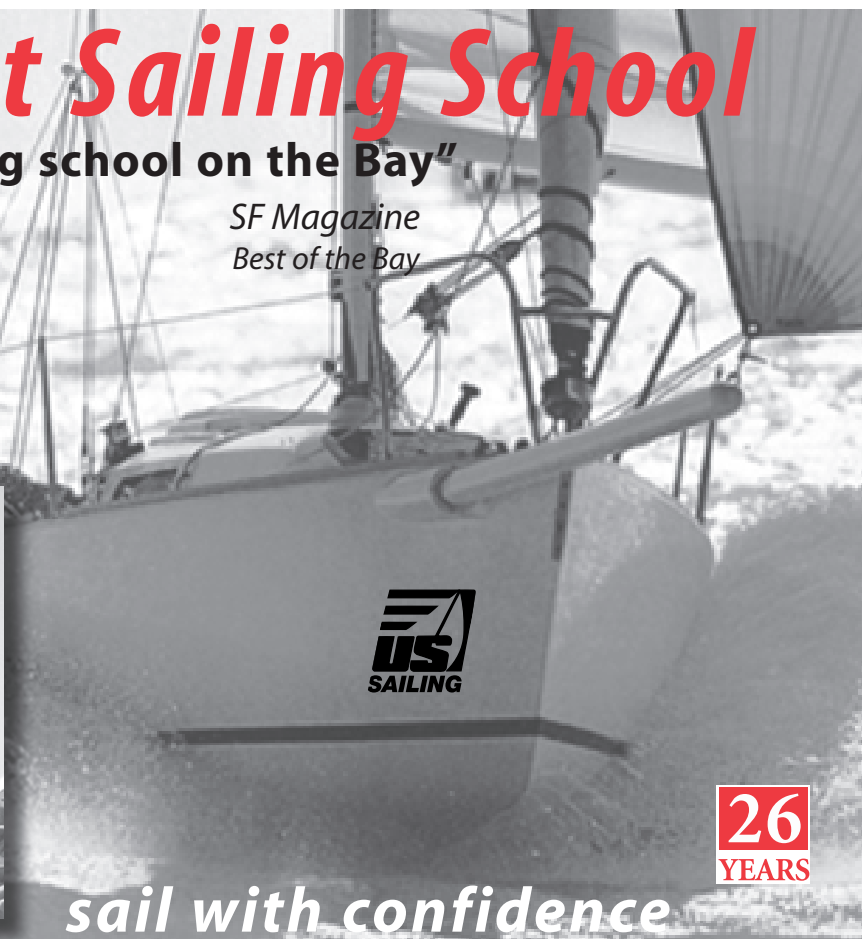
Although Immigration procedures in Europe are easier than in the U.S., there is a really big catch if you plan to sail to Europe. We want your money! Remember that the European Union now includes the whole of the Mediterranean and all of the Baltic except Norway. So that's a big cruising ground. However, it's all considered one country when it comes to import duties.

I know that you can bring a boat into Mexico for 10 years by paying \$50 for a Temporary Import Permit. But in the

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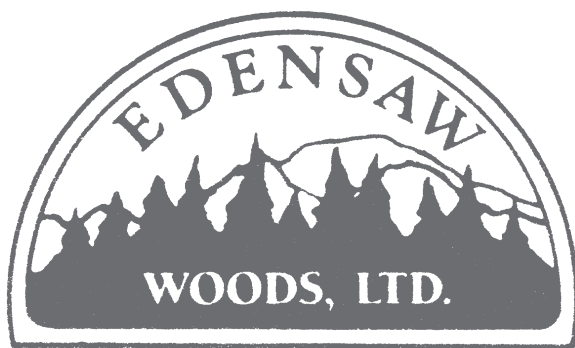
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LETTERS

European Union, we have VAT or Value Added Tax. In the U.K. it's currently 17.5%, while it's 25% in Denmark. We pay this tax on basically everything we buy except food. So a \$100,000 boat would cost \$117,000 in the U.K. and \$125,000 in Denmark. The catch is that if you stay in Europe for more than 18 months, you — despite being Americans — have to pay VAT on what our officials — not you — figure is the value of your boat.

I believe there are ways and means of extending that time — I have an Australian friend who has been sailing in Europe for eight years without paying VAT. But France, in particular, is very strict on collecting VAT from yachts that have overstayed the 18-month limit. If you feel you must pay the tax, I suggest you go to the Azores, where I gather it's only 7.5%.

You will also find that cruising in Europe is very expensive. Fuel is typically \$6/gallon, while a cup of coffee is \$5 — with no refill. And I copied the following from a U.K. discussion board:

"Just considering bringing our little 16-ft cabin boat down to watch the Round the Island race on Saturday, looking at launch sites/car parks, such as Hamble Point at \$50 U.S.! Thought about launching on Friday night, but charges at Mercury for Friday night are \$3 U.S. a foot." Marina prices in the Bay Area are *far* less than in the U.K.

Finally, if anyone wants to know more about Immigration and Customs requirements, I suggest you visit www.noonsite.com, which lists the requirements for around 190 countries. Good sailing to all, no matter what country you're in!

Richard Woods, Plymouth, United Kingdom
Jetti Matzke, Oakland
Eclipse, 32-ft Woods Cat

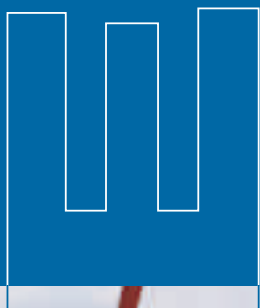
Richard and Jetti — Very interesting stuff, but we have a couple of corrections. First, while the Coast Guard has been given tremendous new Homeland Security responsibilities, that doesn't mean they've reduced their commitment to lifesaving. We don't agree with all Coast Guard policy, but when it comes to SAR, we think they've proven time and again that they are the best in the world.

Yes, your boat can stay in the U.S. longer than you can. But that's not unusual around the world. For instance, Americans can keep their boats in Mexico for 10 years, but the longest visa for an individual is one year.

We don't know of any Americans who've had a problem getting around VAT being slapped on their boats. And now that the French and Dutch have screwed the European Constitution pooch, a trip to Turkey — a great place to cruise — is all that will be needed to reset the 18-month VAT timer.

All foreign cultures will seem curious in some respects. It's true that the U.S. treats some suspected terrorists as guilty until proven innocent — but thanks to Napoleon, our good friends the French treat everybody like that all of the time. On the other hand, we Americans wouldn't stand for European-style spot checks to determine if someone was in violation of immigration laws. We'd find that as offensive as asking a young Middle Eastern man about to board an airplane with a ticking bundle to kindly step aside for a security check. Above all we don't want to offend anyone, so our security people are restricted to searching grannies, infants and others who don't fit a risk profile.

Plus, we Americans don't have to go searching for our illegal aliens. We know they're working — and working hard! — in every restaurant, mini-mart, construction site, and farm in the country. While we don't have any trouble finding them, we're just collectively unsure if it's a good thing they're here or not.



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LETTERS

All in all, it's a very interesting world, particularly at this time in history. Enjoy!

↑↓ ISN'T IT IRONIC?

If memory serves, didn't the Davidson 50 *Great Fun* — which sank last month off Pt. Arguello during a delivery back to Northern California after the Coastal Race — suffer an attempted scuttle in the late '80s? It seems ironic that she would ultimately sink.

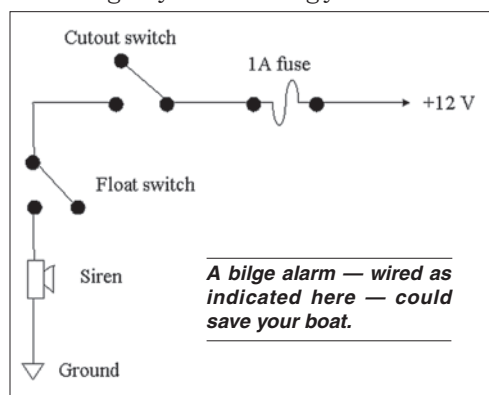
Alan Taylor

Alan — *Nothing was ever proven, but Great Fun nearly sank out by the Lightbucket under what many considered to have been suspicious circumstances — such as all the winches having been removed. Less than a month later, she was nearly lost off Santa Cruz, once again in what some thought were curious circumstances.*

↑↓ FOR \$30 IT'S CHEAP INSURANCE

I was saddened to read of the loss of the Davidson 50 *Great Fun*. But I'm also always shocked at how many boats are only discovered to be taking on water when the floorboards are awash. By this time the source of the leak may be submerged, making it very difficult to find.

On *Jolly Mon*, our previous boat, we mounted an inexpensive bilge alarm similar to the one in the attached schematic. The cutout switch is on the electrical panel, and is normally left closed (on). It's there to turn off the alarm, because in a real emergency the last thing you need is a headache from the



alarm. The float switch is mounted an inch or two higher than the bilge pump float switch. That way the alarm goes on with very little water in the bilge, and only if the pump can't keep up.

The siren can be an expensive 'marine' version or a basic \$5 item like Radio Shack part #273-079. The whole thing shouldn't take more than a couple of hours to install, and the cost shouldn't be more than \$30. Cheap insurance.

We also used the float switch to turn on a large, emergency bilge pump so we'd know when the big gun turned on.

The only time that the alarm sounded was when we were doing an overnight motorsail from Zihuatanejo to Manzanillo. The bilge pump had been turned off accidentally, and the drips from the stuffing box had accumulated. You wouldn't believe how quickly my head went into that bilge looking for the problem.

David Kramer
Mountain View

↑↓ I DO GIVE THE COAST GUARD CREDIT

I was recently boarded by the Coast Guard for the first time — and without any apparent reason. It happened at the mouth of the Estuary on a Friday night about 9 p.m. as I was on my way to Clipper Cove for the night. I've probably made the same trip over 20 times in the last few years and have

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LETTERS

never been stopped.

It was clearly a training event for the junior member of the boarding party, but I just figured that was how they did these things. It was the first time I've had any contact with the Coast Guard and, while I was surprised that it was my turn, I do have to give them credit for being quick, to the point, and professional.

They did leave one of their big mag flashlights behind, though, and it was kind of fun speaking to Coast Guard San Francisco on 22A to ask if they wanted it back.

Mike Joyce

Interlude, Catalina 36

Marina Village Yacht Harbor, Alameda

↑↓ **ANCHORING IN THIN SAND OVER HARD CORAL**

My wife and I recently chartered a 45-ft Island Packet in the U.S. and British Virgins for 10 days. We had a wonderful time with good friends, good rum and great sailing.

We were able to spend most nights tied to mooring balls or harbor docks, but on three of the nights we had to anchor. Our first attempt at anchoring was in Great Harbour at Jost Van Dyke. The bottom looked sandy enough, but the anchor just wouldn't dig in. After several attempts, I asked some locals on a dive boat that was moored nearby why the anchor wasn't holding. They said that the bottom was hard coral with a few inches of sand over it, and that our anchor would never stick. They advised me to let the anchor out until it touched bottom, and then to slowly back up while letting out the entire amount of chain in the anchor locker. They said that the weight of the anchor and chain would hold us — and it did. We had to do it again at Marina Cay and Johnson Bay on St. John. At Marina Cay we had a strong headwind and a lot of surge, but the anchor held fine all night.

On all three occasions, I snorkeled down to check the anchor after letting it out. I always found it lying on the bottom and not dug in, just as the guys on the dive boat had said. So the technique works, but I know that you and many of your readers have chartered in the Virgin Islands, and I'm curious as to how others have dealt with this situation.

Bob Adams

Mountain View

Bob — When you've got just a few inches of sand on top of a hard bottom, it can be almost impossible to get a good grip. It's a problem at Great and Little Harbours on Jost van Dyke and lots of other places in the sailing world. For example, parts of Turkey can be difficult, so can Columbie on St. Barth, and, to a lesser extent, Punta Mita on Banderas Bay. Sometimes you're faced with the choice of having to either rely almost entirely on the weight of your anchor and rode to keep you in place or having to leave for another anchorage.

When we had Profligate in St. Barth for the winter two seasons ago, we reanchored frequently, and we usually dove on the hook because the water was so warm and clear. It was a real education. For one thing, if you're only anchored in 10 to 15 feet of water, and you've got a good-sized chain, you don't even need an anchor in up to about 12 knots of wind. We know, because in such conditions our chain never pulled tight and our anchor was often off at a 90 degree angle.

So yeah, the weight-only 'technique' works — but with some major limitations. The biggest limitation is that if the wind blows hard enough to overcome the weight of the anchor and chain and their friction on the bottom, there's nothing to keep your boat in place. So when you use this 'technique', you're never more than one good squall from being a runaway charterboat.



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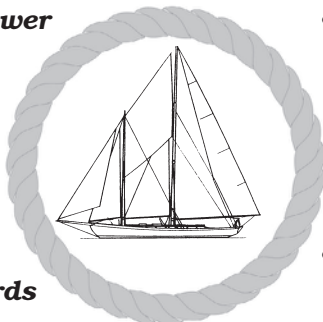
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LETTERS

This means that you and your crew have to be prepared to bail out of the anchorage at any time — even in the middle of the night — to perhaps motor in circles until things settle down. If it's a crowded anchorage — as many of them are in the Virgins — and if you've got a lot of chain out, it could be a real challenge to get out of the anchorage without hitting any boats, especially as several of them have probably dragged, too.

The other thing we learned from diving on Profligate's hook in St. Barth is that, when the wind blows hard, it puts a tremendous strain on the chain and anchor. In fact, one day when it was blowing about 25 knots, we spent about an hour with a snorkel watching how the chain swung from side to side and was jerked in the gusts. We can't do much about our default anchor, as it's the biggest Fortress they make, but when it comes time to replace our chain, we think we'll go up a size and add another 100 feet in length. It would allow us to sleep more soundly.

↑↓ **THE ALA WAI SHOULD BE A WORLD CLASS FACILITY**

We have lived in Hawaii since the mid '60s and have had a sailboat from the early '80s until about four years ago. Initially, we were partners in a modified Cal Cruising 36, and then in '86 we purchased *Apathy*, a new Catalina 34. We kept both boats at the Ala Wai Small Boat Harbor and sailed a lot among the Hawaiian Islands, except for the Big Island. We moved from Oahu to Kauai in '94 when I retired from the FAA. We kept *Apathy* for a while longer, bringing her to Hanalei Bay two or three times, but ultimately we decided to sell as we were only using her as a motel in Honolulu. We never had a slip on Kauai, and, in my opinion, the sailing isn't very good here.

In the '80s, I served on something called the Ala Wai Small Boat Harbor Advisory Committee. At the time it was chaired by the venerable sailor, writer and world traveler, Earl Hinz. But what a waste of time! Initially the State Harbors Division controlled the Small Boat Harbors. We lobbied to get them transferred to the Department of Land & Natural Resources. It made sense to us, as Land & Natural Resources also controlled the state parks and other recreational facilities. Eventually they were transferred, but nothing changed, and the same bureaucrats moved with the function. I finally gave up when Hinz moved to Las Vegas, but I understand the committee or its successor may still function.

The goal of our committee was to try to communicate with the state people and express our concerns about the harbor and its operation. A lot has been written about it in *Latitude*, and I'd like to share my opinions.

First, the Ala Wai — even with its cheap slip rates — was the cash cow for the whole program, as it subsidized the Small Boat Harbors on the neighbor islands. This kind of arrangement seems common to the political system in Hawaii. Attempts were made to privatize the Ala Wai and also to raise the slip fees — but this was always fought against by the people in the slips. But, in my opinion, the failure to raise slip rates is largely responsible for the Ala Wai's current state of disrepair.

A few years ago, the state proposed allowing commercial boats to operate from the Ala Wai. This was apparently a pet project of then-Governor Ben Cayetano. He was not happy with the slip holders opposing this proposal. Cayetano has historically been a very vindictive person when he hasn't gotten his way. My suspicion is that, as a result of the slip holders' opposition, he just told his people to let the Ala Wai deteriorate.

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LETTERS

My old floating F Dock is gone, as it — like quite a few of the fixed concrete dock positions — was condemned as being unsafe. In the past, feeble attempts had been made to repair the docks. These were done by politically connected contractors, and as such there seemed to be little or no quality control. Currently, G Dock has been replaced, and they are doing something in the old F Dock position — although I'm not sure what. But they may be installing used dock components provided by the Waikiki YC.

In any case, it's very sad to see what's potentially such a beautiful facility in such a deteriorated state. I have not been involved lately, and I am not sure what the current Governor and her administration's position is on the Ala Wai, but hopefully it can one day become the world class facility that it deserves to be.

John H. Gordon
Princeville, Kauai, Hawaii

John — We share your frustration. The Ala Wai could and should be a jewel of Honolulu, and indeed be one of the great marinas of the world. That it's in such disrepair and so poorly serves the mariners and the people of Honolulu can only be attributed to decades of mismanagement on the part of the state. We bet you a nickel that the state couldn't break even on a shave ice stand even if they granted themselves a monopoly at Waikiki.

Some of the management mistakes are so elementary that it's ridiculous. It doesn't take a genius to know that it makes no sense for a marina in one of the most expensive places in the world to be charging some of the lowest slip fees in the world. Small wonder it's falling apart and hasn't seen an improvement since prior to the invention of the fiberglass boat. We think the Ala Wai ought to be privatized right now. The scary thing for Hawaii taxpayers is that the rest of their state government has probably been run just as foolishly and inefficiently as the Ala Wai.

↑↓STICKS AND STONES

After spending a good number of years and a fair sum of money, the wife and I were able to cut the lines and go cruising. As those who have done it know, it's not cheap and takes a firm budget to stay out there. And you get called some funny things.

The first time I heard a term that seemed to strike me the wrong way was at the first marina we pulled into. Having sold our home and spent our life savings on a boat and the cruising lifestyle, the harbor master called me a "transient!" What gall, I thought to myself. Then I figured out that's what they call all cruisers passing through.

After taking several months to get used to that term, we heard another one. One the way back up from Mexico, we stopped at Ventura, where I went to Beacon Marine to buy a few things. After browsing through the goodies, I approached the register. The man at the counter asked if I had an account with them. When I said, "No," he asked me to step over to the next register — the one was that used for "No-Accounts."

So here we are, living in our boat, loving the lifestyle, but not sure if we like the stigma of being "no-account transients."

Randy & Ramona Garrett
R3
Coos Bay, Oregon

Randy — It's ironic that in a letter complaining about the

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LETTERS

terms being used to describe you, you refer to the woman in your life as "the wife." Were you to say that out loud in Northern California, you might get told off by any number of women, who would forcefully explain that such a form of reference objectifies and dehumanizes the woman to whom you are married.

Not to be endlessly nitpicking, but we also can't resist a remark on your "cruising isn't cheap" comment. We know people who cruise on less than San Francisco's recently reduced welfare payments, and we also know people who couldn't cruise for less than \$10,000 a month. It's all in how you do it. Curiously, the people who do it on less money often seem to have more fun.

↑↓ I HAD ALWAYS HOPED TO SEE HER AGAIN

Back in February, you reported on the sinking of the Newporter 40 ketch *Maxine*. I was wondering how the couple who owned it are doing? I am a prior owner of that wonderful boat and was sorry to hear of her sinking. Many in Long Beach may remember her from back in the '70s and '80s when she sailed around Southern California and Mexico under the name *Holly Ann*. I had always hoped that I would see her again, but alas.

Tommy Germany

Tommy — At last report, Greg and Mai — they didn't want their last names revealed — reported they'd given up the cruising life, had bought an RV, and have become road warriors. They didn't seem to have any lasting injuries.

It's not been a good year for Newporter 40 ketches. You may have read in last month's edition that William Peterson's Newporter 40 *Kamera* was abandoned some 800 miles from California on a passage from Panama that would have marked the end of a nine-year circumnavigation. Dismasted and out in the middle of nowhere, Peterson felt he had no choice but to abandon her.

We did the Long Beach YC's Long Beach to Cabo to La Paz



It has not been a good year for Newporter 40 ketches such as William Peterson's 'Kamera'.

Race in '81, and, if we remember correctly, there was a Newporter 40 entered. We wonder if she might have been *Holly Ann*?

↑↓ IT'S TIME TO PASS SAILING ALONG TO MY BOYS

I saw your email link in the June 22 'Lectronic Latitude' wanting to hear from people planning on making this year's Ha-Ha. You can add us to your list.

My family of four — Juli and the boys, Jake, 11 in October, Zack, 8, and I, plan on making it down to San Diego from Portland for the event. It will be the kickoff of our planned 15-month sail down the coast to Mexico, maybe Central America and Ecuador, then across to the Marquesas, then back across the equator in November to start our trek back to Oregon.

Our *Capaz* is a custom Perry 48 center cockpit cutter with a pilothouse. She's 10 years old, and we bought her last

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LETTERS

December just for the voyage.

I grew up racing on San Francisco Bay, racing in MORA, and doing coastal cruising in the late '60s through the '80s. I haven't sailed consistently since moving to Portland in '85. Having grown up sailing on San Francisco Bay, sailing on the Columbia River seems pretty boring. But it's time to pass sailing along to my boys — in a big way!

We'd love to hear of other families with kids doing the Ha-Ha and beyond.

Tod Cordill
Portland, Oregon

Readers — For information on the coordinator of 'kid' boats in this fall's Baja Ha-Ha, see this month's Cruise Notes.

↑↓ CAN YOU MENTION MY WIFE, AMY, TOO?

I just got the July *Latitude* and I noticed that our boat *Sandpiper* is listed on page 114 as being one of the entries in the Ha-Ha. Could you please add my wife Amy's name as being one of the owners of the boat? She's freaking out that maybe I'll go without her or thinks I'm trying to send her a message that maybe she shouldn't go.

Tom Larson
Sandpiper
Oakland

Tom — What an unfortunate omission on your part! Ladies, give us some guidance here, what's the appropriate penalty for such a blunder?

As for you, Amy, we wouldn't worry at all, as we're certain it was just a normal oversight on the part of a typically insensitive male. Sort of like the time we didn't think we had to get a Mother's Day present for our ex-wife. Our man-type thinking was that, since it wasn't Step-Mother's Day, a present wasn't required. According to women that we know, we were wrong.

↑↓ TIPS FOR FOLKS HEADED ON THE HA-HA

We sailed our Irwin 37 center-cockpit sloop *Luna Sea* in the '03 Ha-Ha and had the time of our lives! We ultimately stayed in Mexico for two seasons, putting our boat on the hard in San Carlos for the summer of '04. Then, after cruising as far south as Barra de Navidad, we beat it back to the Bay Area, where we now have the boat in a slip in Vallejo.

We're just writing to recommend that anyone heading south this year do it as part of the Ha-Ha. Doing it gave us the chance to meet a lot of wonderful people, and we felt safer being part of a pod of cruisers. Of course, the Ha-Ha reminds everyone the event is not an offshore hand-holding service.

Having put some 6,500 miles on our trusty *Luna Sea*, she's now up for sale. We want to move up to a 45-footer. Nonetheless, if I can find the time, I'm going to try to sail on a Ha-Ha boat as crew this fall.

You might also get a letter from our friend Allen on *Just Us 2*, who did the Baja Bash with us and some other boats. We all got hit with hurricane-force winds at Cedros Island north of the village. We were hiding behind the 1,900-ft mountain, but the wind blowing 65 knots on the other side sent katabatic winds down the canyons toward us with some gusts over 100 knots. Some of the people in the village said they'd never seen wind like that before.

Our tip for new cruisers headed to Mexico is to carry at least three anchors. We had a 45 CQR, 35 CQR and 25 Danforth — and lots of chain. If we had to do it over again, we'd have gone for one heavier-than-recommended anchor, plus 300 feet

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of chain, plus 100 feet of nylon rode. As it was, we lost our 45 pounder and all our chain at La Cruz. The problem was that we let out all 100 feet of our chain, then about 40 feet more of nylon. Well, the nylon chaffed through on something, and we lost our big anchor and chain rode.

Next time we'd also bring more spares of all kinds: toilet kits, water pumps, an alternator, a regulator, hoses, filters, and so forth. We had a hell of a time getting water pumps. Fortunately, we found a pump rebuilder in La Paz who had all of the parts for our Perkins 4-108 raw and freshwater pumps. He had them rebuilt in two hours and we were off.

I, Tim, hope to see everyone on the Ha-Ha this year. Judy, The Admiral, has to work!

Tim Harmon, Deck Ape
Julie Duffy, the Admiral
Luna Sea, Irwin 37
Sonoma

Readers — Thanks for the tips and kind words about the Ha-Ha.

↑↓ HOW TO SIGN UP FOR HA-HA

We've been all the way to New Zealand and back up the East Coast. Now we'd like to return to Mexico with the Baja Ha-Ha group. How do we find out about it?

Sylvia & John Parr, and Nube the cat
Sonrisa

Sylvia and John — A basic description of the Ha-Ha and instructions on how to get an entry packet has appeared in every Sightings section since the May issue — but we're happy to repeat it: Send an \$18 check and a 10"x13" self-addressed envelope to Baja Ha-Ha, Inc., 21 Apollo Road, Tiburon, CA 94920.

↑↓ GETTING CHEAP PHONE SERVICE IN MEXICO

We've read many letters from cruisers in Mexico who have struggled with the issue of phone service. We had this problem also when we began cruising Mexico, but it was solved when we found the right cell phone company and the right cell phone.

Cingular has a plan called Cingular North America that gives you cell phone service throughout Canada, the U.S. and Mexico as part of your basic monthly charge. The last time we checked, the service was about \$60 per month for 450 minutes of air time and \$70 per month for 850 minutes of air time. And it has rollover minutes. There are also plans with more minutes. Making a call within Mexico, from Mexico to the U.S., or from the U.S. to Mexico uses your plan minutes with no other fees. And you have a U.S. number so friends can call you from the U.S. without incurring international charges!

The North America plan requires that you have a GSM phone. (We made sure that we got a GSM phone that was 'unlocked' so it could be used in other parts of the world as well.) This plan provided us with cell phone service anywhere in Mexico where there was Telcel service. We've had service in every medium and large city from Tijuana to Huatulco, and also in many small towns and rural areas.

We have taken time off from cruising to return home in the summer, and our phone plan was perfect for this, as the same service works in the U.S. and in Mexico with no interruption and no need to contact the provider. (We initially had what was purported to be similar service from Verizon, but our phone never worked in Mexico. Maybe they have fixed



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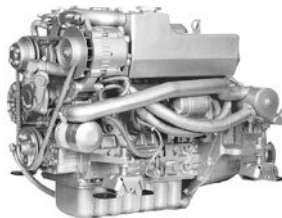
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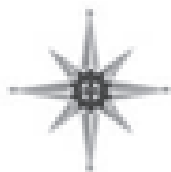
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LETTERS

their problems, but they were so uncooperative that we would never suggest anyone try Verizon.)

Now we have left Mexico and our boat is in El Salvador. Because we have an 'unlocked' GSM phone, we were able to remove the Cingular chip from the phone and purchase a chip and prepaid minutes from a cell phone company in El Salvador at reasonable rates. When we returned to the U.S., we simply replaced the Cingular chip and had their service again. (This was practical for us because we were in EL Salvador for only a short time before leaving our boat for the summer. After the summer we will cancel Cingular and will rely on local service as we continue cruising.)

We're keeping our fingers crossed that Cingular will come up with a Central America plan. For Mexico, we recommend Cingular's North America plan without hesitation. If you talk to Cingular, however, you may speak with someone who has never heard of the North America plan. It takes some persistence to find this plan which, when we got it, wasn't included on their website and wasn't well publicized — although they often have brochures for it in their stores.

Portia Igarashi & Steve Stecher
Dream Caper, Venezia 42 Catamaran
San Rafael / El Salvador

Portia and Steve — Funny about the timing of your letter. We just called Cingular a few days ago, and they insisted that they no longer offer the North America Plan. As they are a cellphone service provider, we're not sure we believe them and/or that they know what they're talking about. Anyway, for about \$4/month extra to our regular plan, they claim we can now call the States from anywhere in Mexico for six cents a minute. If this is really true, it would be an excellent deal, because some street phones down there still charge you about \$6/minute for the same call. The bandits!

↑↓ **ANY THOUGHTS ON OUR RETIREMENT CRUISE?**

My wife and I have decided to put *Moon-Glade*, our beloved Wauqueiz 33, up for sale here in the Bay Area. As soon as she's sold, we'll replace her with a larger boat, which we plan to purchase here on the East Coast where we presently live. We only moved here to Washington, D.C. two years ago from San Jose because of my job with Homeland Security.

We will be retiring in July 2007. At that time we will sell our East Coast assets and head back to the West Coast by boat via the Panama Canal. Another sailing couple will be retiring with us at the same time, and plan to accompany us on this trip. We will all be going to the Annapolis Boat Show in October to start looking for our new boat.

As you can imagine, the anticipation of this trip is causing the days to drag for all of us. We would appreciate any advice you can give us on cruising guides, routes, and so forth for this kind of trip. We're not sure about taking the ICW down to Florida, as it sounds shallow and crowded — yet kinda fun. Or, maybe we'll buy our new boat in Florida. Any thoughts?

Randy & Ellen Hasness
Washington D.C.

Randy and Ellen — It's hard for us to give you much advice without knowing a little bit more about your interests, ages and how much sailing you want to do. But if we were retiring on the East Coast in July of '07, here's what we'd do:

We'd head up to the Northeast for a last opportunity in those waters. After all, you don't want to miss Maine, do you? Come November, we'd enter the West Marine Caribbean 1500 Rally from Virginia to Tortola. We'd spend at least the next two or

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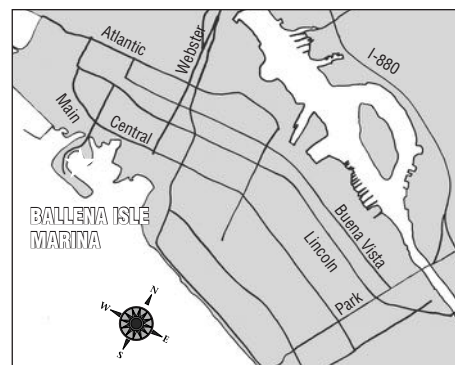
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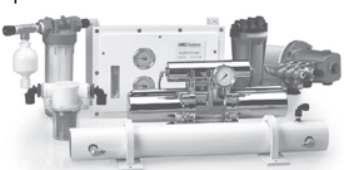
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LETTERS

three years cruising various parts of the Caribbean. During the height of the hurricane and humidity season in the late fall, we'd fly to Europe for some land travelling just to make sure we didn't want to take our boat to the Med for a couple of years before heading to the West Coast. You know, with a little luck it's almost all downwind to Europe, and it's almost always all downwind coming back across the Atlantic. The next fall we'd take a couple of months to explore South America by land and air.

If we ultimately decided against the Med, when we got to Panama we'd do some serious thinking about the South Pacific. After all, we could have a wonderful six-month cruise across the Pacific before having to duck into New Zealand to escape tropical cyclones in the South Pacific. At that point, it might make sense to ship the boat to the Pacific Northwest to do those wonderful waters. Of course, with Australia so close, how could we forgo a cruise up the east coast to the Great Barrier Reef? But geez, by that time we'd be too close to Indonesia and Thailand to pass them up. So ultimately we'd ship the boat to the Pacific Northwest from Singapore. Then, in about 2015, we'd sail down the West Coast to San Francisco . . . for a few weeks of Bay sailing . . . before heading to San Diego just in time to participate in Baja Ha-Ha 22.

All right, all right, maybe that's a little too ambitious for most people, but it's how our mind works. If you have more modest cruising dreams, you could obviously eliminate some parts of our itinerary. But no matter what, if we were retired, we wouldn't bring a boat from the East Coast to the West Coast without spending at least a full season in the glorious waters of various parts of the Caribbean. It's got a lot more going for it for sailors than does the ICW, Florida, or the Bahamas. So please, don't settle for pretty good cruising when you can enjoy the best!

↑↓ A SOLO, NONSTOP LAP VIA THE NW PASSAGE

In 1980, my wife Pip and I crewed up from New Zealand to Hawaii aboard the 50-ft steel yacht *Astral Rose*, which was owned by Graeme Kendall, another Kiwi. Graeme and crew continued their Pacific loop home via the western Pacific, while we settled here in San Francisco.

Many years have passed, but now Graeme has a new boat, *Astral Express*, and has headed off from Auckland to do a singlehanded non-stop circumnavigation via the Northwest Passage. Check out his website: www.astralexpress.com. He's



Having gone cruising 25 years ago, Graeme is now attempting a nonstop circumnavigation via the Northwest Passage.

been out 10 weeks now, and has progressed westward to the north of Australia. After briefly taking shelter just east of Port Elizabeth, he turned the corner and is now heading northward toward St. Helena Island in the South Atlantic. So far he's called here by phone a couple of times and seems

to be in fine shape.

We thought his efforts might be worth mentioning in *Latitude*.

P.S. I'm a longtime cover-to-cover reader of *Latitude* and

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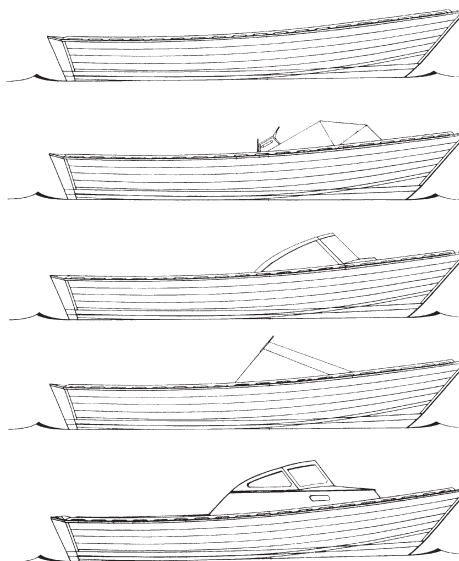
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LETTERS

have developed a pattern of monthly insomnia until all the pages of the most recent issue have been read.

Evan Marks
San Francisco

Evan — We're glad you mentioned it. Although 25 years have passed since he last came through, we wouldn't be surprised if some cruisers and West Coast sailors still remember him. As for the Northwest Passage itself, does anyone know if it's been affected one way or the other by 'global climate change'?

↑↓ **PERHAPS IT WAS A BASKING OR WHALE SHARK**

Regarding Suzanne and John Pew's suggestion that the Rawson 30 they were aboard was attacked by sick or mating dolphins, damaging the rudder, we'd like to propose another possible explanation for the Sea of Cortez incident.

We experienced rudder damage to our boat in November of 2002 when our J/130 *Argonauta* was brought to a virtual halt after we'd been doing 8 knots about 30 miles from New Zealand on a passage from Tonga. As Howard rushed below to see if we were taking on water, I rushed on deck to try to see what we'd hit. There was great swirling in the water, and I just caught sight of a large tail fin — which I later identified as that of a basking shark, which is a coastal pelagic species found throughout the world's arctic and temperate waters. These creatures can reach 40 feet in length and swim slowly at the water's surface.

The force of the impact sheared a bracket off our autopilot, which jammed our rudder to one side, so we effectively had no steering. The impact was so strong that it also bent a 1-inch pipe that acts as a rudder stop. Fortunately, Howard was able to disconnect the bracket and free the rudder so that we could get into Opua. During a later haulout, we found that the upper rudder bearing had been shattered.

In May of '77, shortly after we left Cabo San Lucas for the Marquesas aboard our S&S 40 *Gamin*, we had a similar encounter. The force of that collision knocked the tiller out of Howard's hand. We were able to identify the perpetrator as being a very large whale shark. It wasn't until we were able to haul out in Papeete that we were able to straighten the bent trailing edge of our rudder.

As such, I suggest that the presence of the dolphins was coincidental to there being another docile sea creature at hand, possibly a basking shark or a whale shark. Our only direct contact with dolphins to date has been to have them rub their backs on our bow as they play in our bow wave.

P.S. Thanks for the great magazine.

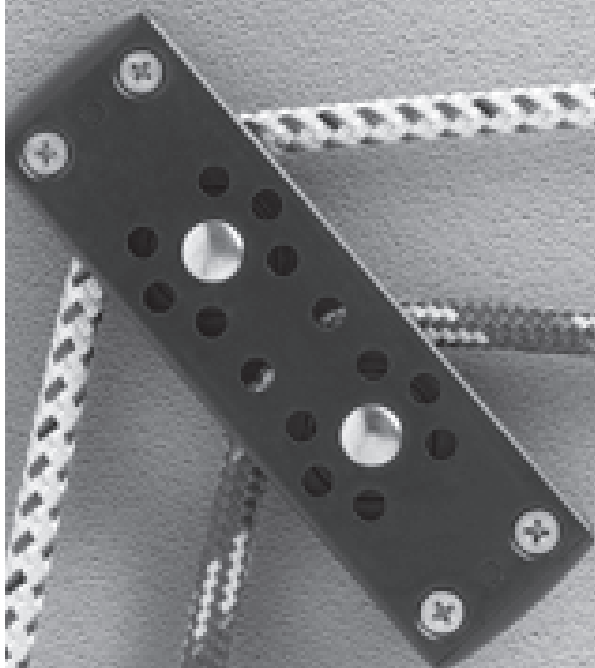
Susan & Howard Wormsley
Argonauta
San Diego

Susan and Howard — Thanks for the kind words — and the other possible explanations for the creature that collided with the Rawson 30. For all we know, it could have been a big manta ray. In '98, we were motoring Profligate at 10 knots in Banderas Bay not far from Yelapa, when there was suddenly a tremendous collision that almost brought the cat to a halt. One of the daggerboards was jammed so far back into the crash box that it remained impaled for the entire Baja Bash until we got to Santa Barbara. In our case there was no question we'd hit a large manta ray. Why that might have happened remains a mystery to us.

↑↓ **GETTING FROM COSTA RICA TO ENGLAND**

My father, who lives in Costa Rica, has asked me to help

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LETTERS

him find passage to England on a boat this August. We thought he might be able to board in Panama on or near the Canal. He used to sail as a boy in the South of England, but is now willing to travel on any kind — within reason, of course — of boat. Is there any information that you can give me that might make my search easier? Any help is greatly appreciated!

Vanessa Henderson
Planet Earth

Vanessa — We have bad news for you. If you've been following the news, you know that this is hurricane season — and a very busy one, too — in the Atlantic and Caribbean. As such, not very many smart skippers will be heading north or east from Panama until the season is over on December 1. Your father may be able to catch a ride leaving the Canal in December, but we think he'd regret it. The 1,200-mile trip to the Eastern Caribbean at that time of year is one of the nastiest in the world of sailing. It's best done by 21-year-olds who think there are hundreds of horny young folks waiting for them on the beaches of St. Martin. But even if your dad did make it to St. Martin or Antigua, he'd still have to wait until April or May for a passage to England, because nobody with any respect for life would try to sail across the North Atlantic in the winter. Sorry.

THE CONVERSATION MUST HAVE BEEN COLORFUL

Latitude 38 only gets better and better, and your first-time color spreads in the printed version are stunning.

Last month I raced singlehanded in the In-The-Bay Race, and *Latitude's* spy-on-the-Bay caught me in the background of the photo of *Borderline* that was published — in color — on page 100 of the July issue. My *Ragtime!* is a dark blue J/92 with a white bottom, not to be confused with Frank Sloodman's light blue J/90 that appeared in larger form in color on the same page. I would have been much closer in the *Borderline* photos, but I was OCS (on course side) at the starting gun and had to restart. If you are going through that batch of photos and spot any good ones of my boat, I'd probably buy one.

By the way, I sailed alongside *Profligate* for much of the



WAYNE MERETSKY

She: "Look out!!! You're going to hit the damn bridge again!!!"

He: "Relax, we're not even close."

And getting a real workout in the process. I couldn't quite hear the conversation between helmsman and crew, but I have a hunch it was more colorful than the sail.

And speaking of color, the new color photos are bringing out the visual appeal of sailing and the surroundings like nothing else. Thanks for taking that next step, it was really worth it!

Bob Johnston
Ragtime!, J/92

Bob — Thanks for the nice words about the color photos. We

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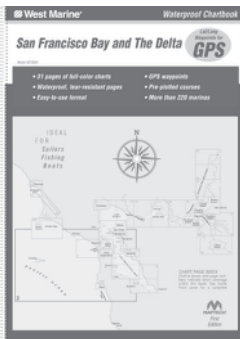
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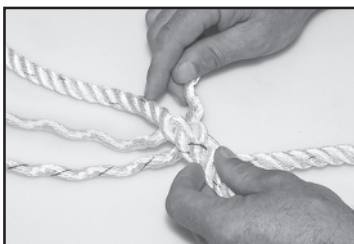
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LETTERS

were very happy with them, but believe we can do even better in the future.

Actually, there was no dedicated Latitude photographer out for the In-The-Bay Race. The Wanderer managed to fire off about 150 photos between steering, yelling at the foredeck crew, raising and lowering headsail halyards, and trimming the main. It's much easier than it sounds.

Certainly the conversation was colorful between the Wanderer and de Mallorca. No matter if they are discussing what to have for dinner or screwing up two screacher sets in a row, their conversations are always colorful. But it means nothing, for you won't find two people who love doublehanding more.

DISPOSING OF FLARES

How do I dispose of the multitude of expired offshore flares I have accumulated over a decade of yacht racing? I would prefer a safe and environment-friendly manner.

Shepard Kett
Octavia
Santa Cruz

Shepard — We understand that some fire stations accept out-of-date flares. Does anyone out there have further info?

IT'S A MATTER OF PRIORITIES

A very handy email feature for on land but even more so on a boat is some sort of way to preview the incoming messages. Ideally, you'd be able to preview how big they are and then download just the ones you select as opposed to an automatic download of all of them. Here's an example of why, based on my receiving email on a boat in Corsica. My inbox contained:

- 1) Interior photos of your boat for upcoming article — 5 MB
- 2) Spreadsheet of your company's last Q1 results — 2 MB
- 3) Urgent — Your swimming pool is leaking, please review and advise — 2KB

Since I didn't have selective download — or whatever it's called — it took us a lot of time to get to the most important message at the time, #3.

As Jim Corenman said, you want to be in control of your communications, and a tool like that would really help.

P.S. Latitude 38 only gets better and better — the color spreads in the printed version were stunning.

Mike Chambreaux
Cal 34, Impetuous
Los Altos

MORE TOILET PAPER, PLEASE

Blair Grinols' enthusiastic support for his 'toilet paper' oil filter system parallels my own experience. We shared the same introduction to the Frantz oil filter, which uses a roll of toilet paper as the filter element. My dad had me install one of those systems in a 6-cylinder Chevy back in '63. It kept the oil in 'clean as new' condition, and I think we only changed the oil once a year. The filter element — toilet paper — does absorb a good deal of the oil, so you do add some new oil every time you replace the toilet paper in the cannister.

The Frantz oil filter is still available online. I just checked it out, and the system is essentially the same as it was back then. I've also heard that some oil experts believed that the constant heavy duty filtration from the dense, toilet paper 'cartridges' removed — or at least reduced — the all-important oil additives. But as far as I know, neither the automotive in-

KEN READ

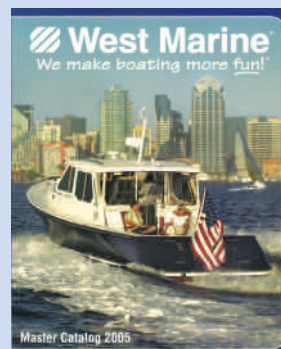


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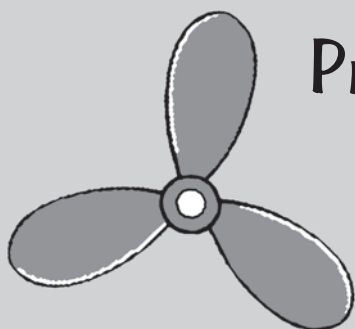
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LETTERS

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Steve Reed
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↑↓ **EVEN IF OIL LOOKS NEW, IT MAY NOT BE GOOD**

As I designed and developed internal combustion engines for many years, I found the stories about toilet paper oil filters in your May and June issues quite interesting. I have investigated such filters, and have even used one. I would like to add the following:

Such toilet paper oil filters are bypass type filters. They are in addition to the 'full-flow' engine oil filter — which filters *all* the oil all the time that is supplied pumped from the oil pump to the engine oil gallery. The optional bypass filter taps off a small amount of oil from the pump, filters it, and returns it to the sump. Eventually, of course, all the oil will have passed through the bypass filter.

Because of the toilet paper's ability to remove submicron size particles, it does a fine job of particulate removal. But because of the well-known absorbent properties of toilet paper, this medium also removes water — and with it some acids as well as fine sludge. So much for the good news.

However, because of the aforementioned positive properties, the toilet paper filter also removes some of the useful additives — dispersants, inhibitors, etc. — that are blended into modern engine oils. So just because a user's oil appears as clear as when it was new after thousands of hours of use isn't an indication of overall quality. Fortunately, new oil is added to the engine every time a 'full' toilet roll is removed and replaced with a fresh one. (By the way, I found it difficult to determine when it was time to replace the roll of toilet paper.) Such a full roll contains approximately one quart of oil. The added new oil replenishes at least some of the lost additives.

As for the claim that the toilet paper filter makes the oil last "indefinitely," just don't count the quart you add with every new roll!

P.S. I really like your magazine and the helpful contributions from your readers.

Gerhard Kuhn
 Cypress

↑↓ **MY BELOVED TILLERMASTER IS BROKEN**

I live down here in San Diego, and can't find anybody to repair my Tillermaster autopilot. Is there anyone up north who can fix my beloved 'Mr. Data'? As I am disabled, I cannot singlehand my beloved *Tjuringa* without him/it. The problem is electronic. It is boxed & ready to go. Can anybody help?

Michael Burkhardt
Tjuringa
 Mission Bay, San Diego

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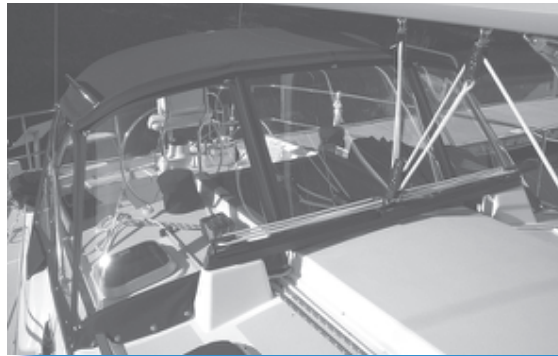
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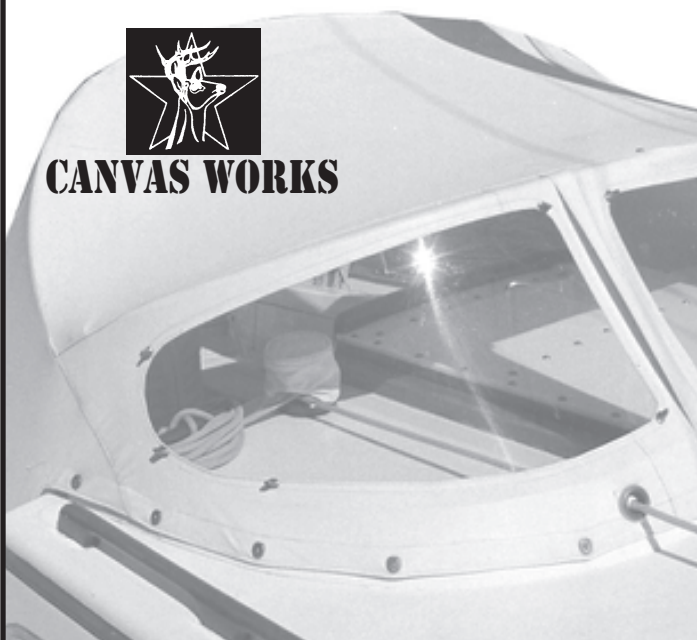
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LOOSE LIPS

Eight bells.

July was a rough month for the sailing world. Locally, we lost sailing legend Derek Baylis. Nationally, John Walton. On the world stage, final bows were taken by Edward Heath and Alain Bombard.



COURTESY COMMODORE TOMPKINS

Derek Baylis.

Derek Baylis, father of world-class sailors Liz, Will and Trevor, passed away at his Santa Cruz home about 20 minutes before Liz started the TransPac aboard the Cal 40 *Illusion* on July 11. Dad would have wanted her to carry on, which is what she did.

Derek, who was 83, arrived in San Francisco in 1956 as crew aboard the 63-ft ketch *Celebes*, which was coming back from the Tahiti Race. He was hired by the skipper, a young fellow named Commodore Tompkins, and the two became lifelong friends. Upon arrival, Derek got a job working on Tim Moseley's *Orient*, which led to a position at Moseley's new company, whose name, Barient, came from the combination of *Orient* and co-founder Jim Michael's *Baruna*.

Moseley, an engineer, had designed prototype winches for *Windward*, *Orient* and other boats. Barient was the first to put the two-speed units into production. There have been lots of claims over the years as to exactly who at Barient did the hands-on refinement, final designs and tooling. Most who knew Derek believe it was him. He also designed the first ratcheting winch handle. He left the company in 1964.

Baylis moved to Belvedere, started up an engineering company and became a fixture on the local and offshore racing scene, crewing on *Orient*, and racing his own 33-ft S&S speedster named *Molly B* (one of two sisterships to George Kiskaddon's *Spirit*). Many a future star cut their racing teeth on *Molly*, including Gary Mull, Dave Wahle, Tom Wylie and Ron Holland — and of course his three growing children.

And when you sailed with Derek, you learned a lot. "In his day," says former crewman Remo Patri, "Derek Baylis was one of the top 10 sailors in the world."

One of his last and most memorable projects was the Monterey Bay Aquarium. His main responsibility was to turn the designers' ideas into reality. He conceived elements of the kelp forest and the wave machine — and designed and built the beautiful, full-scale whales, orcas and dolphins that hang from the ceiling. We called around the time the Aquarium was first opening to ask how one goes about creating fiberglass cetaceans. "For the dolphins, we take molds off dead animals and go from there," he told us. "For the bigger animals (including a gray whale and her calf), you design them in a lifelike stance and loft and build them just like boats." He was aided by sons Trevor and Will, as well as a number of out-of-work Santa Cruz boatbuilders.

Ill health kept Derek homebound for most of the last decade, but he followed the exploits of his three famous offspring with interest. Although Derek will be missed, it's good to know his legacy lives on.

John Walton, reputed to be the 11th-richest man in the world, was killed June 29 when his homebuilt ultralight plane crashed shortly after takeoff near Jackson Hole, Wyoming.



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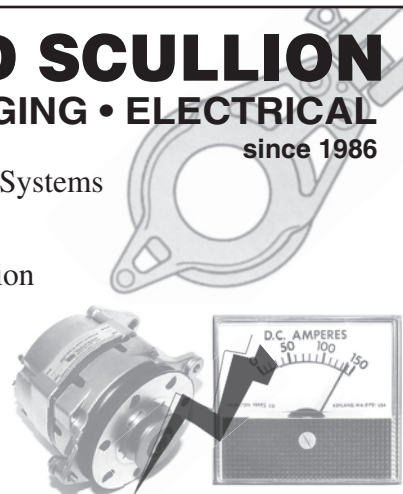
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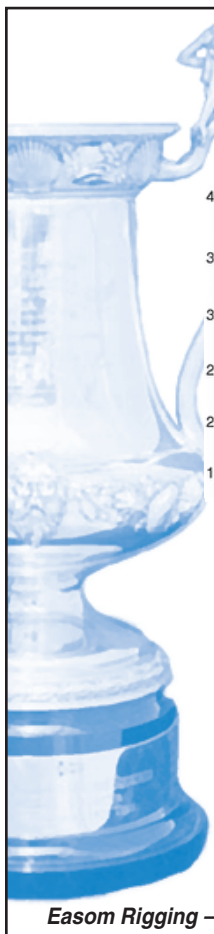
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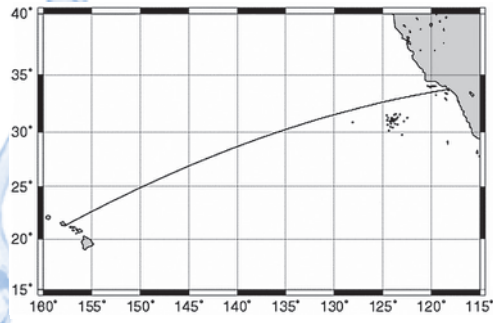
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LOOSE LIPS

Walton, 56, was the son of Sam Walton and heir to the Wal-Mart fortune. He led an active life, and had built his own sailboats, motorcycles, and ultralight airplanes.

The owner of a Catana 47 catamaran, Walton contacted us earlier this year to encourage our participation in the Trans-Pac, where five multihulls were required to get a start. We had previous commitments, but encouraged him to participate in events closer to home, such as the Santa Barbara to King Harbor Race, the Baja Ha-Ha, or the Banderas Bay Regatta in Mexico. He responded by saying that he would indeed be going to Mexico this winter, "but I haven't decided whether I'm going to sail down in my cat or fly down in my ultralight plane."

Walton, wife Christy, and son Luke had cruised Mexico with their catamaran several years ago, and based on reports from other cruisers, he was unpretentious and well-liked.

In addition to his own boats, in the early '80s, Walton provided the backing for Corsair Multihulls, which introduced the F-27 folding trimarans to the United States.

A Green Beret medic in Vietnam, Walton was decorated for saving the lives of others while under fire. He was well-liked and respected, and even his ex-wife described him as "a prince of a man."

Dr. Alain Bombard, kind of France's answer to Thor Heyerdahl, died July 19 in southern France. He was 80.

To prove that shipwrecked sailors could survive off the sea's bounty, in 1952, the 27-year-old Bombard put to sea from France in an inflatable sailing raft. Sixty-five days and 2,700 miles later, Bombard stumbled ashore on Barbados — alive enough to prove his point. He had brought neither food nor water with him, but had survived on rain, plankton, fish and a bird whose meat mysteriously glowed in the dark.

Edward Heath, former Prime Minister of the United Kingdom, died on July 18 at age 89. While history must judge his political accomplishments, sailors will remember Heath as an inspiration. Among his accomplishments: winning the '69 Sydney-Hobart aboard his 34-ft *Morning Cloud*, and captaining two winning British Admiral's Cup teams in 1971 and 1979 — the former while he was still in office. He is also widely considered to be the one who coined the familiar phrase: "Sailing is like standing in a cold shower tearing up hundred dollar bills." (The original quote was in British pound notes.)

Cold case files.

The Jessica Cup Regatta is a classic yacht race hosted by the St. Francis YC in the fall. It's kind of a mini-version of the Master Mariners Regatta held every Memorial Day. Traditionally, the Master Mariners Benevolent Association has had a pretty stringent criteria for membership: boats must be built before World War II, or built to pre-war plans using pre-war methods and materials. This has loosened up a bit in recent years with the allowance of aluminum spars and more recent designs. An attempt is being made at the Jessica Cup to include a Cold-Molded Division — boats built of thin strips of resin-soaked wood laid diagonally over one another on a male mold. Well-known local examples are *Brown Sugar*, *Lois Lane* and *Legacy*, whose owners have all expressed interest in taking part in this new addition. MMBA is currently trying to assess the level of interest. Any other cold-molded owners interested should contact Bill Belmont at bblmont@fantasyjazz.com.

Luigi's first sail.

Rob Ferro and Jennifer Jewell became proud parents of



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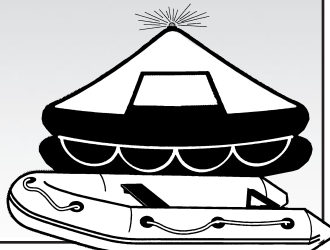
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LOOSE LIPS

Luigi Ferro earlier this year. At a mere 6 weeks of age, Luigi went on his first sail aboard Chris Hermann's Folkboat *Thea* from San Francisco Marina, around Alcatraz to Pier 39. Hard to tell if he liked it or not, although Mom and Dad had a great time. Rob and Jen originally hail from the Boston area, where they both grew up



ROB FERRO

One hand for the boat, one hand for the baby — little Luigi takes his first sail in Mom's arms.

sailing. Rob has been actively racing in the Bay Area for about five years now, mostly on Etchells. He owns three Rhodes 19s, though, and hopes to one day rekindle enough interest for an active one-design fleet. Doubtless Luigi will be helping pull strings if that ever happens.

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SIGHTINGS

dewitt and wisdom

"I like to paint pictures that tell a story," explains Bay Area artist Jim DeWitt. That is, he often portrays scenes where various elements seem to be interacting, more often than not with a nautical theme — a girl walking along a boulder-strewn beach looking out at a passing sailboat, race boats converging on a mark, or kids in the surf playing with a toy sailboat. At a new exhibition of his recent works, which opens August 23 at his Point Richmond studio, you'll see those images and more, all bursting with the vibrant palate of colors and sense of excitement which have become his trademarks.

Long regarded as one of our country's premier maritime painters, DeWitt grew up in Oakland, and recalls that he first began sketching the lines of sailboats at age 10 when his father designed and built a small sloop. After constructing his own El Toro while still in high school, DeWitt went on to become a fine sailor, once winning a national championship. For years he operated DeWitt Sails, and during the '90s he designed and marketed DeWitt sailing dinghies. But his greatest passion has always been painting. Having studied at the California College of Arts and Crafts, the Art Center College of Design and other institutions, DeWitt's talents have earned him commissions for a wide variety of subjects. "I'm basically a portrait painter," he says with a mischievous smile, "but it can be a portrait of anything: a boat, a car, an airplane, a child — you name it."

It's no surprise, however, that DeWitt's greatest fame has come from his sailing 'portraits', as he is one of the few accomplished artists who can accurately portray all the subtle nuances of a nautical scene, such as the proper set of the sails, the correct foreshortening of hull lines and realistic crew action. We're all familiar with nautical paintings by people who never set foot on a sailboat — impossible rigging, flags trailing aft while the spinnaker pulls the boat downwind, proportions that are, well, all out of proportion. DeWitt is a sailor, so he always gets it right.

Perhaps that's why he recently received two prestigious commissions from the American Boat & Yacht Council (ABYC). Having recently established the North American Boat & Yacht Designers Hall of Fame, the ABYC sought out DeWitt to portray two classic yachts designed by Phil Rhodes and Olin Stephens, the Hall of Fame's first inductees. These works, and others which will follow annually, will be permanently displayed at Mystic Seaport in Connecticut.

The sailing public is encouraged to check out the inspiring work of this self-proclaimed "salty curmudgeon" at his new "sailing-only" show, August 23 through October 15 at the DeWitt Gallery and Framing Studio, 121 Park Place, Pt. Richmond. An opening reception will be held Thursday, August 25 from 5 to 8 p.m.

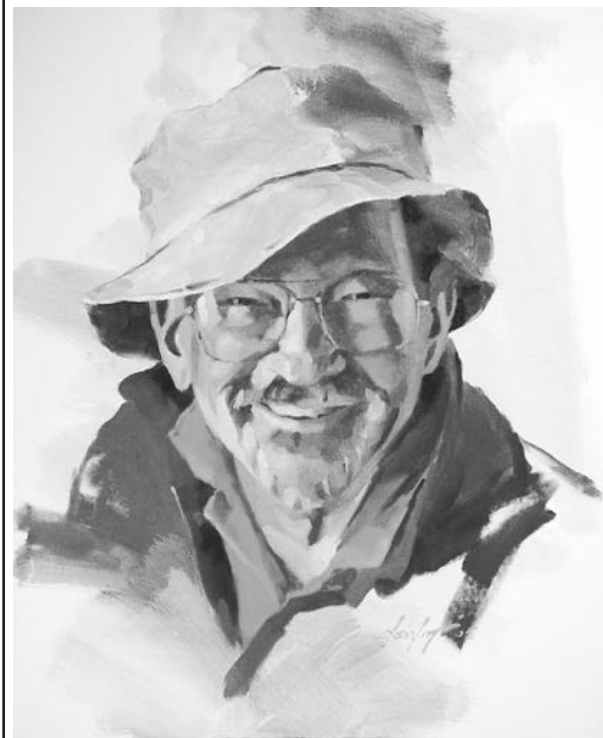
return of the 'other' pegasus

Back in 1999, Dan Newland and two crew were delivering his self-designed, self-built ultralight 37-footer *Pegasus XIV* back from the Ensenada race when, in the middle of the night off Morro Bay, the boat came down on something hard. He never saw what it was, but it soon became obvious that the collision had caused serious damage to the boat. "We started taking on water

continued on outside column of next sightings page

galilee harbor

In honor of Galilee Harbor's 25th Anniversary, this cooperative, liveaboard, affordable housing, perennially funky community invites everyone to revel in the spirit of all that is maritime — and all that is uniquely Galilee — on Saturday, August 6, from 8 a.m. to 4 p.m. Featured attractions will include traditional boat-



Above, Jim DeWitt, self-portrait. Right, a sample of Jim's work, showing his bold use of color. Below, DeWitt (pointing) sailing the 2003 Master Mariners aboard the family's 20-ft 'Tunami' — "I'm a nut" spelled backwards.



celebration

building demonstrations, a marine flea market (spaces are still available for \$30; call 415-332-8554), a showing of art created by Galilee residents past and present, boat rides, model boat races, floating home tours, music, food . . . something for the whole family.

continued middle of next sightings page

other 'pegasus' — cont'd

immediately and you could see that the bow was actually moving a bit from side to side," says Newland, a composites engineer and longtime racer in both crewed and shorthanded events.

To add some spice to the situation, it was blowing 45 knots and there were few options for shelter on the dangerous lee shore. Dan called the Coast Guard to advise them of the situation, "but as soon as they heard 'taking on water,' they sent the cavalry out — a C-130,

continued on outside column of next sightings page



COURTESY JIM DEWITT

SIGHTINGS

***pegasus* — cont'd**

helicopter and motor lifeboat." Then Dan and his three crew started weighing their options.

They finally took the advice of some fishermen and headed for little Pfeiffer Cove, about 10 miles south of Point Sur. There they found shelter from the waves, but not the wind. Even anchored, *Pegasus* was tacking violently back and forth on her rode. The crew tucked her up as tightly as they could in the kelp, said their goodbyes to the veteran racer that Dan had launched in 1992, and got onto the Coast Guard boat.

The next morning, Dan flew over with a friend and was surprised to see *Pegasus* still afloat.

That's where this tale begins.

Vessel Assist eventually towed the boat, which was half-full of water, into Monterey, and from there she was trucked to Svendsens in Alameda. Dan discovered that the collision had not delaminated the kevlar skins from the divynycell core, as he had thought: it had actually sheered the core itself. The outside skins were still firmly attached, but the foam had turned to mush and was actually pumping water into itself and the interior. After three surveys, the insurance wrote it off as a total loss.

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galilee harbor

Galilee Harbor, a community of artists, maritime workers, and alternative lifestylists, formed in 1980 (although the area has been used for maritime purposes since the 1880s). And the tales those old docks could tell. One of our favorites is that Joe Tate and John 'Cass' Gidley had the area for what is now Cass' Marina dredged one weekend when the City Council was out of town. Galilee Harbor still has that sort of alternative air about it — yet at the same time, it continues to thrive in the modern world as it celebrates completion of its marina renovation.

(Galilee Harbor's connection to the biblical Galilee in Israel — the 'Sea of Galilee' is really a lake — has been lost in the mists of time, but we're sure there's a great story there, too.)

This 25th Anniversary event is co-



— cont'd

sponsored by the Richardson Bay Maritime Association and the Galilee Harbor Community Association. Galilee Harbor is located at 300 Napa Street in Sausalito, off Bridgeway next to Dunphy Park.



Above, 'Pegasus' nearing the end of her five-year makeover in the backyard. (Yes, most of Dan's neighbors are still speaking to him.) Below, 'Dan' aboard 'Pegasus XIV' at the start of the 1992 Singlehanded TransPac, which he won.



pegasus — cont'd

Newland had other ideas. He had it trucked to his house in Alameda, hoisted it into his backyard with a crane — and set to work on rebuilding and updating the boat. Working weekends and after work, Dan cut the whole bow off back to the mast, took a mold from it, built a new nose, and grafted it on. He redesigned, built and installed a

new lifting keel and trunk (the boat originally had a fixed keel) and new rudder. He sanded off all the burgundy paint from the waterline up and put a layer of 6-ounce carbon fiber over the whole structure. Then he faired and painted the boat — by far the most labor intensive part of the revamp. *Pegasus* also got a new engine and new electronics.

By the time she was relaunched at Svend's on June 3, Newland had put 2,940 hours into the 'extreme makeover' — about 300 more than it had taken to build the boat in the first place. When asked the obvious question, he says, "The short answer is, I really didn't have the room to build a whole new boat. The long answer is, after seven years and 22,000 miles,

it wasn't just a piece of plastic we were going to cut up. It was an old friend. That's why I rebuilt it."

With all the changes does it seem like the same boat?

It's a little heavier and a little stiffer," says Dan, "But yeah, it feels pretty familiar and it still pegs the fun meter." On one of her first sails in 'reborn' configuration, *Pegasus XIV* ("Some people think I should rename it *XIV.2*") averaged 16 knots on a blast reach from the Golden Gate to the Bay Bridge. Newland builds fast boats.

So look for Dan to be back on the Bay in the coming months. Or in the air above it. During the boat's downtime, he rekindled a longtime love of flying. Even wife Linda — an accomplished solo and crewed sailor in her own right — has gotten the bug, and has just about completed her own license.

Dan is also in the midst of building a four-place homebuilt aircraft that — even with fixed landing gear — "will run circles around anything else around."

We have no doubt of that.

new cat almost out of the bag

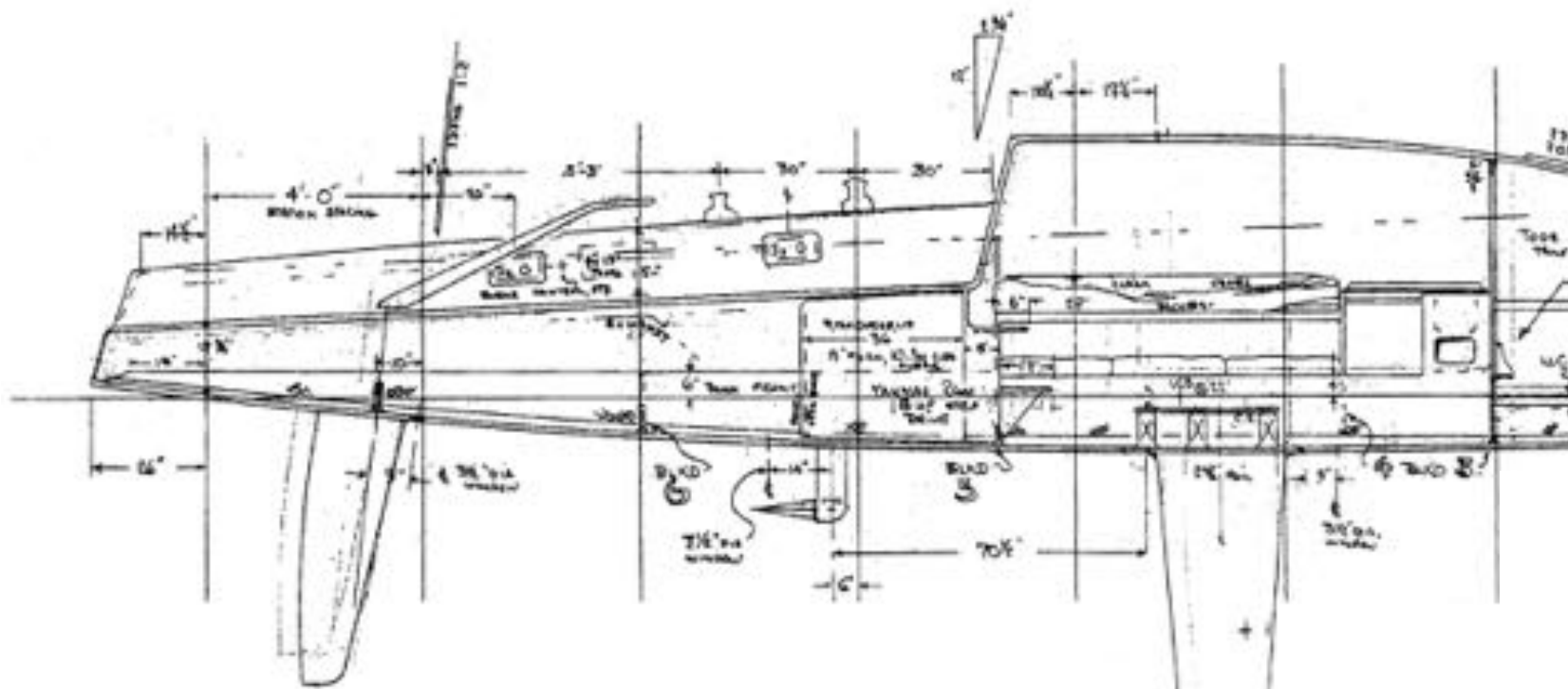
It's been awhile since we heard from designer Tom Wylie, so we weren't surprised to find out he's knee-deep in carbon dust in another cool project down in Watsonville. Unlike the last one — the 65-ft cat-ketch *Derek M. Baylis*, which is currently sailing out of the Monterey Bay Aquarium — this latest enterprise is a boat for the go-fast crowd. From the looks of the lines drawings alone, this could well mark the rekindling of the ULDB 'fast is fun' torch that put Santa Cruz on the sailing map in the late '70s.

It is the WylieCat 44, the first of what Tom hopes is a new breed of sport boat. It is certainly a new breed of WylieCat. Unlike its 'normal displacement' siblings, the WylieCat 30 and WylieCat 48, the 44 is a lean, mean speed machine. If the others are the bobcat and lion of the family, this thing is the cheetah.

What it shares in common with the lineage is the unstayed cat rig, single large mainsail (although this boat is also set up to carry an asymmetrical spinnaker), wishbone boom, and simplicity of setup and operation.

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SIGHTINGS



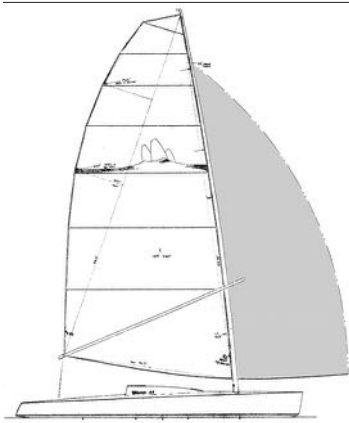
new cat — cont'd

The boat sits on a 40-ft waterline. It's a tad over 10 feet wide, tapering to under 8 feet at the waterline. It displaces 8,400 pounds, half of which resides in the bulb 10 feet underwater. There is no complicated canting mechanism, no water ballast. Just a lean, mean speed machine

that — here's the key concept — can be just as easily sailed fast by two couples as with a full crew complement of seven pros. Without the spinnaker, it can even be double or singlehanded.

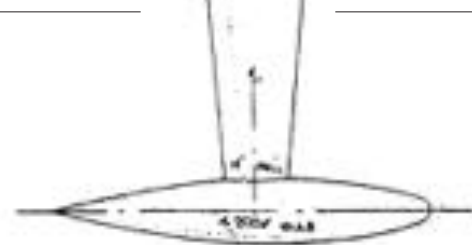
"Try that in a Farr 40 sometime," says Tom.

The 44 is an updated version of the 43-ft *C-Squared* that Wylie drew for Charles Ray. That boat unfortunately dismasted in last year's Pacific Cup, but still showed its potential by hitting 18 knots and beating many other boats into Hawaii — under jury rig. Ray was so enthused about the concept of 'a big 505' that he commissioned the latest project.



As we said, the carbon dust is flying at Dave Wahle's WylieCat headquarters in Watsonville. (Construction is all carbon skins over divynycell or balsa cores.) The new boat is to make her debut at the Annapolis Boat Show in October, which means she has to be done by September 1. Wylie, one of the few (come to think of it, the only) designer/builders still around, is getting down and dirty in the trenches with everyone else — while at the same time correcting drawings of components as they're built, archiving everything for future production, and choreographing the ever-changing group of people who come and go as part of every boatbuilding endeavor.

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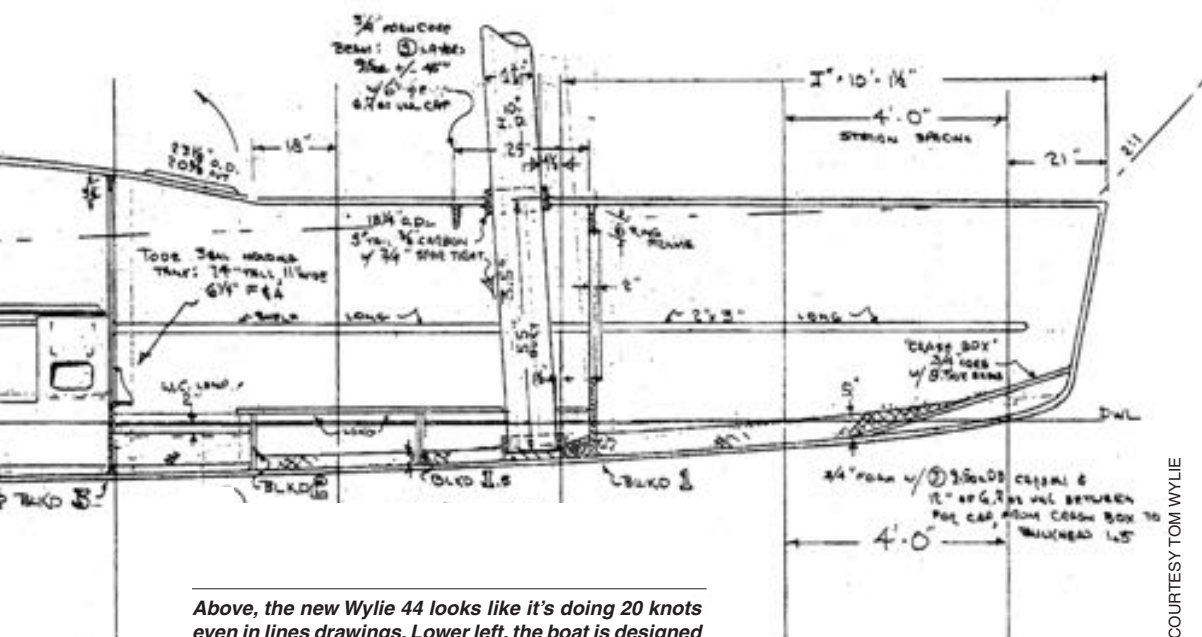


francis joyon —

In a remarkable feat of seamanship — and a remarkable stroke of bad luck — French ironman Francis Joyon set a new singlehanded transAtlantic record and a new singlehanded 24-hour record last month. Then, on the way back to port, his 92-ft trimaran *Idec* slammed into rocks and was lost.

For the record books, the new 24-hour mark is 543 miles, an average of 22.62 knots. This breaks the old record of 540 miles, set in 1994 by Laurent Bourgnon with the 60-ft tri *Primagaz*.

As for the transAtlantic record — also held by *Primagaz* — he obliterated that mark by almost a full day (22 hours, 33 minutes, to be exact). He covered the 2,925-mile east-west course in 6 days and 4 hours, which translates to a 19.75 knot average. To put this in some kind of perspective — not easy because *we* can barely get our minds around it — this is 12 hours *faster* than the standing mono-



Above, the new Wylie 44 looks like it's doing 20 knots even in lines drawings. Lower left, the boat is designed to sail efficiently in two rating bands — under main alone, or flying a big asymmetrical spinnaker.

DRAWINGS COURTESY TOM WYLIE

new cat — cont'd

The good news is, he's done it a few times before. The bad news: that doesn't mean it's gotten any easier.

"It's a bell-shaped curve," he says. "You have so many hours from start to finish — say 3,000 hours. The first part of the bell is the design and layout. You don't need a lot of people for that. Right now we're in the middle of the bell. We have eight guys working at the shop and subcontractors doing the spars and rudder and so on. It's pretty intense right now. And if you think it's easy finding good builders and getting them all together at one time and place, think again."

The other side of the bell is finishing the boat out, rigging it, shaking it down — and getting it on a truck for Annapolis. And speaking of getting good people, Billy Erkelens, Jr. has

signed on to rep the boat at Annapolis, as well the Miami Boat Show and Key West Race Week, where Wylie hopes the East Coasters and Europeans will really get to see the 44 strut her stuff.

Us West Coasters will have to be patient until the boat returns to the Bay next spring. Having watched so many of Wylie's innovative ideas take flight over the years, we have no doubt it will be well worth the wait.

triumph and tragedy

hull mark, which was set by the kajillion-dollar supermaxi schooner *Mari Cha IV* with a full crew. (The outright record is 4 days, 17 hours, set by Steve Fossett's [crewed] 125-ft cat *PlayStation* in 2001.) Yet, unlike those efforts, or any recent ones by Ellen MacArthur, Joyon did not have a brand new boat or huge shore support team. In fact, *Idec* herself was practically an antique. She was built way back in 1985 as a 75-footer named *Poulain*. A series of subsequent owners — including Olivier de Kersauson, who sailed her in several round-the-world record attempts as *Les Lyonnaise* and later *Sport Elec* — lengthened, strengthened and modified her. Joyon himself set a new singlehanded round-the-world mark (which has since been broken by Ellen MacArthur) aboard her just last year.

Less than a day after smashing the Atlantic record, his boat was smashed on the rocks off southern Brittany. His guard down, the exhausted solo sailor put *Idec* on autopilot and fell into a deep, unplanned sleep. The next thing Joyon knew, the veteran trimaran plowed into jagged rocks and was quickly broken up. Joyon was rescued, physically uninjured but emotionally pretty beat up.

virginia — faithful to a 't'

Ever wonder how one goes about 'recreating' a historic vessel? You know, one that looks like the original 18th or 19th century sailing ship, but can legally carry 90 passengers or engage in real sail training? It's not as easy as you might think. Sailing craft that take people out are subject to all sort of rules and regulations that the old ships never were. Ironically, most of the originals, such as the 118-ft pilot schooner *Virginia* that operated out of Norfolk in the early 1900s could never carry passengers today.

"Basically, you can't design a perfect replica of a sailing vessel that can legally carry passengers," says Andrew Davis of Tri-Coastal Marine, the Richmond (California) based design firm that drew and built the 'new' *Virginia*. (Tri-Coastal was founded in 1983 to provide historic ship design, engineering and preservation services.) "The original *Virginia* was not a traditional pilot vessel," says Davis. "She was based on the racing yachts of the early 20th century. She had low freeboard, a cloud of sail, and didn't have engines installed until later in her career." She also was unavailable, having been lost in the late '40s.

The new *Virginia* was commissioned by the Virginia Maritime Heritage Foundation, a Norfolk-based organization among whose missions are sail training and maritime education. Tri-Coastal Marine's Peter Boudreau, the primary designer and 'aesthetic' guy on the project, took many of his main design cues from the Cox and Stevens drawings for the original *Virginia*. The big challenge of the new boat — and any

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SIGHTINGS

virginia — cont'd

commercial charter/training vessel such as *Amistad*, *Pride of Baltimore* or *Californian* — is to make the craft safe, strong and legal under Subchapter T of U.S. regulations covering passenger-carrying vessels. Among those regs are very stringent rules governing stability, and a displacement limit of 100 gross tons. The latter regulation prevented *Virginia* from being built in a purely traditional way.

So while the new *Virginia* 'looks the part', her construction is a mixed bag of old and new. The lower planking is traditional plank on frame using angelique (a tropical hardwood from Surinam) over laminated white oak frames. The topsides are double-planked. But the decks are a composite sandwich of plywood with a top layer of silver balli (also a Surinamese hardwood, and a common teak substitute). Below decks, steel and bronze plate floors connect the frames to the hull, and welded steel bulkheads with space-age sliding watertight doors give her watertight integrity. The boat also features a slightly smaller sailplan than the original, and much bigger engines — the two 6-cylinder Caterpillar diesels can push her at 12 knots. She should be able to manage about 14 under sail.

Okay, so once you get your T-boat designed, who builds it? When

continued on outside column of next sightings page

pat henry

In a world where it's common for well-to-do cruisers to keep tabs on their vast investment portfolios via sat phones and HF email, it's refreshing to be reminded that having deep financial resources is not necessarily a prerequisite for making a successful world cruise. Pat Henry's history-making solo circumnavigation is a case in point.

As her audience learned during a lecture last month at Tiburon's Corinthian



Pat Henry.

LATITUDE/ANDY



SIGHTINGS

shares insights

YC — part of their ongoing Speaker Series — Pat set off for the South Pacific from Mexico in 1989 aboard her Southern Cross 31 with just \$300 in her cruising kitty. No credit cards, equity lines or liquid assets to fall back on. She returned eight years later, at age 56, making headlines as the first American woman to complete a singlehanded circumnavigation (via the canals). As it turned out, Pat explained, “Not having money was a tremendous gift.” While in Puerto Vallarta prior to heading west, she took up watercoloring as a potential means of financing her voyaging. Her talent grew as she moved slowly around the world, and she was able to sell paintings just about everywhere she stopped. But in addition to the much-needed income, life-enriching

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virginia — cont'd

no bidders came forward for the *Virginia* project, Tri-Coastal took over that task as well, cutting loose sailor/designer Marc Bauer to oversee the two-and-a-half year project that included laying down a giant slab of concrete and erecting a huge building over the construction site. The total cost of the project — including construction of the building site — came in at only \$4 million.

The new *Virginia* was launched and christened in December, then ‘com-



TRI-COASTAL MARINE

The new ‘Virginia’ sails off Norfolk.

missioned’ in late June. At this writing, the big boat is already well into an ambitious first season of sail training and goodwill trips around Chesapeake Bay. For more information about her and her programs, check out www.schoonervirginia.org.

Closer to home — in fact, right next door to their Richmond office — Tri-Coastal has another interesting iron in the fire: the spectacular reconstruction of the steel motoryacht *Cangarda* at neighboring Rutherford’s Boatshop.

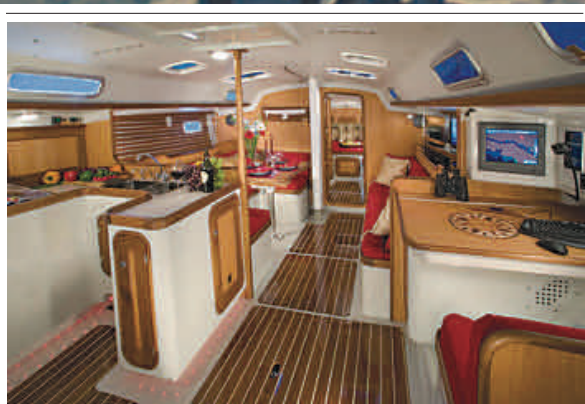
Their impressive resume also include designing the recreation of the slave ship *Amistad* (currently sailing out of Mystic Seaport) and the restoration of the 1854 sloop-of-war *USS Constellation* (on display in Baltimore). They are also presently riding the Hollywood roller coaster, having done a bit of work on *Master and Commander*, which led to some really wild and crazy work on the new *Pirates of the Caribbean* movies, including the creation of three completely new ships — one of which splits in half when it’s attacked by a sea monster.

scotch mist comes home

Heads were swiveling in double-takes in Sausalito last month as a sleek 32-ft wooden sloop arrived at Anderson’s Boatyard by truck. Most of the heads were covered with gray hair, if there was any hair left at all.

But in Sausalito, it turns out it was easy to find fans of *Scotch Mist*, a Bill Lapworth designed Dasher Class sloop built by Sausalito’s Hank Easom in 1962, and campaigned locally by her

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The SC 53C is the cruising version of Santa Cruz Yachts’ racier SC 52. Many of you might have seen ‘La Dolce Vita’ — pictured here sailing out the Golden Gate — at the boat show in April. Above, her splendid interior and build quality have been hallmarks of Santa Cruz Yachts since the start.

SPREAD, LATITUDE/RICHARD; INSET, SANTA CRUZ YACHTS

SIGHTINGS

scotch mist — cont'd

first owner, Scott Baxter. For a while, she was the boat to beat in local Bay and ocean racing.

But Easom wasn't the only one who stopped by to pay respects. "I helped build this boat!" exclaimed Ron Anderson as *Scotch Mist* was offloaded from a truck at his boatyard before splashing back into the Bay waters after an absence of almost 35 years. Anderson, owner and founder of the busy Sausalito boatyard that bears his name, recalled hours of sanding and fairing the interior. Jim Leech, who built sails back then and is now the yard manager at Anderson's, also chimed in. "I used to sail on this boat when I was a kid." So did Peter English, a local Master Mariner, who recalled sailing as foredeck crew on the *Mist* in the late 1960s.

Scotch Mist left the Bay Area when her second owner, Don Anderson, was transferred to Southern California. She was Don's first offshore boat, and he spent the next 24 years sailing and racing her out of San Diego. During Don's tenure, *Scotch Mist* sailed many SoCal races, as well as coastal races to Ensenada and Manzanillo.

Don and his wife Judy bought a Valiant 47 in the early '90s and took off cruising, eventually racking up 30,000 miles through the South Pacific and South America. But not before they found a worthy new owner for *Scotch Mist*. He was Charles "Gip" Kemp, who bought the boat in 1992 and has sailed her out of Marina Del Rey ever since — the last 10 years commuting back and forth between jobs as a civil engineer in the Middle East. Gip also raced the boat to Ensenada and

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pat henry

by-products resulted from the process of creating and selling her art which she'd never anticipated. "In order to paint my subjects well, I had to really look closely and study the land and people in ways I wouldn't have otherwise." Much like a traveling minstrel, her art also continually opened doors for her, and spawned many close relationships.

In her 2003 book, *By the Grace of the Sea*, and during her frequent lectures, Pat shares so many uplifting personal experiences that you're almost tempted to set off singlehanded on a shoestring budget yourself. But then, Pat is the type of person who chooses to accentuate the positive, rather than the negative. Despite enduring failures in love and business, as well as storms and breakdowns at sea, she tends to focus on magical moments such as a time in Vanuatu when hundreds of dolphins 'danced' across the wavetops with her alone as their audience. Or the countless times when serendipity intervened, such as when she arrived at Tahiti



— cont'd

with only \$3 left, yet soon sold a painting which paid for dinner.

"Within the 40 countries I visited," Pat recalled, "the best part was the people I met." Spending time with her it is obvious that although she loves singlehanded, she is definitely a 'people person'. Perhaps that's why she launched a new sailing school last year named Coming About at her newly-adopted home, Puerto Vallarta, Mexico. As indicated by the school's slogan, "Any woman's sailing school," Pat and her partner, offshore racer Alizé Océane, focus primarily on improving the skills of female sailors. Their mission statement: "To give women the confidence, skills and knowledge to enjoy sailing — alone, with a partner, or as part of a crew — and to introduce them to sailing as a way of life in harmony with the elements." (Classes for men and kids are also offered.)

Pat Henry's book is a great read and is widely available. See www.comingabout.com for details on her schools menu of courses.

scotch mist — cont'd

the Around Catalina Race, and held the Wooden Hull Yacht Club's perpetual trophy for three year's running. According to Kemp, *Scotch Mist* "consistently proved her racing heritage, boat for boat, against yachts with half again her waterline".

It wasn't all work and no play. Gip often singlehanded the boat to Catalina, San Diego and the Channel Islands. Several years ago, he began preparing *Mist* for a season of cruising in Mexico. Those plans changed when he met a lovely young Sri Lankan woman while he was working in Saudi Arabia. Kemp and Suji married, and recently built a house on Sri Lanka. Between his overseas job and family considerations, Gip realized it was now time for him to find a new home for *Scotch Mist*. Serendipity appeared at this point when Kemp contacted a representative of the Boy Scouts, who just happened to be in Sausalito.



JOHN SKORIAK

Above, '*Scotch Mist*' arrives at Anderson's. Spread, Hank Easom's '*Serenade*' was one of four Dasher-class sloops he built between 1960-1963.



COURTESY HANK EASOM

Gip donated the boat to the Boy Scouts last May, and with the help of Marina Del Rey's Windward Boat Yard and Rio Linda Marine Transport, *Scotch Mist* was soon on her way back to back to Sausalito. It's been rumored that more than one classic boat owner in Southern California breathed a sigh of relief when *Scotch Mist* headed north, as she was basically the boat to beat in local sailing circles.

Scout vessel representative and wooden boat aficionado John Skoriak of Sausalito soon found an enthusiastic new owner (though perhaps 'caretaker' is a more appropriate title), Irishman John Farley. Farley has raced and cruised on wooden boats for years, including the Master Mariner *Yankee*. The fact that Farley is a painting contractor was an additional bonus, as he and his crew have already stripped and repainted the mast, which is due to be re-stepped with new rigging, wiring and instruments by the time this issue goes to press. Farley plans to bring the boat back to her former glory, not a huge job as she has been well cared for over the years, and sail and race her locally.

We're always interested in the origins of boat names. First owner Baxter said he named it in honor of a painting he liked of the Scottish Moors. (He even had Ron Anderson paint it gray.) A double meaning arose when he found out that Scotch mist is a cocktail combining Scotch, crushed ice and lemon. New owner Farley laughingly added a third meaning. In Ireland, he said, 'Scotch mist' often means 'BS'.

"If you're spinning a bit of a tale, they say, 'Oh, that's a bunch o' Scotch mist.'"

SIGHTINGS

baja ha-ha 12 gathering steam

With the sun so bright and warm and the days so long, it's hard to believe that the start of Baja Ha-Ha 12 — October 31 from San Diego — is less than three months away. The next 2.5 months are usually

LATEST BAJA HA-HA ENTRIES

Eagle's Nest	Hunter Passage 42	Joseph & Patricia Ahlerin	San Francisco
Epifania	45-ft Steel Sloop	Les & Tammy Beritz	Albuquerque
Sensei	Norseman 447	Chris Mellor	Richmond
Shiraz	Hunter Passage 42	Phil & Nora McCaleb	Sacramento
Ohana	Beneteau 45f5	Dennis & Pam Plesons	Santa Barbara
Yemonja	Island Packet 380	Mike Araneda	Green Cove Springs, FL
Willow	Westsail 32	BJ & Merry Loew	Pasco, WA
Nootka	Island Packet 40	Glen Read	Edmonds, WA
Tranquillo	Catalina 400	Lloyd Clauss & Colleen	Huntington Beach
Getting' Around	Catalina 400	Doug & June Springstead	Suisun City
Sea Lady	Brewer 42	Stephen & Kay Terzian	Bend, OR
In the Mood	Sabre 38	Phillip & Madelyn Case	Snohomish, WA
Bata Mor	Island Packet 420	Timothy Harrington	Phoenix
Ticket to Ride	Celestial 50	Damien McCullough	Santa Ana
Bingo	CF37	M. DeMeritt & Bryan Maher	Hermosa Beach
Beltane	Halberg-Rassy 39	Steven Hannon	Newport, OR
Windarra	Roberts 44	Steve Bergo	San Diego
Gone Again	J/42	Alex Schmid & Tina Hogan	Macatawa, MI
Linda	Bounty II	Stephen & Linda Maggart	Elephant Butte, NM
Yemonja	Island Packet 38	Mike Araneda	San Francisco
Charissa	Liberty 458	Tom Jones	San Francisco
Orion	Pacific Seacraft 37	Joy Hall	Punta Gorda, FL
Scarlet	Catalina 47	Rick & Marlene Bartlett	Phoenix
Night Flight	Hylas 46	Ann Michael McDougall	San Francisco
Intuition	C&C 39 XL	Ron Holbrook	Tacoma
Bronco	Morgan O/I 41	Nels Torberson	Alameda
Wind Chaser	Beneteau 42	Harry & Judy McKean	San Diego
Aquila	Hylas 49	Michael & Linda Dawkins	Ventura
Natazak	SC 52	S. Williams & L. Komarczyk	Santa Cruz
Escapade	Swan 56	Pieter Heerema	Medemblik, Netherlands
Champagne	Beneteau 42	Clark Hamm & Marga Bakker	Los Angeles
Windancer	Catalina 38	Ed & Linda Pedigo	Redwood City
Dos Amantes	Island Packet 40	Joe & Lori Lacey	Reno
360°	Passport 41	Joel & Mary Thornton	Seattle
Shilling of Hamble	Oyster 435	Dennis & Janet Knight	Southampton, UK

fabulous for sailing in California. But based on our experience of the last 13 years, come the end of October, it's time for everyone who can to set sail for tropical Mexico.

That, of course, is what the Baja Ha-Ha is all about. The 750-mile rally from San Diego to Cabo — with R&R stops at Turtle Bay and Bahia Santa Maria — is for making friends with fellow cruisers while enjoying a safe and relaxed passage to the Cape. The event features daily roll calls, professional weather reports, and organized and spontaneous events along the way and in Cabo. It's great if you want to sail the entire way, but there's nothing wrong with using one's engine for safety or comfort.

According to Ha-Ha Honcho Lauren Spindler, so far 168 folks have requested entry packs, and 46 have sent in paid entries. "This is off the pace of last year when there was a record fleet of 145 boats," says Ms. Spindler, "but I expect there will still be about 110 starters."

Entry in the Ha-Ha is restricted to boats that are 27-ft or longer and were designed, built, and have been maintained for open ocean sailing. While newer sailors are not discouraged, each boat must have at least two crew who have overnight offshore experience. All participants must understand they will need to be self-reliant, and that they will potentially be exposing themselves to the full fury of the Pacific Ocean.

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so long to

If they ever establish a Bay Area harbor master hall-of-fame, Oyster Cove's Dick Timothy would certainly be among the first inductees. Heading operations at one of the South Bay's nicest facilities for the last 18 years, Dick's value to the marina and local sailing community long ago went off the charts.

But all good things end sometime. Dick turned 70 at the end of last month and figures enough's enough. So he's retiring in mid-August and heading south. He has daughters and grandchildren in the Orlando area, and has already bought a place in St. Petersburg with 70 feet of dockspace out back.

"Anybody from San Francisco is welcome to tie up at the special rate of \$5.75 a foot for as long as they want," he says.



What can we say — last month, everybody was looking good!



SIGHTINGS

dick timothy

Dick came to the Oyster Cove Marina — one of a handful of privately-owned marinas in the Bay Area — in 1987, just three years after it opened. Among innovations he introduced were making unused dockspace into end ties and side ties, increasing the capacity of the marina from 219 to 234 slips. (The marina currently runs about 96% occupancy, and has one of the lower turnaround rates of any marina in the Bay.) He's also been a champion of having liveaboards in the marina, and applauds the BCDC "for finally getting religion and realizing most liveaboards are not 'trailer trash.'"

"They're just people who enjoy that lifestyle," he contends. "And having them at any marina is a huge safety and security

continued middle of next sightings page

ha-ha — cont'd

Having said that, 30 of the 33 Ha-Ha legs to date have been downwind in light to moderate breezes.

If you think you might be interested in the Ha-Ha, spend a \$18 check and a self-addressed 9"x12" envelope to Baja Ha-Ha, Inc, 21 Apollo Road, Tiburon CA 94920. Don't send any kind of mail that needs to be signed for, as there isn't anybody there. The deadline for getting entries in is September 10. The Ha-Ha itself costs \$299, but entries get lots of discounts, tons of swag, and other free stuff. New this year, for example, is the Baja Cantina's promise of free drinks and finger food for everyone upon arrival.

If you're looking for crew, or looking to be crew, we have two suggestions. The first is this month's Mexico Only Crew List, while the second is the Mexico Only / Ha-Ha Kick-Off Party to be held at the Encinal YC in Alameda on October 5 from 6 to 9 p.m. There will also be a casual Ha-Ha Preview at the Bandstand area the afternoon and evening of August 13 at Two Harbors, Catalina.

Along with the 35 latest entries on the opposite page, we're looking for this year's Ha-Ha to be the most fun ever. If you've got the right boat, skills, and aptitude for good fun, why not consider joining us?



LATITUDE/RICHARD

SIGHTINGS

mexico-only crew list

Welcome to the 2005 Mexico Only Crew List. Whether you're planning to sail down on the Baja Ha-Ha Cruisers' Rally (starts October 31, see article elsewhere in *Sightings*), on your own, or hope to catch a ride on someone else's boat, the Crew List can help you out.

Here's how it works: fill out the appropriate form and send it to us with the proper fee. In the October issue, we'll run a list of all the names in two categories — *Boat Owners Looking for Crew* and *Crew Looking for Boats*. All names will be followed by information about the individual, including skill level, desires, special talents, experience, a contact number and, in the case of boat owners, the size and type of boat. All you do then is go down the appropriate list and call up the most appealing prospects.

Through the Crew List, lots of people have had lots of neat adventures. But there are risks, which is why we insist that, ultimately, you must take responsibility for your own actions. Let's face it, sailing is an inherently dangerous sport. And sailing long distances with people you haven't known that long on boats you don't know that well is a whole other can of worms. So, for the record, the *Latitude 38* Crew List is an advertising supplement intended for informational purposes only. *Latitude 38* does not make or imply any guarantee, warranty or

continued on outside column of next sightings page

timothy

factor. Our liveaboards down here have been the first to spot boats sinking, boats on fire, dead people in the water — all kinds of things."

Prior to Oyster Cove, Dick ran a marina in Long Island, New York, and made a living as a lobster fisherman out of Norwalk, Connecticut (although, he says, he only ate his first lobster about a month ago). He first came west about 20 years ago to visit a brother in Belmont. "His house was on a hill with a curvey driveway and I asked him what he did when the ice and snow came. He said 'This is California, there is no ice and snow.'"

Within a month, Dick had sold the lobster boat and — with the blessings of his five grown children (his wife had passed away in her 40s) — he'd bought a one-way ticket to San Francisco.

Dick is as well known at Oyster Cove



— cont'd

for his practical jokes as for running a clean and efficient operation. His particular favorite was the fiberglass worms. "This woman came to me once and said there were these worms in the water beside the boat. I told her that over the ages, the wood-boring worms had evolved into fiberglass-eating worms. I told her to wait until high tide the next day, then stand in the cockpit with a rolled up newspaper and beat on the hull as hard as she could. It will scare them off. Well, little did I know that some other boaters had heard me and the word got around. So the next day at high tide, all over the marina you could hear people pounding on their boats with rolled up newspapers. The lady later came up to me and said, 'It worked great. We haven't seen them since!'"

Among the many people who berth at
continued middle of next sightings page

mexico crew list — cont'd

recommendation as to the character of individuals participating in the Crew List or the conditions of the boats or equipment. You must judge those things for yourself.

Still with us? *Bueno!* Here are the ground rules.

1) We must receive all Crew List forms by September 15. That doesn't mean 'postmarked by.' It means in our sweaty little palms. No exceptions.

2) All forms must be accompanied by the appropriate fee. That's \$7 apiece for everyone. And don't fax the forms to us. We have to receive the fee *with* the form.

3) One form per person, please — unless you and a friend want to go only if you can go together. Whether you're a couple or just friends, applying for a 'group rate' does diminish your chances of finding a boat somewhat. But holding out for a skipper who will take you both will certainly enhance the adventure. In these situations, both parties should fill out one Crew List form and send in one fee. If you think you'll need additional forms, or want to send some to friends, simply make copies of the ones on these pages.

4) Be honest. The simplest rule of all. In this case, being honest means not inflating your experience or skill level because you think it's
continued on outside column of next sightings page

'Figaro' enjoys a fine breeze on a late afternoon sail off Sausalito. What a perfect way to end the day.



SIGHTINGS

mexico crew list — cont'd

what someone wants to hear. In sailing, perhaps more than any other sport, if you don't know what you're talking about, people who do can recognize it instantly. BS'ers don't get rides.

Contrary to what you might think, honest folks with little or no experience often get rides. It has to do with some experienced skippers

I WANT TO CREW IN MEXICO

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE OR OTHER CONTACT: _____

(check as many as apply in all categories)

I WANT TO CREW:

- 1) ☐ For the trip down
- 2) ☐ While in Mexico
- 3) ☐ For Baja Ha-Ha 12, the cruisers' rally to Cabo starting October 31.
- 4) ☐ Return trip up Baja
- 5) ☐ Other _____

MY EXPERIENCE IS:

- 1) ☐ Little or none
- 2) ☐ Some, mostly Bay sailing
- 3) ☐ Moderate, some ocean cruising or racing
- 4) ☐ Lots: a) extensive sailing; b) extensive cruising; c) foreign cruising

I CAN OFFER:

- 1) ☐ Few skills, I am a novice sailor
- 2) ☐ Skills of a normal hand: watch standing, reefing, changing sails
- 3) ☐ Skilled and experienced sailor. I can navigate, set a spinnaker, steer and handle basic mechanical problems.
- 4) ☐ Cooking, provisioning or other food-related skills
- 5) ☐ 'Local knowledge': a) I have cruised Mexico before; b) I speak passable Spanish
- 6) ☐ Companionship

Mail completed form and \$7 to: *Mexico Only Crew List*, 15 Locust Ave., Mill Valley, CA 94941 by **September 15, 2005**.

preferring to train people in their way of doing things.

5) Women can use first names only. If you are female, you *will* get calls. Possibly lots of them. We've talked to women who say they have gotten *hundreds* of calls, some months or even years after the Crew List is published.

continued on outside column of next sightings page

timothy

the marina are a young couple who Dick introduced to each other. When it came time to tie the knot, they asked him to of-



Dick Timothy.

ficiate. The San Mateo Commissioner of Marriage gave Dick a temporary permit and off to Angel Island went the whole wedding party. About halfway through the ceremony, it occurred to Dick that

he was standing on Marin County soil and therefore the wedding didn't count. "I told them anytime they wanted to bail out, I'd sign the necessary papers," he jokes. To make sure it was legal, he 're-married' the couple in a quickie ceremony in the harbormaster's office back at Oyster Cove.

And what about this perennial confusion about Oyster Cove and Oyster Point (the latter being the name of the land, the exit off 101 and the moniker of the nearby business park). "Well, let's put it this way," he says. "When the company

sail san

If you've been flipping back and forth through this issue looking for coverage of Sail San Francisco 2005, the tallship event that happened last month, you can stop now because there isn't any. This is one of those events that fell between the proverbial cracks in our publishing cycle. It took place from July 28-August 1, which means it was too late for the last issue — and too early to preview in this one.

Which is a shame because it looked like it was going to be pretty cool. It began with a parade of ships on July 28. Participants included visiting square riggers *Cuauhtemoc* (Mexico, 270 ft), *Kaisei* (Poland, 151 ft), *Nippon Maru* (Japan, 361 ft), *R. Tucker Thompson* (New Zealand, 85 ft) and *Pallada* (Poland, 359 ft). Many West Coast and Bay Area-based vessels were to have taken part, including the *Alma*, *Lynx*,

— cont'd

that manages the marina gave me this nice plaque for my retirement, it read, 'For 18 great years of service at Oyster Point Marina.'"

From all his years at various marinas, does Dick have any parting words of wisdom for berthers?

"Yeah, don't leave your hose bib on when you leave." (The fresh water connection of your water hose to the boat.) "Those can spring leaks just about anywhere. I'd say 80 percent of the boats that sink at slips — at least that I've seen — are sunk by fresh water from a leaking hose bib."

"It's been a great, great time here," says Dick. "The owners (Shelton Corporation of Hawaii) are fabulous people; the marina managers (A&B Corporation of San Francisco) are the greatest company I've ever worked for, the berthers are terrific — even you guys at *Latitude 38* have been great to work with. And those ads work: 80 percent of the calls we get for slips come from our ads in *Latitude*. We even had a guy moving out here from Baltimore who picked up an issue in Annapolis and called us up."

After August 15, harbormaster duties at Oyster Cove fall into the capable hands of Tim Christopher, former assistant harbormaster at Marina Village in Alameda.

Fair wind and good luck, Dick. Enjoy the grandkids and don't let those stuffed shirts down in Florida talk you into managing that marina they're already bugging you about — or the high-end hotel.

francisco 2005

Bill of Rights (the latter two are based in SoCal) and FDR's old *Potomac*. (Okay, so they weren't all *tall ships*. . .)

After the parade, the ships dispersed to various piers around the main Bay where they were open to the public over the weekend. Also through the weekend, the sponsoring Sail San Francisco and Pacific Rim Foundation planned a full program of music and dance events.

We hope you went and enjoyed yourself. We'll have a brief review of the goings-on in the September issue.

Sail San Francisco 2005 was part of a series of West Coast maritime festivals which started in June in Victoria, BC, and will end in August in San Diego. Many of the same ships will take part, so if you missed it here, you can still catch a 'performance' by driving south. Log onto www.pacificrimfoundation.org for dates.

mexico crew list — cont'd

For this reason, we recommend that women use first names only, and that they *not* use a home phone number as a contact. Instead, use a P.O. Box, answering service, fax number, email or other contact that insulates you a bit. It also makes screening easier. Finally — guys *and*

I NEED CREW FOR MEXICO

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE OR OTHER CONTACT: _____

BOAT SIZE/TYPE: _____

(check as many as apply in all categories)

I NEED CREW FOR:

1) _____ For the trip down

2) _____ While in Mexico

3) _____ For Baja Ha-Ha 12, the cruisers' rally to Cabo starting October 31.

4) _____ Return trip up Baja

5) _____ Other _____

MY EXPERIENCE IS:

1) _____ Bay

2) _____ Ocean

3) _____ Foreign Cruising

I AM LOOKING FOR:

1) _____ Enthusiasm — experience is not all that important

2) _____ Moderately experienced sailor to share normal crew responsibilities

3) _____ Experienced sailor who can a) share navigation and/or mechanical skills; b) who can show me the ropes

4) _____ Cooking, provisioning or other food-related skills

5) _____ 'Local knowledge': someone who has a) been to Mexico before; b) speaks passable Spanish

6) _____ Someone to help me bring the boat back up the coast

7) _____ Someone to help me trailer boat back up/down the coast

8) _____ Someone who might stick around if I decide to keep going beyond Mexico

9) _____ Other _____

Mail completed form and \$7 to: *Mexico Only Crew List*, 15 Locust Ave.,
Mill Valley, CA 94941 **by September 15, 2005.**

women — please keep the hormone thing out of the Crew List process. Once your crewing situation is worked out, if you mutually like what you see, then let nature take its course. But please, not before. Thanks.

6) If you take part in the Crew List, you get into the Crew List

continued on outside column of next sightings page

SIGHTINGS

mexico crew list — cont'd

party free! Back in the old days, the Crew List party used to be a relatively low-key affair. It has now grown into an event of epic proportions, complete with T-shirt giveaways and all kinds of other neat stuff. And it's not just for Crew Listers anymore, but serves as a rendezvous point and reunion for Baja Ha-Ha Rally participants past and present. How big is it? This year, the entertainment lineup includes the Rolling Stones, Madonna, Jimmy Buffet and those bad boys of cruising, Aerosmith. We haven't actually asked any of them yet, but what could possibly go wrong?

This year's party will be held at the Encinal YC on Wednesday, October 5. If you haven't lined up a boat or crew by then, come on by for a last chance at the party itself. (Everyone wears color-coded nametags, so spotting crew or boat owners is easy). If you already have a boat/crew spot, plan on coming by anyway for an enjoyable evening with like-minded people heading south.

We'll have more on the Crew List/Ha-Ha party in upcoming issues, and will rerun the Crew List forms in the next issue. But why wait? Why not clip and send yours in right now?

rules 5 & 9

Rule 9 of the International and Inland Rules of the Road requires that all vessels less than 65 feet, vessels engaged in commercial fishing and *all sailboats* (our italics) shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway.

For those of you still unclear on the concept, that means all sailboats must keep out of the way of big ships. Within the confines of the Bay, you do not have any 'right of way' over them, ever.

While common sense should prevent most people from sailing their 28-ft, 7,000-pound boat into the path of a 900-ft, 200,000-ton tanker (and that's not even a big one), Rule 9 is the specific rule that *requires* you to stay clear. Rule 5, which goes hand in hand, requires that:



— laws to live by

"Every vessel shall at all times maintain a proper lookout by sight and hearing as well as by all means appropriate to the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision."

The San Francisco Harbor Safety Committee recently released a pamphlet on Rules 5 and 9, which you should be able to find at many marine outlets. It details the various 'fairways' normally transited by big ships, which includes almost all of the main Bay as well as large portions of the South Bay and the main channels and rivers all the way up to Stockton. They offer the following tips: don't underestimate the speed of large vessels, monitor channel 14 (which ships use to talk to Vessel Traffic Service) and sail defensively.

short sightings

VARIOUS U.S. PORTS — A Panamanian shipping company pleaded guilty last month to more than two dozen counts of illegal dumping, and was ordered to pay \$25 million — one of the largest fines ever imposed on a company that deliberately polluted the ocean.

According to federal officials, the ironically-named Evergreen International, one of the world's largest shipping lines, concealed the discharge of waste oil, obstructed Coast Guard inspections and altered records over a three-year period ending in 2001. Attorneys from five jurisdictions affected by the pollution — Los Angeles, Seattle, Portland, Newark and Charleston — hailed the fines as a major victory in the fight against shipping companies trying to skirt the law.

The ruling awards \$3 million to each of the five jurisdictions. The remaining \$10 million will go to environmental community service projects in each area.

SAN FRANCISCO BAY — Speaking of deep doo-doo — and spewing it into the water — two Bay Area advocacy groups are threatening to sue the City of Richmond unless immediate steps are taken to repair its old and ailing storm drain and sewage system.

According to San Francisco BayKeeper and West County Toxics Coalition, Richmond has experienced more than 1,000 sewage and wastewater spills since 2000. In the last three years, the incidents ranged in size from 10,000 gallons to nearly 18 million gallons. This gives Richmond the dubious distinction of having one of the highest spill rates in the state, says a director of BayKeeper.

The spills were the result of a variety of problems from breaks in sewer lines to heavy rains which flooded and overloaded the system. Richmond has 60 days to respond to the two groups' request to discuss possible solutions.

MID-PACIFIC — Last month we ran a *Sightings* account of William Peterson, who was rescued on June 10, 800 miles off the coast from his dismasted Newporter 40 ketch *Kamera*. This month we're running an interview with Peterson, an experienced cruiser who 'tied the knot' of a nine-year circumnavigation on the boat a month or so before he lost her.

Part of the reason he abandoned *Kamera* was because she was taking on water, apparently from leaks caused when the fallen rig banged against the hull before he could cut it away. But just days before deadline, we received word that *Kamera* was still afloat. Rick Gorman's Swan 53 *Incredible*, a TransPac competitor, spotted *Kamera* in mid-Pacific, about 200 miles west of where she was abandoned. We've run enough stories of 'drifters' over the years that we would not be at all surprised if *Kamera* — if she stays afloat — turns up off Hawaii sometime before Christmas.



LESLIE RICHTER

SIGHTINGS

mexico crew list — cont'd

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LESLIE RICHTER

CENTENNIAL TRANSPAC 2005



Morning Glory, Hasso Plattner's canting-keeled R/P maxZ86, zoomed across the Diamond Head finish line just after 2 a.m. on Sunday morning, July 24, setting a stunning new TransPac record of 6 days, 16 hours, 4 minutes, and 11 seconds. Plattner and his all-pro crew didn't just nick the old record, they sledgehammered it, knocking almost 20 hours off

the previous benchmark of 7:11:41, set by the R/P 72 *Pyewacket* in '99. Along the way, *Morning Glory* also upped the 24-hour TransPac record by 37 miles to a staggering 393 miles.

While *MG* stole the Centennial TransPac show with the new records, not to mention Barn Door and Division I honors, the King Kalakaua Trophy (best corrected time) eluded them. That honor

went to Roger Sturgeon's three-year-old R/P TP-52 *Rosebud*, which, in a Cinderella-like ending, nipped Philippe Kahn's lethal new Farr TP-52 *Pegasus 52* on the homestretch. *Rosebud* finished Monday morning at 2:25 a.m. — two days after *MG* — after a relatively speedy 8 days, 16 hours on the 2,225-mile course. Going south early in the race seemed to be the key this year, and starting last of the

— THE POWER AND THE GLORY



'Magnitude 80', one of few trophy winners with the good sense to finish in daylight, crosses the Diamond Head line (photo by John Spadero). Left, Hasso Plattner (center) and his record-breaking 'Morning Glory' crew. Right, Roger Sturgeon (lower left) and the 'Rosebud' gang won overall.

three staggered starts (July 11, 15, and 17) proved to be a bonus in the overall standings.

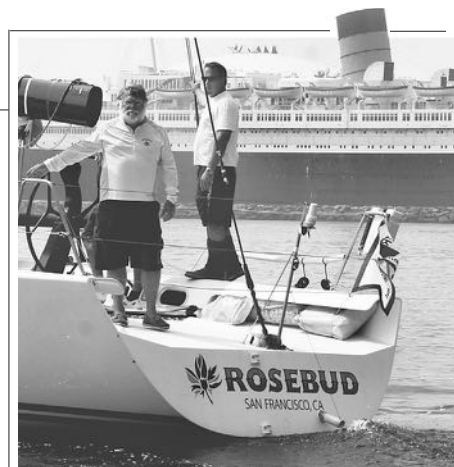
It was, by all accounts, a mostly pleasant crossing, with fewer squalls than usual and winds that seldom exceeded 15-20 knots. The expected robust tradewinds

never really materialized, ironic considering the race was pushed back two weeks at least partially in expectation of a more mature Pacific High (read: more wind). The later-than-traditional starting dates also meant that, due to our small staff and an inflexible monthly deadline schedule,

no one from *Latitude* was able to sail in the race or even fly over to Hawaii to cover the race in person.

To further complicate things, as we write this, the majority of the fleet is still a day or two from Diamond Head, and the story is unfolding in "real time" as we go to press. However, like thousands of other TransPac fans, we followed the race every day on the Internet (see www).

CENTENNIAL TRANSPAC 2005



ALL PHOTOS RICH ROBERTS/
WWW.UNDERTHESUNPHOTOS.COM

transpacificyc.org for daily position reports, Rich Roberts' fine press releases, and more), so we can at least offer some general observations and the basic plot of the 43rd TransPac.

Here's our *Cliff Notes* synopsis of the action thus far, broken down by starting dates. Read on at your own risk:

Divisions I and II (July 17)

Seven maxis in Division I and 13 big boats in Division II took off from Point Fermin on Sunday, July 17, the third and final wave of starters. They enjoyed by far the best conditions for getting off the coast — in fact, *Pyewacket* led the fleet past the West End of Catalina, about 26 miles away, after less than two hours! By contrast, the little boats were basically still looking at the island 24 hours into the race.

As expected, the maxi class quickly boiled down to a match race between the maxZ86 twins, Roy Disney's *Pyewacket* and *Morning Glory*, with Randall Pittman's Dubois 90 *Genuine Risk* a little off the pace, but always lurking close behind. After sailing evenly for about five hours, *Pyewacket* edged south while *MG* went north, but the next day they switched sides. During the power reaching of the second full day of racing, in a harbinger of things to come, five maxis blew away *Pegasus 77*'s 2003 24-hour record of 356 miles — *MG* (393 miles), *Pyewacket* (385), *GR* (381), *Magnitude 80* (372), and the water-ballasted *Windquest* (361).

As the race entered the 'slot car' phase, *MG* was to the south of *Pyewacket*, working out to a 71-mile lead at one point. With the race, and the record, within their grasp, *MG* turned defensive, coming up in front of *Pyewacket* to "stay between the man and the hoop." *Pyewacket* managed to cut *MG*'s lead in half, but ran out of race track and passing lanes as the race funneled into the islands. *Pyewacket*, which 75-year-old Roy Disney was sailing in his last TransPac, finished two hours after *MG*, the beginning of a five-boat onslaught on the old course record.

Joining Plattner on his record-breaking

From left, the 'Coneheads' pop a kite at the start; the inspiring crew of 'B-Quest'; the 'Bud' heads out for her final race — and it was a good one!

run were watch captains Russell Coutts and Morgan Larson, co-navigators Peter Isler and Ian Moore, Joe Allen, Adam Beashel, Joe Fanelli, Mathew Mason,

Chris McCasey, Peter Pendleton, Tony Rac, Matt Reynolds, Jeremy Scantlebury, and Roo Stevenson.

Genuine Risk, Doug Baker's Andrews 80 *Magnitude 80*, and Doug DeVos's R/P 77 *Windquest* (ex-*Zephyrus V*) all smashed the old record, too (see page 124). *Magni-*

2005 TransPac Results

CL	FL	Vessel	Type	Skipper	Hailing Port	Corrected	SOC
DIVISION I (started Sunday, July 17)							
1	8	<i>Morning Glory</i>	R/P maxZ86	Hasso Plattner	Kiel, GER	160:04:11	13.9
2	9	<i>Magnitude 80</i>	Andrews 80	Doug Baker	Long Beach	161:17:59	13.0
3	10	<i>Pyewacket</i>	R/P maxZ86	Roy E. Disley	Los Angeles	162:32:25	13.7
4	13	<i>Scout Spirit</i>	R/P 77	Bill Turpin	Newport Hrbr	165:08:18	11.3
5	15	<i>Genuine Risk</i>	Dubois 90	Randall Pittman	Cayman Isl.	166:02:12	13.4
6	16	<i>Windquest</i>	R/P maxZ 86	Dick & Doug DeVos	Holland, MI	167:06:56	12.8
7	18	<i>Beecom</i>	R/P 72	Isao Mita	Road Hrbr, BVI	168:59:05	11.2
DIVISION II (started Sunday, July 17)							
1	1	<i>Rosebud</i>	R/P TP 52	Roger Sturgeon	San Francisco	152:45:05	10.7
2	2	<i>Pegasus 52</i>	Farr TP-52	Philippe Kahn	Santa Cruz	153:24:44	10.8
3	3	<i>Trader</i>	Donovan TP-52	Fred Detwiler	Ft. Lauderdale	157:48:46	10.6
4	5	<i>Skylark</i>	SC 70	Doug Ayres	Newport Bch	159:34:04*	10.5
5	6	<i>Coruba</i>	N/M 68	R. & S. Fleming	Seattle	159:47:57*	10.2
6	7	<i>Medicine Man</i>	Andrews 61	Bob Lane	Long Beach	159:49:47	10.8
7	11	<i>Mongoose</i>	SC 70	Brad Thorson	San Diego	162:59:33*	10.1
8	12	<i>Ragtime</i>	Spencer 65	Peterson, et. al.	Honolulu	164:38:34*	9.5
9	14	<i>Braveheart</i>	B/W TP 52	Charles Burnett	Seattle	165:30:58*	10.1
10	30	<i>Merlin</i>	Lee 66	Patricia Steele	Honolulu	174:39:20*	10.3
11	45	<i>Bengal 2</i>	Ohashi 52	Yoshihiko Murase	Ko'Olina, HI	187:06:20*	8.9
12	49	<i>Renegade</i>	Andrews 70	Dan Sinclair	Vancouver, BC	188:47:38*	9.7
-	-	<i>Pendragon 4</i>	Davidson 54	John MacLaurin	Marina del Rey	DNF	-
DIVISION III (started Friday, July 15)							
1	26	<i>Reinrag 2</i>	J/125	Tom Garnier	Portland, OR	173:34:02*	8.4
2	32	<i>The Cone of Silence</i>	Super 30	Jamie Neill	Sydney, AUS	175:41:11*	8.6
3	37	<i>Cipango</i>	Andrews 56	Bob & Rob Barton	San Francisco	180:37:33*	8.4
4	39	<i>Stealth Chicken</i>	Perry 56	Timothy Beatty	San Diego	182:46:06*	8.4
5	41	<i>Bolt</i>	N/M 55	Craig Reynolds	Newport Bch	184:02:32*	8.1
6	42	<i>Artemis</i>	Andrews 53	Louis Bianco	Seattle	185:11:40*	8.1
7	56	<i>Jeito</i>	J/145	Francisco Guzman	Acapulco, MEX	192:43:36*	8.0
8	58	<i>Blue</i>	J/160	Ken & Cheryl Sears	Nashville, TN	194:56:22*	7.7
9	59	<i>Innocent Merriment</i>	J/160	Myron Lyon	San Diego	195:17:38*	7.8
10	63	<i>Serena**</i>	Thomp. 1150	Kuettel/Van Houten	San Francisco	207:22:52*	7.6
11	64	<i>Barking Spider 3</i>	MacGregor 65	David Kory	Pt. Richmond	212:48:23*	7.7
12	69	<i>Dasher</i>	SC 50	Roger Groh	Sausalito	254:05:03*	6.5
-	-	<i>Chasch Mer</i>	SC 50	Gib Black	Honolulu	No report	-
DIVISION IV (started Friday, July 15)							
1	17	<i>Tabasco</i>	1D-35	Alamitos Bay Synd.	San Diego	167:17:31*	7.9
2	44	<i>Wild Impulse</i>	J/120	Larry Barels	Santa Barbara	186:34:11*	7.2
3	48	<i>Sensation</i>	1D-35	Gary Fanger	San Francisco	188:14:36*	7.3
4	53	<i>Kahoots</i>	Andrews 43	Deaver & Williamson	Long Beach	190:57:11*	7.2
5	55	<i>Pursuit</i>	Dawley 48	N. & R. Dawley	Solomons, MD	191:54:31*	7.1
6	61	<i>Uproarious</i>	Olson 40	Robert Bussard	San Diego	203:23:47*	6.8
-	-	<i>Two Guys on Edge**</i>	1D-35	D. Doyle/B. Burgess	Honolulu	No report	-

— THE POWER AND THE GLORY

ALL PHOTOS RICH ROBERTS/
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tude 80 — whose 14-man crew included navigator Ernie Richau, watch captains Keith Kilpatrick and Mike Elias, and designer Alan Andrews — came in on the afternoon breeze to slip between *MG* and *Pyewacket* on corrected time, ending up just 1 hour and 11 minutes out of first

Roy E. Disney, seen with son Roy Pat, enjoyed his 15th and final TransPac; 'Rags' was sailing in its 13th TransPac; and 'Scout Spirit' (#69011).

in class. *Magnitude* was also the first big boat to tie up in the Ala Wai Yacht Harbor — the other four, which draw around 18 feet, headed down for the deep water com-

mercial docks at Aloha Towers.

Division II turned into a 12-boat class on the first morning out, when *Pendragon* 4's starboard D-3 shroud sheared off with a loud bang. Her disappointed crew motorsailed 200 miles back to Marina del Rey, stopping in Avalon for breakfast, fuel and beer. Though the legendary *Ragtime* — like *Merlin*, sailing in its 13th TransPac — held the lead at the first roll call, this class rapidly evolved into a match race between the new *Pegasus* 52, a pre-race favorite, and Roger Sturgeon's aging R/P TP-52 *Rosebud*.

The month-old *Pegasus* lit the afterburners on day three, posting a 296-mile daily run and moving into first in class and fleet. *Rosebud*, still slippery when the kites go up, took the yellow jersey away the next day, but *Pegasus* reclaimed it at the next roll call, and then ran first in class and fleet the last three days of the race. *Pegasus*, sailing for the Waikiki YC, flew into her homeport at 11:14 p.m. on Sunday night, after which we imagine Kahn, the Barn Door winner in '01 and '03 with *Pegasus* 77, and crew kept an anxious eye on the clock. They owed *Rosebud* 3 hours and 50 minutes for the race and, from the 100-mile and 25-mile check-in times, it was going to be close.

The *Rosebud* crew was also monitoring the radio, and knew the time to beat as they sprinted down the Molokai Channel. The tension must have been almost unbearable until they crossed the line, finishing 3 hours and 11 minutes after *Pegasus* to win Division II and overall honors by 39 minutes. *Trader*, Fred Detwiler's Donovan 52, came in less than two hours later to complete a TP-52 sweep of class and overall honors.

Sailing on *Rosebud* with owner Sturgeon were Aussie navigator Tom Addis, Kevin Miller, Jack Halterman, Malcolm Park, John Hayes, Jeff Brock, Chris Cantrick, Keats Keeley, and Jono Swain. This was probably *Rosebud*'s last race, as, like *Pyewacket*, it is actively for sale after

2005 TransPac Results

CL	FL	Vessel	Type	Skipper	Hailing Port	Corrected	SOC
DIVISION V (started Monday, July 11)							
1	22	<i>Soap Opera</i> **	Hobie 33	Scott Self/Nigel Brown	Rockwall, TX	171:14:02	7.1
2	35	<i>Brown Sugar</i>	Express 37	Steve Brown	Long Beach	179:08:24	6.9
3	40	<i>Super Gnat</i>	Ben. 40.7	Cliff Thompson	San Diego	183:42:08	7.0
4	50	<i>B'Quest</i>	Tripp 40	Challenged America	San Diego	188:50:32	6.8
5	54	<i>Showdown</i>	IMX-38	Meade/Luna/McDonald	Dana Point	191:32:48	6.8
6	60	<i>Diablo</i> **	J/35	Bernhard/Zanden	Anacortes, WA	196:12:40	6.4
7	62	<i>Iataia</i>	Ben. 40.7	Marcos Rodriguez	Acapulco, MEX	203:48:50	6.6
8	66	<i>Jacare</i> **	J/35	J. Young/R. Blackman	San Diego	214:38:10*	6.1
CAL 40 (started Monday, July 11)							
1	4	<i>Ralphie</i>	Cal 40	T. & D. Pillsbury	Woody Crk, CO	159:21:51	6.8
2	19	<i>Illusion</i>	Cal 40	Sally Lindsay Honey	San Francisco	169:05:43	6.6
3	20	<i>Psyche</i>	Cal 40	Steve Calhoun	Los Angeles	169:17:10	6.6
4	21	<i>Seafire</i>	Cal 40	John Harrison	Honolulu	170:49:36	6.6
5	23	<i>Far Far</i>	Cal 40	Don Grind	Naples, FL	171:34:08	6.6
6	24	<i>Shaman</i>	Cal 40	Steve Waterloo	Alameda	172:45:07	6.6
7	27	<i>Callisto</i>	Cal 40	James Eddy	Los Angeles	173:44:11	6.6
8	31	<i>Radiant</i>	Cal 40	Fin Beven	Los Angeles	175:10:05	6.6
9	33	<i>Dancing Bear</i>	Cal 40	Mark Schrader	Sitka, AK	176:58:40	6.5
10	36	<i>Azure 40</i>	Cal 40	Rodney Pimentel	Alameda	179:22:49	6.4
11	38	<i>Willow Wind</i>	Cal 40	Wendy Siegal	Seattle	181:28:39	6.4
12	46	<i>Spectre</i>	Cal 40	Leland Rogge	Seattle	187:24:12	6.3
13	65	<i>Bubala</i>	Cal 40	Lloyd Sellinger	Newport Beach	214:04:36*	5.8
-	-	<i>California Girl</i>	Cal 40	Don & Betty Lessley	Richmond	DNF	-
ALOHA A (started Monday, July 11)							
1	28	<i>Between the Sheets</i>	Jeanneau 52	Ross Pearlman	Marina del Rey	174:08:51	7.4
2	29	<i>Odyssey</i>	Kelly 58	Audrey Burnand	Newport Beach	174:17:01	7.3
3	34	<i>Plan B</i>	Choate 48	David Johnson	Long Beach	177:45:32	7.3
4	51	<i>Madrina</i>	Cabo Rico 56	Dick Simon	Dana Point	189:23:05	7.1
5	57	<i>Incredible</i>	Swan 53	Rick Gorman	Los Alamitos	194:21:47	6.9
6	67	<i>Charmed Life</i> **	Catalina 470	P.Garfield/D. Murray	San Francisco	225:38:54*	6.2
7	68	<i>Enchilado</i>	Jeanneau 54	Cesar de Saracho	Mazatlan, MEX	232:39:31	6.4
ALOHA A (started Friday, July 15)							
1	52	<i>Shanakee II</i>	Pedrick 74	James Warmington	Newport Beach	190:18:36	8.1
ALOHA B (started Monday, July 11)							
1	25	<i>So Far</i>	Swan 48	Larry Hillman	Chicago	172:49:15	6.9
2	43	<i>Pipe Dream</i>	CF-37	John Davis	Long Beach	186:02:46	6.3
3	47	<i>Wind Dancer</i>	Catalina 42	Paul Edwards	Ventura	188:02:34	6.6
4	70	<i>Azure</i>	Swan 441	Samuel Beckey	San Diego	266:00:20*	5.5
5	71	<i>Camille</i> **	Spencer 42	Jim & Ann Read	San Francisco	415:46:40*	4.0
ESCORT (started Monday, July 11)							
1	-	<i>Alaskan Eagle</i>	S&S 65	Rich & Sheri Crowe	Newport Beach	284:55:13	7.8

(* = still at sea; projected corrected time)

(** = doublehanded)

CENTENNIAL TRANSPAC 2005

the TransPac. It was a brilliant note for Sturgeon to go out on, capping a highly successful three-year campaign that also included victories at Key West, Bermuda, and the BBS.

Kahn's crew consisted of navigator Peter Tans, watch captains Mark 'Crusty' Christensen and Jeff Madrigali, Bob Wylie, Darren Jones, Casey Smith, Kyle Gundersen, Adrian Stead, and Juggy Clougher. Fifteen-year-old son Shark Kahn missed the "shakedown cruise" due to a conflict with the 49er NAs at the Gorge. See www.pegasus.com for more about the new boat and the Pegasus Racing juggernaut.

Divisions III and IV (July 15)

The middle-sized boats — 13 in Division III, 7 in Division IV, and just one in Aloha A-15 — departed on Friday, July 15, in light winds that eventually built to 12-15 knots. The lead in Division III flip-flopped almost daily between *Bolt*, *Innocent Merriment*, *Cipango*, and *Artemis* in the early going. On the bottom half of the course, when the surfing started, Tom Garnier's lean J/125 *Reinrag 2* made its



RICH ROBERTS

Above, 'Soap Opera' stars Scott Self (left) and Nigel Brown. Right, the chartered 1D-35 'Tabasco' was the runaway winner of Division IV.

move. As we went to press, Garnier and his family crew — four other Garniers (Al, Kevin, Darren, and Lashawna) and "honorary Garnier" Rob Waterman — had a three-hour projected lead with just 41 miles to go, and are poised to repeat as Division III winners.

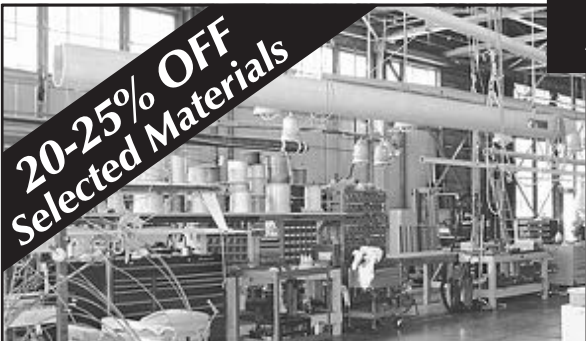
The spoiler could be the smallest boat in the fleet, the R/P-designed Super 30 *The Cone of Silence* from Australia. The skiff-like, bright-red *Cone*, sailed by owner James Neill and just three others, came



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into its element in the trades, posting teeth-rattling back-to-back daily runs of 255 and 246 miles — pretty amazing for a 32-foot boat. The high-rating *Cone*, which gives time to all but *Stealth Chicken* and *Barking Spider*, played through the entire Division in the latter half of the race, and

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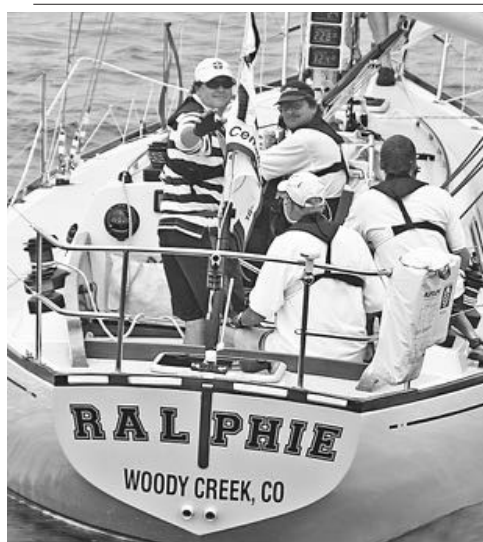
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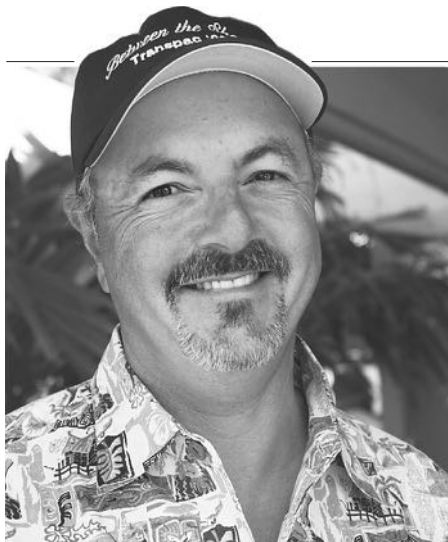
— THE POWER AND THE GLORY



RICH ROBERTS

was on target to finish first boat-for-boat and second on corrected time. Third looks like it will go to Bob and Rob Barton's Andrews 56 *Cipango*, a fine finish in a tough class.

The Andrews 43 *Kahoots* (ex-*It's OK!*) topped Division IV for the first four days, but then relinquished the lead to the ID-35 *Tabasco*, under charter to the Alamitos Bay Syndicate, several of whom did the



LATITUDE ARCHIVES

Left, 'Ralphie' showed the Cal 40 fleet her transom. Above, Ross Pearlman won Aloha A for the second time with 'Between the Sheets'.

'03 race on this boat with owner John Wylie. The *Tabasco* crew — navigator Steve Rossi, watch captains Jim Macleod and Dave Thompson, Chris Doolittle, and Ed Feo — extended their lead from there, amassing a comfortable 20-hour cushion over two sisterships, the doublehanded

Two Guys on the Edge and *Sensation*, and the J/120 *Wild Impulse*. *Tabasco* was 187 miles from the finish and, barring a dismasting, should coast in for an easy win — though there's really nothing easy about strapping yourself to a 35-foot skateboard for 11 days! Second in Division IV is up for grabs, with *Two Guys on the Edge* a wild card (they haven't reported in for several days due to radio problems, but are believed to still be in the hunt).

The luxurious Pedrick 74 *Shanakee II* has a lock on Aloha A-15 (a reference to their new starting date), as they were the only boat sailing in this last-minute subclass. *Shanakee* was originally scheduled to start with the other Aloha boats on July 11 — which, in a rerun of the '01 race, would have gotten her into Hawaii several days ahead of the Barn Door winner.

Div. V, Aloha, Cal 40 (July 11)

The first starters, 33 boats in four divisions, drifted off the line on Monday, July 11. Conditions were grim, to put it mildly — at roll call the next morning, the lead boat, the Peterson 48 *Plan B*, had only gone 39 miles in 19 hours! It was as if the

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fleet was waiting for *Camille*, a Stewart 42 doublehanded by Jim and Ann Read, to join them after missing the start due to sail damage incurred while delivering their boat down the coast. *Camille* quietly joined the fleet a day after the start, and is still barely halfway across. Last we looked, her estimated finish time, a somewhat soft number extrapolated from the previous day's run, is currently August 3, well after the July 29 award banquet.

After almost two frustrating days of slatting in the fog, the fleet — minus the Cal 40 *California Girl*, which dropped out with motor problems and sailed back to

TransPac scrapbook, from left — *The power of 'Morning Glory'* (Sharon Green file photo); the 'MG' crew celebrates with the Hooters girls (Marcy Fleming photo); *'Soap Opera'* finishing.

Long Beach — finally got going in a cold 20-25 northwesterly breeze. *B'Quest*, Challenged America's Tripp 40, briefly led the 8-boat Division V despite sailing one crew short due to a medical problem prior to the start. Ultimately, this intrepid group of four disabled sailors (which became three when their leader, Urban Miyares, fell ill halfway across) and Joshua Ross, their 'temporarily able-bodied skipper', finished a remarkable fourth in

class. Read more about their adventures at www.challengedamerica.org.

Soap Opera, a Texas-based Hobie 33, set the pace for Division V, leading most of the way and finishing seven hours ahead of runner-up *Brown Sugar*, a similarly-rated Express 37. *Soap Opera* was doublehanded by skipper Scott Self and longtime friend Nigel Brown, which made the victory even sweeter over the crewed boats. The most exciting part of the duo's sleep-deprived 13-day, 1-hour crossing occurred when their aluminum tiller broke as they entered the Molokai Channel under kite the last night. They

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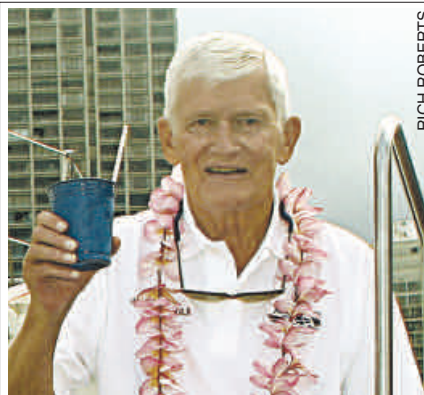
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quickly installed their emergency tiller and, knowing they had the race in the bag, cruised in under 'green' sails, still hitting 15 knots at times. It was the first time that a shorthanded entry has won its class in the TransPac and, in the process, *Soap Opera* also ran away with the 7-boat Doublehanded Division, topping pre-race favorite *Two Guys on the Edge*, the new Thompson 1150 *Serena*, a pair of J/35s (*Diablo* and *Jacara*), two women on the Catalina 470 *Charmed Life*, and *Camille*.

The Cal 40 fleet, which at 14 boats tied the all-time Cal 40 TransPac turnout in

'So Far', from Chicago, won Aloha-B; Grant Baldwin, the 'Voice of the TransPac', is retiring after 20 races; projected Div. III winner 'Reinrag 2' at the finish of the '03 race.

1967, was dominated by Taylor and Davis Pillsbury's *Ralphie*, which snatched the lead on the sixth day and never looked back. The Pillsburys, formerly of Belvedere, recruited Bay Area talents Don Jesberg, Andrew Holdsworth, and Randy Ferguson as crew. *Ralphie* racked up a 70-mile lead near the end, ultimately finishing over 10 hours in front of the next boat, Steve Calhoun's L.A.-based *Psyche*, after a 13-day, 12-hour crossing. They

also ended up fourth overall, an amazing achievement considering their painfully slow start.

The battle for second in the Cal 40 fleet was epic, with *Illusion*, *Psyche*, *Seafire*, and *Far Far* all in contention. They corrected out in that order, with *Illusion* taking second by just 13 minutes over *Psyche* after two full weeks of racing. *Illusion*, sailed by skipper Sally Lindsay, Liz Baylis, Melinda Erkelens, and Susan 'Charlie' Arms, was the sixth all-woman crewed effort in the history of the TransPac, and this was easily the finest finish ever by the fairer sex.



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CENTENNIAL TRANSPAC 2005

25 Fastest TransPac Finishes

<u>Boat</u>	<u>Owner/Skipper</u>	<u>Year</u>	<u>Time</u>
1. <i>Morning Glory</i>	Hasso Plattner	2004	6:16:04:11
2. <i>Pyewacket</i>	Roy E. Disney	2004	6:18:32:25
3. <i>Genuine Risk</i>	Randall Pittman	2004	6:22:02:35
4. <i>Magnitude</i>	Doug Baker	2004	7:03:02:57
5. <i>Windquest</i>	Doug DeVos	2004	7:05:58:03
6. <i>Pyewacket III</i>	Roy E. Disney	1999	7:11:41:27
7. <i>Magnitude</i>	Doug Baker	1999	7:13:37:07
8. <i>Pyewacket II</i>	Roy P. Disney	1997	7:15:24:40
9. <i>Pegasus 77</i>	Philippe Kahn	2003	7:16:31:17
10. <i>Zephyrus IV</i>	Bob McNeil/John Parrish	1999	7:16:34:43
11. <i>Front Runner</i>	Lou Grasso/Craig Lyons	1999	7:16:51:45
12. <i>Pegasus</i>	Philippe Kahn	1999	7:17:51:20
13. <i>Cheval</i>	Hal Ward	1997	7:20:23:05
14. <i>Pyewacket III</i>	Roy E. Disney	2003	7:20:48:55
15. <i>Victoria</i>	Mike Campbell	1997	7:21:44:54
16. <i>Luna Barba</i>	Anthony Sessions	1997	8:01:14:45
17. <i>Pegasus</i>	Philippe Kahn	2001	8:02:34:03
18. <i>Grand Illusion</i>	James McDowell	1999	8:02:52:27
19. <i>Merlin</i>	Alliance Syndicate	1997	8:03:25:03
20. <i>Pyewacket</i>	Roy E. Disney	2001	8:03:36:58
21. <i>Chance</i>	Bob McNulty	2001	8:05:08:24
22. <i>Scout Spirit</i>	Bill Turpin	2005	8:05:29:53
23. <i>Medicine Man</i>	Bob Lane	1997	8:06:31:00
24. <i>Beecom</i>	Isao Mita	2005	8:07:15:12
25. <i>Merlin</i>	Bill Lee	1977	8:11:01:45

Aloha A honors went to Ross Pearlman's Jeanneau 52 *Between the Sheets* for the second time in a row, though just barely. In the final two days, *BTS* finally chased down Cecil Rossi's 1938 wooden yawl *Odyssey*, which led this class for most of the race, beating them on corrected time with eight minutes to spare. *Between the Sheets* was the first boat to finish this year, coming in with little fanfare at 10:22 p.m. Saturday night. *Odyssey* arrived about three hours later, followed another hour back by *Morning Glory*. Pearlman's SoCal crew included navigator Eric Blumenkrantz, and watch captains Dusty Way and Fred Huffman.

So Far, Larry Hillman's Chicago-based 1974 Swan 48, took the small Aloha B class on both corrected and elapsed time. P.K. Edwards' Catalina 42 *Wind Dancer*, which won Division V two years ago, was hobbled by steering problems but still

managed to come in second. However, their finish is listed as 'pending', which may have something to do with whether

they used their autopilot while sorting out their steering issue.

Congratulations to everyone who competed in this year's mellow TransPac, especially our 14 Bay Area entries — five of whom (*Rosebud*, *Pegasus 52*, *Cipango*, *Sensation*, and *Illusion*) ended up taking home trophies. For that matter, podium finishers *Morning Glory*, *Pyewacket*, and *Ralphie* all have significant Bay Area ties, so we'll claim them, too.

Deadline looms, and this is all we have time and space for this month. Check www.transpacificyc.org for the final standings.

In the next issue, we'll follow up with the rest of the Centennial TransPac story, clarifying and perhaps retracting parts of the foregoing. Wish we could

have been there!

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the *latitude* interview:

William Peterson

Last month, in a Sightings article, we reported on the rescue of William Peterson, whose Newporter 40 ketch Kamera 'tied the knot' of a nine-year circumnavigation, and was on the final leg home to the Bay when she was dismasted 800 miles from San Francisco. When we contacted Peterson for details, it wasn't long before we realized we were talking to one of the most well-traveled cruising sailors ever to sail out the Golden Gate. Peterson has been living aboard, working on boats and cruising for nearly half his 56 years. In addition to the circumnavigation, he's traveled tens of thousands of additional miles in three round trips to the South Seas via Mexico and Hawaii. He's been through hurricanes, knockdowns, dismastings, groundings — and the loss of two boats: Kamera, the Newporter from which he was rescued in early June, and Kama, a 34-ft ferrocement cutter that he sailed onto a South Seas reef in 1992. He has also lived the true gypsy life, eschewing marinas, working at anything and everything, staying so long in some places he learned the language, seeing the humor, heartbreak and beauty in the voyaging life, and "living like a king" on \$400 a month. So last month we went back to talk about those things. We found him at his sister's house in Santa Rosa, almost fully recovered from a back injury he had suffered during the dismasting. The first thing we wanted to know was how he managed to get both Kama and Kamera — for free . . .

Let's start with Kama. You found it in a cement yard?

Yeah. In Guerneville there was a cement factory/paving company I used to drive by all the time in the mid-'70s. I spotted the shell of a double ender in there. No deck, no interior, no ballast, no nothing. It was just a double-ended Samson-designed Sea Mist ferrocement hull. It was on an I-beam trailer, and it was pretty obvious it had been just sitting there a long time.

I asked the guy, "What's that?" He says some guy started to build the boat, but never finished. "He left it here and he owes a lot of rent on it."

I said, "What do you want for it?" And he said, "Ten thousand dollars." I said, "You're dreaming."

That was in 1976. In '77 I went back and it had moved a little farther back in the yard. Same thing. "What's that?" "Some guy left it here years ago." "What do you want for it?" "\$5,000." "You're dreaming."

In '78, it had moved way back in the berry bushes and was kind of in a ditch. "What's that?" "Guy left it here years ago, I'm going to break it up and fill that ditch."

I said, "Don't do that. What do you want for it." He says, "If you can get it out of here by tomorrow, you can have it." So I got my buddy who's a welder and we went back in and welded a big tongue on it, filled the tires up, strapped it down with come-alongs, got it out of the ditch and pulled it with my '40 Dodge truck down to a hay barn in Forestville. I rented the barn for \$35 a month.

And you built it there? Were you working at the time?

I made a living as an artist and was running an art gallery in the ranchhouse in Forestville where I was raised. I'm fifth generation Sonoma County. My great-great grandfather was one of the first white men out here, before California was even a state. He bought the land from the Spanish.

In the '70s, my family still owned the place and it operated as an art gallery. Now it's a B&B called the Rayford House.

Did you have any design plans to help you finish off the boat?

No, I got Donald Street's book and kind of used that as a guide. And I was motivated. My family was in the process of selling the ranch house, so I was soon going to have nowhere to live. So I decided to go cruising. I'd learned to sail in 1974 when a girlfriend took me out on her brother's Hobie Cat. And I liked it. I'd had a couple of small boats after that, a Sabot and a 20-ft 'Auntie Helen' drop keel sloop that was built in 1930. But I really liked to travel — I got addicted to traveling in the military — and the thought of doing it on a sailboat really appealed to me.

I didn't have a lot of money — I never had a lot of money — but I had some antique vehicles and some artwork I had done. I sold most of it, and figured I had enough for four years — two to build the boat and two to cruise on it.

Where did you get materials?

All the wood came from a friend's 40-ft wooden boat that had sunk in Half Moon Bay. He'd raised it and put it in a yard to repair it, but it was never going back in the water. So he gave it to me. I took it all completely apart. I used the teak from the deck for my deck. The mahogany from the hull went into my interior and deck fittings. The transom of his boat I used for the forward part of my cockpit.

I bought the mast and rigging.

I traded a 1939 Plymouth to a guy for a shed full of stainless tubing, nuts and bolts, fiberglass matting and roving, resin, big cans of acetone. . . just what I needed.

I named the boat *Kama*, after the Kama Sutra — the 'art of love.' It had an old English cutter rig. I launched it in Bodega Bay in 1980 on April Fool's Day under a full moon.

Where was your first trip?

To San Francisco Bay. Scared the hell out of myself. It was a beautiful day until Pt. Reyes. Then it started to pick up. Not



knowing any better, I was a little close to the point. So I had a learning experience. I finally figured out if you just let go of the helm and sheet the sails in, the boat would turn up into the wind and stop dead like a ground-reined horse. And then you can do all your work, whatever you want to do, and fall back off and take off again. I figured that out real quick, and it worked very well on *Kama*.

I spent the season in San Francisco learning how to sail. Treasure Island, Angel island, the Delta. Just practiced sailing and anchoring everywhere I could.

When I went over to Aquatic Park, I made friends with the rangers. You're not supposed to stay more than 24 hours, but they said, "You can just stay." So I started living there

in Aquatic Park. It was pretty cool. Got to know a lady friend from San Francisco. Linda was Italian-Japanese. She'd come and pick me up in her Cadillac and take me around the City. I talked her into going to Mexico with me. My first trip down the coast.

When was that?

We took off in the fall of 1980. Did Monterey, Moss Landing, the Channel Islands, Catalina. What a disappointment that place was — more rules than you can shake a stick at. On to San Diego. Then Mexico: Ensenada, Bahia Tortuga, Bahia Magdalena, Cabo San Lucas. . . This was back when there was no marina, no roads, no airport and only a few hotels.

interview: william peterson

The ferry came twice a week. Cabo was nice then. Then we went over to San Blas, Puerto Vallarta, Yelapa, down the coast to Acapulco.

In Acapulco I got a job delivering a 40-ft boat named *Cevale* to San Diego. It was my first delivery. I told the guy I didn't know what I was doing, but he said, "You obviously sailed down here. You can sail back."

That was my introduction to the Baja bash. Beating up that coast is a horrible trip. We put the pedal to the metal with a reefed main and just hauled ass north. Took nine days to do it. Afterward he flew us back to our boat.

How far were you into the four-year plan at this point?

Three years. Two to build the boat and we'd been in Mexico a year. Linda flew back to San Francisco — she'd had enough — and I sailed to Hawaii and did the Hawaiian chain myself. Then I sailed back to San Francisco. Made the classic errors; sailed right into the Pacific high and bobbed there for days. It took me 38 days to get home.

After I got home, I put the boat up in Lakeview Marina in Petaluma and went back to work to make some money so I could go again.

What did you do?

I worked as a purchasing agent for a bank — purchasing land, doing repossessions, and so on. It was good money. I worked for three years, made quite a bit of money, and redid the boat in my time off.

What are some of the things you did to the boat?

The big thing was a windlass. After heaving around a 12-ton double-ended cutter for two years, I swore I was never going anywhere again without a manual windlass — a big one. I also got some winches. It was all used stuff — second hand is perfect for me. I found it at swap meets or talking to other people. You guys helped. I got my stainless steel kerosene stove out of a classified ad in *Latitude 38*.

When did you take off the second time?

1982. I got to Cabo just in time for the big blow down there.

You're an '82 Cabo vet? What was that like?

It came up very quickly. We got a report that this thing

'Kama' in the slings. Coated inside and out with resin, her ferrocement hull never leaked a drop — until she hit a reef.



Will and Jaki.

was going to come through, and something did come through in the morning — about 30 knots of wind. A lot of people dragged and everybody got themselves all straightened out. And then it was over and it was a beautiful day and calm. And I was on the beach at just about sunset, having a beer, and I noticed the wind was picking up again — a lot. And the surf was starting to come in. So I got in my dinghy and went back out to my boat and put down three anchors.

Where were you in the anchorage in respect to other boats?

I was almost the farthest one out. I think *Elias Mann* was the only one out farther. We were anchored right on the edge of a shelf. When the waves started coming in, they started breaking on the shelf, so everybody else was in the break. Most of them had stern anchors out and they'd suck them up in their propellers. That night someone said it blew 90 knots. I watched boats go ashore all night long. I kept waiting for my turn, but it never came.

What was it like the next morning?

There were boats stacked on boats on the beach. You couldn't go in that day because the surf was still too big. But the next day I got in, met Bernard Moitessier and the other people. I was right there when Moitessier sold *Joshua* to Rado, first mate of *Elias Mann*, and Joe, this guy from San Diego for \$5 on the beach. They rebuilt it from all the junk on the beach, sailed it back to San Diego, beat the dents off and sold it for a lot of money.

Everybody helped everybody, except the vultures — the people who had nothing to do with sailing but came around collecting stuff and trying to sell it back to people. All Americans. No Mexicans. The Mexicans were wonderful.

We dug trenches, got some backhoes, got some tugs to come in. We got five boats back in the water. The rest were destroyed. One Hans Christian lookalike was broken right in half like an egg. They turned the bow of it into a bar. I don't know if it's there anymore.

Anyhow, that was a long trip and a long time ago. And it was heart rending because so many people lost everything. But it was a good learning experience. It scared the shit out of me. But I was extremely lucky. I lost one fender. That's what I lost. Everybody wanted to know how I survived and I

interview: william peterson

said, "By the grace of frigging God." But I learned the value of anchoring out farther, and of having good anchors and rode.

Where did you go from Cabo?

To the Marquesas, with a Dutch guy and a French couple I'd just met.

You sailed 2,500 miles with people you'd just met?

Yeah. They wanted to go. So I said, "Cool, let's go."

Were they sailors?

No. They weren't sailors at all. But I knew enough by that time. And I'd put the word out that I'd take anyone sailing who wanted to experience the cruising life. And they'd help reimburse me. That's one of the ways I made money.

French and Dutch — do you speak any languages?

Oui. Je parle un petit peu. Hablo espanol. You pick it up.

So anyhow, we all sailed to the Marquesas and had a good time and made some very good friends. That was a short trip, though. I only went to the Marquesas, the Tuamotus, Rangiroa and Tahiti. I only spent a little time in Tahiti because I never checked in or checked out. . . the whole time. An old sailor told me — this was in '83 or '84 — that in Fatu Hiva, there are no policemen. "Just stay in Fatu Hiva and have a good time," he said. "Go to the islands you want, don't check in, don't say anything, and you'll be okay." And I did. And it worked. Nobody bothered me and I spent the season there.

From Tahiti I sailed back to Hawaii and spent the sweet season there.

Did you have crew for that trip?

No, but I did have a couple of people for the sail back to San Francisco, a girl and a guy. The guy, Aaron, was great. I never had to say a word to him. He was a sailor. He knew what he was doing. Before I could say anything, he was already doing it. He was young, about 22. I was close to 30 I guess.

The girl. . . I didn't want to bring the girl. But she really kept bugging me to go. She wanted to be friendly, and I wasn't interested. I mean, I like women. And when she crawled in the aft cabin, we did the hootchie kootchie. What else can you do when a naked lady crawls into your bed?

Indeed. Was this trip back faster than the last one?

Yes, only 27 days, because I had a Monitor self-steering vane and I knew not to go through the High.

But this trip is where I experienced my first serious knock-down, too. A day out of San Francisco, we were off the Cordell Bank. I was on watch. It was blowing 25-30, gusting to 35 and the self steerer was working real good. I was down below at the chart table chortling to myself about how I'd just sailed 16,000 miles and nothing bad had happened and I was going through the Golden Gate the next morning. . .

And then I heard the freight train. That's just what it sounded like. Then the whole boat lifted up and everything became weightless, everything rose and hovered. Aaron woke up, sat straight up and said, "Far out!"

Then the boat came down on her side and all the hovering stuff took off like a rocket across the boat: oatmeal, cups, pudding. We'd done a full mast-in-the water knockdown at 2 o'clock in the morning. I figured it was a rogue wave off the Cordell Bank.

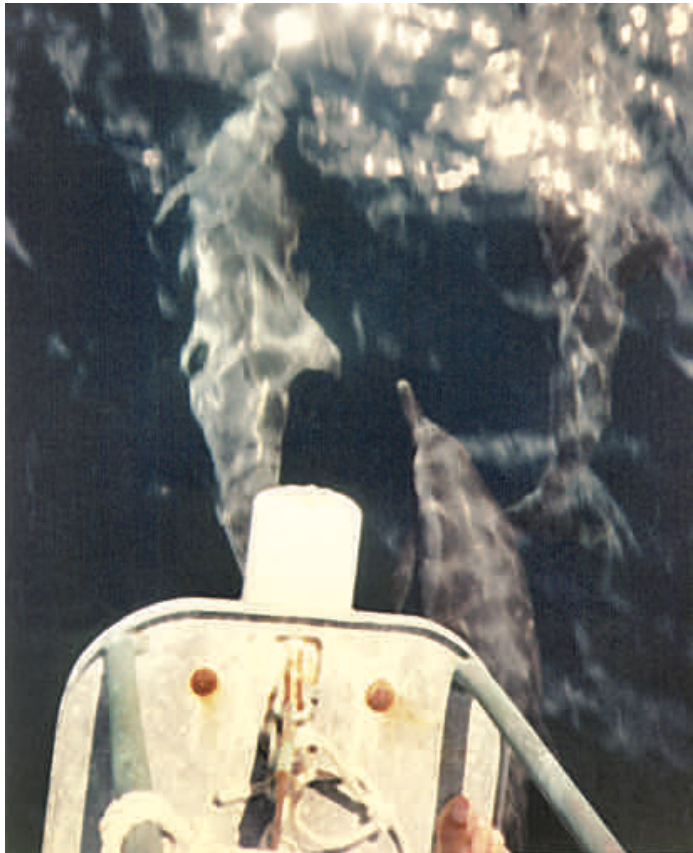
Aaron and I went on deck to check the damage. The mast

was still there, but the main was blown to pieces and the headsail — and headstay — were gone. It took part of the bulwarks off, and a carved dragon (I'm into that Swedish shit) I'd done for the boat. It was my first major knockdown and it scared the hell out of me.

Did you motor the rest of the way into the Bay?

We didn't make it to San Francisco. It took a day and a half to clean up the mess, get everything back in order, sew sails — make sure everything was okay. So by the time we did start the engine, we couldn't make San Francisco. So I went into Monterey. I got in there with a broken boat and \$200 to my name.

I told them my situation. I had a broken boat and no money. But I wanted to keep my boat there and I *would* pay. They said okay. I went to work hauling buckets of fish for the Vietnamese fishermen — at 50 cents a bucket I could make \$20 an hour. Eventually I got in the back door at the harbormasters and worked as a harbor patrolman for three years. It was pretty funny: here I am, living aboard, making payments, and I'm the harbor patrolman who's supposed to enforce the law.



Dolphins at the bow.

When did you take off again?

In 1990. And this time, the plan was to go all the way around the world. Did Mexico again. Did the Marquesas again. And I took people on various legs. Overall, half my time cruising has been singlehanded and half the time I took people. I've taken many nationalities: Spanish, French, Norwegian, Italian, Danish, Swedish, German, Irish, English, all kinds of people.

ALL PHOTOS COURTESY WILLIAM PETERSON

interview: william peterson

How long were they typically aboard?

Some stayed a week. Some stayed a month. Some stayed six months. Some ladies have been known to stay longer. I've chartered the boat for day trips and for long passages. Sometimes I put out the word that I'll take people, but most of the time, they come to me on the beach and go, "Do you charter?" I don't go looking for them.

Did you ever do charters where the people just wanted to sit around with cocktails while you did all the work?

Yes, but not many because I didn't like them. I don't like to make drinks for people. But I'm quite gracious to them, because they're paying me.

At the other end of the scale, there was a young French couple who wanted to run the boat totally by themselves. They wanted to learn because they were going to buy their own boat and they wanted to see if they liked the life. They were with me for five days, and all I had to do was be available to answer questions and make sure they didn't screw up. They raised the anchors, raised the sails, washed the dishes, did everything. That was a wonderful charter, because they were a really nice young couple and very happy and enthusiastic.

How much money could you typically make?

It depends on what you're doing. Typically I would charge a few hundred for long passages. If I was working on somebody's boat, when I started out years ago, it was \$10-\$12 an hour. By the end it was \$20 an hour for mechanic-type work. If I can fix it, you pay me. If I can't fix it, I'll tell you. Sometimes it was just "Feed me and give me a beer." You work it out together. You make it easy. And you can work your way around the world.

What are some other tips for other cruisers wanting to work?

Well, first off, you don't refuse work. You don't refuse a charter. You don't refuse people who want to give you money. If you're willing, there are lots of ways to make money around the world. You do anything people need: rigging, sanding, woodwork, rebuilding the head.

The secret — and it's not a secret — is you give them value. You do a good job for them. If they want to learn to sail, you take them and you teach them what you've learned: anchoring, navigation, how to read the weather, how to run the radio — and how to live the life of a cruising sailor.

And — obviously — you made enough to keep going.

Yeah. But I didn't need a lot. If my gear and my boat's good, I can live like a king on \$400 a month. I don't go into marinas, I anchor. I don't go out much. Don't drink a lot. I cook my own food.

And I trade a lot. I buy silver in Mexico to take with me. For the women, perfume, for the guys — maybe I shouldn't say this — bullets. You buy where it's available and cheap. If they don't have it where you're going, you trade. Don't sell — trade.

For fruit, vegetables, fish, carvings, whatever they've got. Let's make a deal. I've been paid with wheelbarrows full of food.

\$400 a month? Do you ever eat ashore?

Oh sure. Once a week I'd treat myself to breakfast ashore. Or go have coffee or a few beers. Or go to a barbecue on the beach. And that's part of it. That's how I got jobs. Go to where the cruisers hang out and you have a beer and somebody'd say, "My generator's dead. Can anybody fix it?" And I'd go, "Yeah, sure." Or, "My rig needs tuning" and "Okay, I'll do it."

What are some other jobs you had along the way?

I was part of a crew that rebuilt two boats in Kosrae. In New Zealand I worked for Douglas Marine for five months doing the Moorings boats — oil changes, impellers, stuffing glands, that sort of thing. When I got back to Florida on my other boat, I learned to drive truck and got paid to visit every state but North and South Dakota.

In the Marquesas I fixed their road-working machines.

Down there, they buy things and when they stop working they just throw them in the jungle. So they had two road paving machines. One was dead and the other, the clutch had gone out. So I pulled the clutch off the dead one and put it in the other one and made it work again. They were amazed. To people who don't know how to

'Kamera' before (left) and after (below). The old Newporter 40 proved to be an excellent cruising boat.





Typical charters were young, adventurous and multinational. This group in Thailand consisted of two Americans, a Frenchman and a Brit.

do that it's like magic.

In Opua in the Bay of Islands, I got a job working as a boat mechanic. That's where I met this English lady named Jaki on Christmas Day, 1991. She's a world traveler, too. She traveled with me for years, and she's traveling still.

Five months in New Zealand? How long do you typically stay in one place?

It depends. A month is average. Sometimes I stay six months, sometimes I stay a day. Depends on how it feels. Usually, I like to stay a month minimum. Two to three months is better. Six months is perfect to get to really know a place. I like to get in the community, get work, get to know people, get to know a little of the language. . .

What makes you move on?

It's just time to move on. Or the hurricane season. You stay the sweet season.

And the 'sweet season' is not hurricane season, right?

It's the exact opposite of what most non-cruisers think. Hurricanes only happen in summer, so winter is the sweet season. From zero to 20 degrees north latitude — in the winter — is the sailing season. When summer comes, zero to 20 south is the sweet season. So you bounce back and forth across the equator to stay in the sweet season. It's also cooler in winter for us white people in the tropics. And there are no storms.

So how long were you down there this trip?

Two years. We finally took off from Tonga one day in 1992 and I made an error in navigation. A two-mile error. About the time I heard my little voice saying, "Something's wrong," and I got up to look around, the boat smacked into a reef, full tilt, 7 knots.

What were the conditions?

There were no conditions. No waves. No surf. There was wind, but where we were was protected, so the water was flat calm, no ripple. That's why I didn't see it. But it was my mistake, and it cost me the boat.

interview: william peterson

What did you do to try to get off?

I got the dinghy over the side. Put all five anchors out to try to pull myself off. I had a lot of chain by then — you need it with the coral. That didn't work. I called some of the other cruisers on the local net and they came out. It was about 12 miles out from the harbor. The Tongan Navy came out, but they ended up putting their boat on the reef and had to spend time rescuing themselves.

Kama was holed and full of water, but I still thought I might be able to save her. On the second day, I'd arranged to have a bunch of 55-gallon drums brought out. I'd had metal eyes welded onto them and my idea was to strap them to the boat, and that would float her so I could at least get her to a yard. So I ran the chain through the eyes, snugged it all up against the boat, winched it down real hard to snug it up — and the whole bottom of the boat fell off. The keel fell off. That's when I knew I'd lost the *Kama*.

That was the second day. By the third day, I was stripping the boat. I'd take the stuff over to other cruising boats and they'd bring it to shore. Sold stuff off the beach, that's how I got the money to come home. I sold the monitor for \$600 on the beach. Anchor? \$100, take it away. The wheel, I had a really nice wheel. It's hanging in a bar there in Nukualofa. Sold my hard dinghy to a guy on the beach for hard cash.

Some things I didn't sell. I gave them away. The mast is a flagpole there now. I got the engine out and just gave it to a guy.

You got the engine out?

Oh sure. It fell out of the bottom of the boat and was sitting on the reef. It was only a couple of feet deep. We just picked it up and flushed it out, and it ran.

Did you fly right home after that?

No. I got sick. Kind of soul sick. I stayed in a little bungalow on the beach. I told Jaki it was done. Go get on another boat. Somebody offered me a delivery back to the States but I didn't want to do it. I just lay there in that room for a few days and thought about everything. I don't drink a lot, so I didn't get drunk. But I was kind of sick for a while.

Here it is: You pay a lot to live the gypsy life. You lose a lot. There's a lot you have to give up to go cruising. But you gain a lot. You gain a *lot*. So it's always this for that. It's a compromise. How you do it — compromise. Where you stay — compromise. I'd gained a lot, and I'd lost a lot.

So I went home.

To Sonoma?

Yeah. I got a job as a field supervisor for Pinkerton. That was good money — \$14 or \$15 an hour, full benefits, uniform, got my own vehicle. Life was good.

So anyway, my relatives have this big party every Fourth of July. I went to that, and a couple of my uncles come up to me and go, "You still want to sail?"

I go, "Yeah."

They said, "Okay, we want you to go to Richmond to look at a boat."

And I looked at them and I said, "I don't have any money. I mean if I begged, borrowed and stole everything I could I might have a few thousand — if I was lucky."

And they said, "Just go look at this boat."

So I went and looked at it. Marina Bay, Richmond. D Dock. And sitting there at D Dock is this Newporter 40 ketch,

interview: william peterson

launched in 1957. Glass over plywood. It's got no mast, no rigging, all the trim is off. Caprails are all popped up. Painted an ugly gray color with mold growing everywhere. It was a mess — but it's floating and it's got a diesel engine in it. I didn't really get on the boat or in it because I hadn't talked to the guy. But I looked, and I know what I'm looking at. I figured it was worth 10 grand, easy.

And so I go back to my uncles and I go "Yeah, it's a 40-ft boat and it's floating. But I don't have any money."

They said, go talk to this man, and they gave me his address.

I said, "I don't have any money!"

"Just go talk to him."

So I make an appointment, drove to Lodi. Pull into the driveway and he's got these Panteras and Ferraris parked around. I go in and introduce myself, and he says, "What would you do if I gave you that boat?"

Gave you the boat?

That was my reaction, too: Did he just say what I think he said?

He said, "My cousin had that boat. And he was going to rebuild it and sail around the world. But he died of cancer before he could do it. It's been in the family for about five years and nobody's done anything to it and nobody in the family wants it. And I keep getting bills from the marina and

I'm tired of it. I don't want a boat.

"So what would you do if I gave it to you. Would you just strip it and sell everything?"

I said, "No, I'd fix it and sail it around the world."

He looked at me and he said, "Okay, I'll give it to you if you promise me two things: that you'll get it out of this marina within a week and I never get another bill from them — and that you don't just strip it and sink it."

I said, "Okay."

He said, "I'll send the paperwork in a few days."

And he did?

Well, the whole way home I'm thinking, "Boy, my uncle and cousins are really pulling my plonker. I was thinking they'd set this whole thing up. "He's going to send the paperwork." Yeah, right.

Three days later, this package arrives in the mail — all the papers, signed over to me. I went to the DMV and registered it in my name right away. Then I went down to the boat and stepped aboard for the first time. Right above the companionway was this old, crinkly, sparkly sign. It said, "Expect a miracle."

And that's what it was, it was a f**king miracle.

Next month — Riding out Hurricane Ivan, Jaki returns, and Kamera sails around the world.



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CYC FRIDAY NIGHTS

— "Our Friday night races are all about having fun!" claims Corinthian YC Rear Commodore Michael Moradzadeh. "If you want meaningful courses, reliable wind, and serious competition, I suggest you look elsewhere."

The formula, which hasn't changed much since the Friday Night Series began "20 or 30 years ago" (no one knows exactly) must be working — 89 boats are currently sailing, with an average of about 45 boats answering the 6:20 p.m. starting gun in Raccoon Strait each week. It's an eclectic mix, ranging from big rigs like the TP-52 *Flash*, the Farr 40 *Astra*, and SC 52 *Lightning* down to diminutive Cal 20s and Rhodes 19s. The range of sailing skills varies, too — world class sailors like 'Pirate Paul' Cayard, Dee Smith, Craig Healy and Chris Perkins compete side-by-side in the Series with Mom and Pop, the kids, and even the occasional family dog.

All courses start and end in front of CYC's elegant white clubhouse, and the race committee runs the Series off their deck, conveniently located about 30 feet from the bar. Notoriously fickle winds and currents in the Strait make the start and end of each race a "tactical challenge" (a sailing euphemism for



Above, 'Boog-Loo'ing around Little Harding. Below, happy 'jar-heads' on the J/35 'Jarlen', which is currently running second in the CYC series.



— ALL ABOUT FUN

"crapshoot"), but that's all part of the fun. The middle part of the race — generally a lap up to Yellow Bluff for the big boats and Little Harding for the small fry — can get windy, such as on July 15, the night the accompanying pictures were taken. Foul weather gear is often advisable, and PFDs aren't a bad idea, either.

In fact, the 'Y' flag (mandatory lifejackets) may soon be flying in the Friday Night Series, at least when the wind is up. There was more carnage than usual in July, including the IOD



Youngster dropping its rig, and back-to-back man overboard drills on July 9 and July 15. Both swimmers, neither of whom wore flotation, were promptly rescued —kudos to the Santana 35 *Fast Friends* and

the Catalina 36 *Queen Anne* — but the message is clear: "We want people to get dip their toes into racing, not their whole bodies!" deadpanned Moradzadeh.

Speaking of which, just about anyone with a smile (a six-pack helps, too) can get a ride in this user-friendly, low-key Series. "Beer can races are a great way to get into sailing," explained race chairman Michael Campbell. "Just come by our club around 5:30 p.m. or even earlier, and put



Above, waving in the breeze on 'Persephone'. Left, 'Salient' and 'Ganesha' ride into the sunset.

continued on page 138

CYC FRIDAYS



— ALL ABOUT FUN



LESLIE RICHTER



LESLIE RICHTER

TGIF, clockwise from upper left — The J/105 'Brick House' backlit against the fog bank over Sausalito; hail to the Queen, the Tartan Ten 'QE 3'; dressed for battle on the J/33 'Alize'; the Beneteau 40.7 'White Fang' is part of the Richmond contingent; Paul Cayard has been sailing on the J/100 'Faster Horses'; Rich Korman, skipper of the Moore 24 'JR', was catapulted overboard about 20 minutes after this picture was taken; flight of the 'Phoenix', a restored Etchells; yukking it up on the skinny 8-Meter 'Yucca', which rolls violently, but never seems to wipe out. All photos 'Latitude'jr, except as noted.



LESLIE RICHTER

CYC FRIDAY NIGHTS

on a name tag. We have tags identifying people looking for boats, and tags for skippers looking for crew. Usually, no one gets left on the dock. If for some reason you can't get a ride, you're welcome to hang out on the race deck and watch, and enjoy the bar scene and the barbeque afterwards."

The popular summer-long regatta is broken up into three parts — the Spring Series (9 races), the Mid-Summer Series (3 races), and the ongoing Fall Series (9 races). "The point of the new Mid-Summer Series was to provide a mini-sampler of the bigger Series," explained Moradzadeh. "It was a chance for new boats to jump in with a clean slate, or for regulars to take a few weeks off if they wanted. It was also a chance for the race committee to try some new courses and train new people."

In fact, in our opinion, the whole CYC Friday Night Series is a "pretty good idea." If there's a better way to shed the stress of the work week, and to ease into the weekend, we have yet to discover it. We give it an enthusiastic 'five cans'

— the highest on our beer can series rating scale — and encourage everyone to check it out.

— *latitude / rkm & jr*

SPRING SERIES (9 races; 2 throwouts):

J/105 — 1) **Aquavit**, Tim Russell, 10 points; 2) **Sabertooth**, Mike Eagan, 15; 3) **Donkey Jack**, Rolf Kaiser, 17; 4) **Brick House**, Kristen Lane, 18. (9 boats)

SPINNAKER I — 1) **Yucca**, 8-Meter, Hank Easom, 17.5 points; 2) **Little Wing**, Mumm 36, John Kerslake; 3) **Psycho Puppy**, Melges 24, Dave Holscher, 30; 4) **JR**, Moore 24, Rich Korman, 35; 5) **Bird Dog**, Etchells, Jeff Wayne, 39; 6) **Abigail Morgan**, Express 27, Ron Kell, 44; 7) **Flashman**, Moore 24, Daniel Perrin, 48; 8) **Double Trouble**, Sydney 38, Andy Costello, 49.5. (26 boats)

SPINNAKER II — 1) **Vague Unrest**, Rhodes 19, Phil Simon, 11 points; 2) **Big Wow**, Rhodes 19, Tom Royal, 11; 3) **306 LP**, IOD, Jim Davies, 12. (5 boats)

NON-SPINNAKER I — 1) **Q**, Schumacher 40, Glenn Isaacson, 12 points; 2) **Jarlen**, J/35, Bob Bloom, 13; 3) **QE 3**, Tartan Ten, Tom Perot, 26; 4) **Basic Instinct**, Elliott 10.50, Jan Borjeson, 31; 5) **Veronese**, Beneteau 47.7, Chris Dawson, 31; 6)

Perseverance, Beneteau 47.7, Daniel Chador, 33. (19 boats)

NON-SPINNAKER II — 1) **Youngster**, IOD, Ron Young, 9 points; 2) **Smogen II**, Sarna 36, Julie Le Vicki, 16; 3) **Summer Sailstice**, Ranger 33, John Ardnt, 20; 4) **Aria**, Grand Soleil 38, Dan Carrico, 23; 5) **Moonlight Lady**, Sabre 34, Jerry Florence, 31. (15 boats)

NON-SPINNAKER III — 1) **Tension II**, Cal 20, John Nooteboom, 14 points; 2) **Chica**, Cal 20, Ted Goldbeck, 15; 3) **Fantasea**, Islander 28, Kevin Reilly, 16; 4) **Boog-A-Loo**, Cal 29, Julia Yost, 18; 5) **Fledgling**, Golden Gate, Michael Bonner, 27. (15 boats)

MID-SUMMER SERIES (3 races; 1 throwout):

J/105 — 1) **Tiburón**, Steve Stroub, 3 points.

SPINNAKER I — 1) **Yucca**, 8-Meter, Hank Easom, 2 points.

SPINNAKER II — 1) **Vague Unrest**, Rhodes 19, Phil Simon, 2 points.

NON-SPINNAKER I — 1) **Q**, Schumacher 40, Glenn Isaacson, 2.5 points.

NON-SPINNAKER II — 1) **#102**, IOD, Dennis Brewer, 2 points.

NON-SPINNAKER III — 1) **Chica**, Cal 20, Ted Goldbeck, 3 points.

Full results — www.cyc.org



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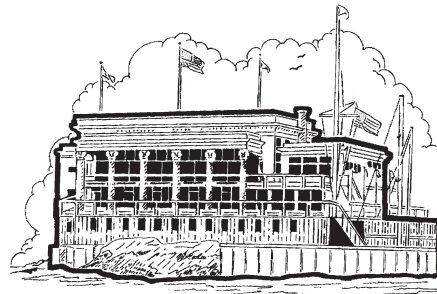
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ALASKAN GETAWAY

Alaska is spectacular! Having come south through the Inside Passage from Sitka, Alaska, last autumn, this year we decided to travel north quickly so we could spend the best of the summer months in Alaska.

The scenery and wildlife have been

ing good time, we would gain one degree or more of latitude north per day, sometimes traveling as much as 85 nautical miles per day. The long daylight hours

allowed us to travel for 12 hours or more each day if we wished. Why do we care about daylight? Because these waters are full of dangerous logging debris that can only be spotted by someone paying complete attention to the water in front of the boat. There's no 24-hours-a-day sailing up here!

As it turned out, had we not been delayed by the incident with the log, we would

have found ourselves much wetter and colder farther north. Nonetheless, we still managed to stay ahead of the thundering herds of boats heading northbound from Seattle and Vancouver.

With the luxury of waiting in port for favorable weather — which for us means less than 15 knots of wind, with or without rain, but no storms — we had

many opportunities to see the local sights. We have also had plenty of sunny days for photographing the scenery and wildlife. When the winds are howling offshore and the water becomes rough in the main channels, the minor channels can still be placid. What wind there is up here follows the channels.

The prevailing spring southerlies have brought us mostly following breezes. Visibility has almost always been good. The only fog we had was in the Juan de Fuca Strait near the start of our trip. The Pacific High has seemed slow to move north this year, but that could be changing as we write.

We follow a flexible schedule, asking our visitors to come to us — by float plane if necessary. If the weather conditions do not support our original plan for the day, we have no compunction about changing our plans and destination, delaying our departure date, or choosing a different anchorage at a moment's notice. We always have an alternative anchorage noted on our chart. We *never*



"Hope you can print this one in color," says Dorothy, amazed by the brilliant blue of this bergie bit.

sensational, and we have not seen the best of it yet. The Alaskans are friendly and relaxed, and the atmosphere is that of a big small town, steeped in history and surrounded by enormous wilderness. The native Indian presence and influence have enriched our experiences, as we've learned about their sophisticated culture, connections to the natural world, and have enjoyed their beautiful arts.

We departed Bainbridge Island, Washington, on April 17, and mostly motored 1,520 nautical miles to Juneau in a little over two month's time. This included 22 days in Port Townsend, Friday Harbor and Victoria, and a detour of 300 nautical miles and 13 days to repair our starboard engine. The engine problem was the result of hitting a log at the end of the third week of our journey.

When we were mak-



LATITUDE GRAPHIC / ANDY

ALL PHOTOS ADAGIO



— ADAGIO HEADS NORTH

travel after dark because of the danger of hitting logs.

Another hard and fast rule on *Adagio* is that we *always* look out for logs! If we can't do that for some reason, we stop the boat until we can. The necessity of having to be able to stop the boat quickly to avoid hitting a log, crab pot float, or fish net just about eliminates the desire to unfurl the sails. But it was just a year

ago that we sailed all the way from New Zealand to Alaska, so we haven't been missing out.

Compared to British Columbia, there are fewer hazards to navigation in Alaska

Clockwise from upper left: Steve strikes a pose with massive chunks of driftwood; a bald eagle checks out the masthead view; 'Adagio' finds solitude at Shoal Bay. Inset: A family get-together on the icy shores of Tracy Arm fiord.

— although icebergs and bergy bits float around in the northern inlets and sometimes out into the channels. In addition to floating logs, fishermen set crab pots — marked by red or white floats — by the dozens, often in the middle of a channel. And sometimes the floats are submerged by high tide or get carried under by strong currents. Fishermen also set their nets out into the main channels. In the harbors, we have to be aware of float planes taking off and landing, kayakers, tourist boats, racing sailboats, and huge



ALASKAN GETAWAY



ferries.

Ensuring a safe transit through the numerous narrow channels, rapids, and passes at slack water requires a close study of the tide and current tables. Tide rips, eddies, and whirlpools become very

On a crisp summer day the Dardens snapped this aerial view of Auke and the spectacular Mendenhall Glacier.

strong and fast at max flood and ebb. We have been entertained watching the gyrations of another boat as it attempted to

pass through a rapids before slack tide, as the force of the water spun the boat around and threw her off course. When we took advantage of favorable currents, we boosted our speed over the ground by as much as five knots. Contrary currents naturally slowed our progress by about the same amount.

We've noticed that cellphone coverage is more common than last year in Alaska, and that's particularly useful for calling ahead to marinas. We have also been able to access internet WiFi in most marinas and some anchorages. This is especially good for downloading weather forecasts.

We have made it safely to near the top of Southeast Alaska, and have now slowed our pace to savor the glaciers, forests, waterfalls, whales, eagles, orcas, sea otters, puffins and bears. We made the right decision to hightail it up to Alaska.

If you're interested, we have recently posted many more photos of our trip at www.adagiomarine.com.

— **steve & dorothy darden**

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PHOTO: STEVE CHAMBERLAIN

Jonathan Livingston, Susie Grubler and Brian Larkey sailed as a trio to win Division C of the West Marine Pacific Cup.

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THE LOVE AND CARE

Even though we cruise in sailboats, one of the most unpleasant shocks we can experience is when our diesel engines won't start or stop running. It's bad enough if you happen to be in a marina, but it's much worse if you're halfway through a Baja Bash or trying to motor north around Pt. Conception in a summer blow.

The truth is that most of us sailors rely heavily on our engines, even if not for propulsion. For unless we have a generator, our engine — combined with the alternator(s) — is the ship's power-generating plant. Without it, it's just a matter of time before we have to shut down the watermaker, refrigerator-freezer, windlass, cabin lights, running lights, and electronic navigation — usually in that order.

Realizing that the typical modern cruising man or woman isn't especially mechanically adept, I've created this Idiot's Guide To Marine Diesels based on my cruising experience. I took the 'go small, but go now' approach to cruising, aboard our 1980 30-ft Bristol sloop *Felicia*. Over the past 20 years, my wife and I have made several voyages from our homeport of San Francisco to Mexico, including a five-year cruise through Central America, Panama, the Western Caribbean, the U.S. East Coast and the Bahamas.

Like many new cruisers, I had very little knowledge of small diesels when we bought our boat in '85. But fortunately I realized early on that gaining diesel expertise would save us lots of headaches and expense, especially in remote areas. So what I know about diesels resulted from my experience in facing the everyday challenges of cruising. Plus, I've learned a great deal by carefully observing and evaluating the experiences of fellow cruisers as they coped with common diesel problems.

The guide is designed to help bring new cruisers with little diesel knowledge up to a basic level of understanding. Let's start with a few basics:

- Almost all modern sailboats are equipped with diesel engines because: 1) Diesel fuel isn't explosive like gas is. 2) Diesel engines are less complicated than gas engines because they don't require electricity for combustion. 3) Diesel engines are more fuel efficient. 4) Diesel engines last longer.

- Diesels are different than gas engines in that they often give plenty of no-

tice when they start to go bad. The color of a diesel's exhaust and the amount of oil it burns are often good indicators of a diesel engine's health.

- Diesels only need three things to run: 1) a constant supply of clean fuel, 2) lots of clean air, and 3) adequate compression. Conversely, the only way to stop a diesel is to eliminate one of the three.

The devil, of course, is in the details. There are many little problems that can prevent a diesel from getting any of these three necessary things. But even as a relative mechanical novice, with a little study and effort just about anyone should be able to do most of the maintenance necessary to ensure that their diesel gets plenty of the required clean air and fuel. This takes some work — sometimes dirty work — but your efforts will be richly rewarded. Lack of adequate compression is more typical of older and/or abused diesels. If your engine has this or other major problems, you'll need the help of a competent professional.

In addition to the maintenance tips that will follow, there are some other things you need to know. The most important is your engine brand, type, model number, serial number and year. Naturally, you'll want to have the basic engine manual for your particular engine. You'll also want to know a good source — or two — for spare parts.

Many diesel engine problems have to do with add-ons to the main core of the engine, such as a starter, alternator, solenoids, voltage regulator, and such. While it's often possible to get these items rebuilt in even remote areas, many sailors carry spares so they can just bolt them on at sea and get on their way to port. Once they get to port, the faulty part can be repaired. Things like starters are very expensive and don't fail that often, so whether you carry a spare depends a

lot on your budget and how far off the beaten track you plan to cruise.

The key to a diesel having a long and productive life is regular love and care. I've broken down my Idiot's Guide into seven areas which cover all the different areas and aspects of a diesel's health.

1) Fuel System: Included in this category are the tank, fuel hoses/lines, pri-



ALL PHOTOS LATITUDE / ANDY

mary/secondary filters, mechanical fuel lift pump, high-pressure injector pump, injectors and return lines.

a. Periodically drain and discard a few inches of fuel, water, and sediment from the bottom of the tank. If the fuel is cloudy, has visible suspended particles, considerable water, or is old — meaning over one year — consider having it professionally 'polished' or discard it.

b. Visually check all fuel lines and filters for leakage, loose fittings, vibration chafe, and the like. Diesels vibrate much more than gas engines, so such problems are more common than on gas engines.

c. Change all fuel filters without fail on the schedule recommended by the manufacturer.

d. Become thoroughly familiar with your engine's procedures for changing

Many diesel engine problems have to do with add-ons to the main core of the engine.

— OF DIESEL ENGINES



"What's up with this friggin' thing? It ran perfectly when I bought it? Doing proper maintenance can save you endless frustration.

filters and air bleeding. Study the manuals and practice changing the filters in port, as it's much harder the first time in a seaway.

e. Have the fuel injectors serviced periodically as recommended, and monitor for signs of faulty injector function — such as uneven running, black smoke, excessive soot in the exhaust.

f. Leave the high-pressure injection pump problems to experts, except for removing it and reinstalling it after repair or service. Following the recommendations for keeping the fuel system clean will eliminate most high-pressure pump and injector problems.

g. Always carry plenty of spare fuel

filters for your engine.

h. The use of a fuel stabilizer is recommended, especially for modern, less-refined fuels, which may drop in cetane rating over time. Low cetane results in hard starting problems, engine knocks, and other bad things. Be careful, however, as the use of fuel additives such as stabilizers and algaecides can be overdone. A fuel biocide may not be necessary if you use your engine frequently and the tank is frequently topped off, which reduces the build up of water in the fuel tanks. Too much biocide may produce sediment, which clogs fuel filters. Tank sediment is difficult and costly to remove.

i. Use a filter funnel every time you fuel up to prevent particles and water from getting into the tank. It is a hassle,

but it's worth the effort to minimize fuel-related problems such as hard starting, smoke, damaged injectors and more.

j. Don't let your diesel idle or run at low speeds for lengthy periods of time. Running your engine at high-speed, on the other hand, burns out cylinder carbon and minimizes the chances of expensive repairs to de-carbonize the cylinder head, pistons, and valves.

k. Consider replacing a cartridge-type primary filter unit with a see-through model for easy periodic visual inspection for water and dirt in the fuel.

l. On engines with a mechanical lift pump, consider installing an electric fuel pump with a fuel bypass and shut-off valve to momentarily prime filters and lines. The bypass and valve assures that any malfunction of the electric pump will not result in a lack of a fuel supply at any time. Also, the electric pump serves as a backup.

2) Air. *Including the engine room air flow and engine air filter.*

a. Replace the engine air intake filter periodically, as recommended by the manufacturer. Yes, this can seem unbelievably expensive. The importance of doing this is often underrated, and thus is frequently neglected during maintenance. But diesels need a tremendous amount of clean air to run properly.

b. Be sure the engine room is receiving adequate airflow through a dorade system or other engine room openings. Adequate airflow is important for proper engine function, efficiency and cooling. If needed, modify the airflow system to the engine room. It will pay off.

3) Cooling. *Including the engine water intake valve and line, water filter, raw water pump, zincs, exhaust hoses and vented loops.*

a. Check all engine and heat exchanger zincs frequently, and replace them if they get below 50% of their original size. Remove leftover zinc particles to keep them from clogging the water passages.

b. If your engine is freshwater cooled, make sure that you are using the correct coolant. Some coolants can damage metal parts in some engines.

c. Carry several spare impellers for the raw water pump and know how to replace them. The freshwater pump impeller is usually made of metal and is much less likely to fail.

d. If your engine shows signs of overheating, check: the water pump belts and tension, the raw water filter, the heat exchanger raw water flow, trapped zinc fragments behind the heat exchanger

THE LOVE AND CARE

end caps, plugged metal hose bibs/water manifolds, plugged or obstructed engine intake through-hulls, seacocks, and valves. Learn to judge the normal amount of raw water flow by sight.

e. Only use approved, double-clamped, wire-reinforced, multiple-layer hoses below the waterline for all water systems. Note: Hoses connected from the head to the vented loop may be either the new white sanitary type (less odor and easier to use) or the standard, black, reinforced, multiple-layer type. Hoses running from the vented loop to the discharge seacock must be the very heavy, wire-reinforced, black hose.

f. The hot engine water line to the exhaust elbow must be fitted with a vented loop that stays well above the waterline under all sailing conditions for anti-siphon purposes. If there isn't a vented loop above the waterline, sea water could easily be back-siphoned into the engine. That could prevent the engine from starting and could badly damage the engine.

g. Heat exchangers on fresh water-cooled engines frequently have pencil zincs that must be inspected and replaced periodically. Special chemicals are available to safely remove raw water corrosion from the heat exchanger. Radiator service shops are equipped to test and sometimes repair heat exchanger elements. Anyone considering an extended voyage should carry a spare heat exchanger element, especially if the engine has a moderate number of hours — 3,000 — or has been in the water for over five years.

h. Occasionally check for obstructions in the exhaust-mixing elbow — especially if the exhaust water flow seems inadequate or if there is engine overheating. To do this, remove the rubber hose leading to the exhaust-mixing elbow, then push an awl or Phillips screwdriver through the fitting to dislodge any rust and carbon build-up. On some models the screwdriver will bottom out on a baffle plate, so don't force it.

4) Electrical. *Including charging, starting batteries, instrumentation, sensors and alarms, and general wiring.*

a. Visually inspect the heavy red/black electrical cables running to all batteries and the engine ground point at least every six months. Clean, wire brush, and sand all battery terminal connections at least every season. Use a battery corrosion inhibitor such as Vaseline or Lana-Coat, or other new products on the outside of all battery terminals.

b. Do not allow battery acid to ac-

cumulate on the tops of batteries. Use distilled water, paper towels and gloves/safety glasses to periodically clean battery tops, especially after refilling and checking. For batteries that get charged more often, check more frequently. The 'old-type' chargers that sense only battery voltage can rapidly boil out and ruin a battery. If the acid drops below the plates, consider your battery to be permanently damaged — possibly fatally — and accept that its output capacity will never be as it once was.

c. Carefully check the hot 12-volt — red — power cable to the starter motor for corrosion and tightness. Prior to doing this, be sure to turn off battery selector switches and, depending on the wiring configuration, disconnect the positive cables to each battery bank. It's also a good idea to inspect and clean the smaller — around #16 — wire that runs from the start switch to the starter solenoid. This wire can vibrate loose and prevent the engine starter motor from engaging.

d. Do not allow your batteries to discharge below 50%. This can only be accurately verified with a hydrometer. But even accurate voltage readings are not a true indication of the state of the battery charge. Auto supply houses and similar stores carry a small plastic, easy-to-use battery specific gravity/charge tester. These are much easier to use than the traditional style hydrometer.

e. Consider installing a battery discharge ammeter and voltmeter to monitor battery circuits.

f. Consider a spare alternator, especially if cruising in more isolated areas.



Unlike gasoline, raw diesel won't ignite. But as Hans of List Marine demonstrates, when atomized through an injector, it ignites easily.

Frequently, automotive alternator repair shops can 'gin-up' an alternator that will do the job at a fraction of the cost of new proprietary models.

g. Solar panels help to maintain batteries when away from the dock for long periods, but in most cases they aren't sufficient to maintain a heavily-loaded electrical system by themselves.

h. Newer modern step battery chargers have an 'equalization phase' built in that must be manually turned on and off when needed — once every few months. Equalization performs a sort of electro-chemical cleaning procedure on the battery plates. The plate build-up of undesirable chemicals is eliminated for better battery chemical action. This action will prolong the life of the batteries, improving storage capacity. Some newer chargers are electrically isolated from the

— OF DIESEL ENGINES



AC voltage as well, providing safety and protection from stray-current corrosion of underwater metal parts.

i. Whenever possible, solder all electrical wires to ring terminals. Crimp-only works, but this method is highly susceptible to corrosion and wires pulling out, particularly given the high vibration of diesel engines. Soldering is more work, but it yields nearly faultless, dependable, electrical connections.

j. Keep an eye on the wiring connections at the various engine sensors, such as temperature, oil pressure, and tachometer. Check periodically to assure tight, clean connections. Make sure that sensor wires have ample extra length to accommodate engine vibration/movement. Use cable ties to secure large loops of wire that can swing, putting undue stress on connectors.

k. General wiring tips: Solder any new terminals you install, use cable ties generously, get rid of extra, unneeded

wire length, make sure wires are of the appropriate size for the current load being handled, use only stranded/tinned marine wire for new wiring, and make sure that every circuit is properly fused at an easy-to-find accessible point.

l. Learn how to use a digital multimeter. This is frequently the most-used tool on a boat.

5) Engine Mounts

a. Check all motor mounts' retaining screws and motor mount nuts for tightness at least once a season. Get in the habit of regularly checking all motor mounts.

b. Carry at least one spare motor mount, especially if traveling in remote areas.

c. Remove all engine and diesel oil spills from the motor mounts, especially after changing filters. Engine liquids will rapidly 'melt' a motor mount, potentially creating engine misalignment, worn-out shaft bearings, and packing gland problems. Two spray bottles, one with dish soap and the other with plain water, are recommended.

6) Drive Shaft, Coupler & Packing Gland

a. This is a critical area in the engine room. Neglect here can result in a boat sinking. Follow the manufacturer's recommendations on how many drops per minute should come from the packing gland. Always monitor the water level in the bilge/sump as a guide to packing gland adjustment. Take into account that water in the bilge may come from a variety of sources. Packing glands leak the most when underway and, if properly adjusted, the inflow will be nearly zero after the boat sits for a day or so. Adjust the drip rate to three to four drops per minute with the shaft turning as a starting point. Consider installing two float switches in parallel for back-up.

Make sure there are no bare electrical wires dangling in the bilge water. Do not rely on tape — which should almost never be used — or shrink tubing to provide the isolation necessary between the bilge-pump wires and the bilge water. Make all connections at a terminal strip located well above the bilge water. There should be no underwater splices.

b. Make sure the rubber hose over the packing gland assembly is double clamped — which means four clamps. There is a new style hose clamp that is not perforated and is therefore much less likely to corrode. If there were ever a place to ensure that corrosion is not eating away at the hose clamps, this is it. Remember that this is a very wet zone, with water dripping out of the packing gland constantly.

c. Consider placing a small hose clamp over the engine drive shaft to prevent it from slipping out of the boat should the shaft come out of the coupler due to loose set screws. Occasionally check the coupler bolts and nuts for tightness.

d. Proper engine alignment is very important, as it affects the wear of the cutlass bearing — located external to the hull, somewhere just ahead of the propeller — and the transmission output shaft bearing and seal. Follow the engine installation manual for the procedure, but basically it involves using a feeler gauge to check how parallel the coupler facings are. If the engine and shaft are out of alignment, the motor mounts have to be adjusted up and down to get everything within tolerance. It's not fun — and can be a horrific job on some boats. If this is especially difficult, it's best left to an experienced mechanic.

7) Engine & Transmission Lubrication

a. Follow the manufacturer's recommendations about the type, brand, and weight of the engine oil. Oil for diesels is very special and has many additives to deal with the many nasty by-product chemicals that end up in the engine oil.

b. Diesel engine oil must be changed much more frequently than oil in gasoline engines. Used oil should not be left in the crankcase for long periods because the acids will attack all metal surfaces. If you anticipate leaving the boat for four or five months,

change the oil before you leave, even if it has low hours on it. A recommendation for an oil and filter change every 100 hours is not uncommon. Note: *Following the manufacturer's recommendation for changing oil is the easiest and probably the best thing an owner can do to maintain an engine's life and efficiency.*

c. Check the manufacturer's recommendations for transmission oil/fluid

Proper engine alignment is very important, as it affects the wear of the cutlass bearing and the transmission output shaft bearing.

THE LOVE AND CARE OF DIESEL ENGINES

replacement. Some transmissions use the same oil used in the engine. Others — mostly older model engines — use automatic transmission fluid. Know which is right for your application. Previously, there were two types of automatic transmission fluid: F (for Fords) and A (all others). Now we have Dextron II and Dextron III. Either may be used in place of Type A.

d. If you see oil under the transmission running into the bilge, look at the seal where the drive shaft exits the transmission. This seal may develop leaks with time, especially if the engine/shaft alignment is not within specifications.

8) Troubleshooting Chart

You can download various diesel troubleshooting charts from the internet. There's also one in Nigel Calder's *Marine Diesel Engines: Maintenance, Troubleshooting and Repair*.

9) Operating Tips

a. Warm up your diesel a minimum of five minutes to allow adequate oil circulation. This will minimize excessive



Although it may be emotionally satisfying, the impulse to pound your diesel into submission rarely, if ever, brings positive results.

wear of pistons, cylinders and bearings. Proper warm-up also minimizes build-up of excessive engine carbon deposits.

b. Cool down your diesel a minimum of five minutes before shut-down. This allows critical engine parts to cool gradually, minimizing excessive wear.

c. Listen to your diesel. An engine that fails to start, say in 2-3 short tries, may be telling you that an electrical, fuel, compression or air supply problem exists. Check things out at the earliest opportunity.

d. Starter motors should not be run for more than about 15 seconds at a time without a brief rest. Starters draw relatively high battery current, and there is risk of motor damage if they are run continuously for long periods.

e. Pay attention to prop performance. A quick prop test involves momentarily pushing the throttle to maximum when the boat (with a very clean bottom) is underway, and noting the maximum engine rpm attained. Compare this figure with the manufacturer's maximum rated rpm. If the result is more than +/- 200 rpm, it may suggest a prop mismatch problem. Prop shops are equipped to help you determine the correct prop fit.

— carlos valencia



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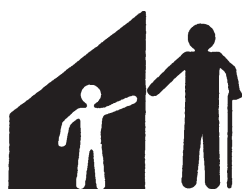
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KAT ATOMIC MELTDOWN

In a June edition of the *Vancouver Province*, there was a report that Canadian "dot.com millionaire" Jeff Berwick, 34, and Elsie Woo, 24, a Canadian backpacker he'd picked up as crew two days

of errors in judgement on the part of the skipper. The cumulative result was that she was driven into shoal water, where she was repeatedly bounced off the bottom while being pounded by very large waves. It's unlikely that any boat could have survived such a beating.

It's interesting to see the different perspectives people have on the incident. What follows is a lightly-edited version of Berwick's account. We're not sure how much sailing experience the Canadian had, but as he'd taken the boat from Los Angeles to Vancouver, and then sailed her south to El Salvador, he was certainly not a novice.

"The media coverage about the little incident was almost completely erroneous, and made it sound much worse than it actually was. I wanted to cross the bar into the estuary that leads up to Barrillas Marina in El Salvador. Having been delayed, we didn't arrive off the bar until twilight. I radioed the marina for a pilot, but didn't hear any response. I was fairly low on fuel, and none of the things I had read about Bahia Jiquilisco indicated that it was a difficult entrance, so I decided to go in without assistance. Unfortunately, I didn't have the waypoints of the bar.

"I must have missed the bar, for we found ourselves in some big breakers. The situation wasn't too bad, even after one of the breakers poured a lot of water

"I must have missed the bar, for we found ourselves in some big breakers. The situation wasn't too bad, even after a breaker poured a lot of water into the boat."

into the boat, semi-flooding the interior. Between the bilge pumps and Woo at the hand-pump, we had the water out in 10 minutes. But by then it was very dark, we were caught in breakers coming from



two directions, and I didn't know where the bar crossing was.

"Then a big squall seemed to come out of nowhere, and it got pretty crazy. The wind gusted to over 35 knots, and there was heavy rain, lightning, and thunder. One lightning bolt looked as though it stopped 100 meters from the mast, but by that time lightning was the least of my concerns. Since it was pitch black, I could no longer tell the difference between the waves and the fetch from the storm. It was as though we were in a big washing machine.

"It still wouldn't have been too bad if I'd known the way across the bar, but there was shoal water to both sides of us and the sounder was showing a meter or less of water beneath us. I didn't know the way to deeper water, and even if I did, my cat was completely at the mercy of the storm and the waves. It was all I could do to keep her from flipping.

"Then she hit bottom. This would happen numerous times over the next half hour or so. Sometimes we'd be completely aground and get pummeled by a 15-ft wave. I managed to get my cat off the bottom a few times, and at one point actually thought that I'd found the bar entrance and that we were inside the estuary. But then we hit bottom again.

"After continued bashing on the bottom and by waves, Woo reported that the port hull was quickly filling with water. I couldn't tell exactly where the water was coming in, but clearly there was a hole. Within 10 minutes, the cat was

JIM CASH



'Kat Atomic II', looking just fine after being sailed all the way from South Africa to the Caribbean, then to Los Angeles.

before in Guatemala, had survived the breaking up and sinking of his Wildcat 35 catamaran *Kat Atomic II* in a storm off El Salvador.

Jim Cash of Marina del Rey, who had imported Wildcat 35s from South Africa, and who had sold *Kat Atomic II* to Berwick, was stunned by the news. After all, he'd sailed the original *Kat Atomic* from South Africa to Los Angeles, and her sistership *Kat Atomic II* from Tortola to Los Angeles. Based on those many thousands of ocean miles, he was convinced that the Wildcats were strong and safe oceangoing cats. He couldn't imagine how *Kat Atomic* could have been broken up by a storm.

As it turns out, she wasn't. *Kat Atomic* was primarily lost because of a series

IN EL SALVADOR



to be learned from the incident, I'm not sure there are. Faced with the same situation again — not knowing how tricky the entrance was, and not knowing that a huge squall was coming — I'm not sure that I would have done anything differently. The one thing I did learn is that like people say, when things go wrong, they go wrong quickly.

We got a somewhat different perspective from Erik Blackburn of *Chickadee*, who has been cruising in Central America for several years, and who is about to publish the 340-page *Cruising Central America* guide.

He notes there are two popular estuary refuges in El Salvador — Bahia del Sol, and 35 miles to the east, Estero



The bars of El Salvador as photographed by John and Patricia Rains, authors of 'Cruising Ports, Florida to California via Panama'. The top photograph is of the entrance to Bahia del Sol, the bottom the entrance to Estero Jiquilisco. Both are dangerous without the advice of free pilots.

more than half-submerged. Once I realized there was a hole, I called for help on the VHF, but didn't hear any response. I finally called 911 on my cellphone, and was put in touch with the Navy. But they told me they couldn't help for hours.

"About 20 minutes later, *Kat Atomic II* was almost completely filled with water, but according to the still-working GPS, we had kept getting pushed closer to shore. It definitely felt as though we were in the breaking surf of a beach or something. During the height of the storm, the boat's dinghy had gotten pummeled. Just as the cat was almost completely submerged, and Woo and I were thinking it was time to abandon ship, the dinghy broke loose and drifted away.

"So I dove underwater to grab my surfboard, so Woo and I would have

something to float on. We were wearing lifejackets, of course. We began paddling toward what the chart had indicated was the closest shore. The water wasn't cold. We paddled for a good half hour, but it was so dark we couldn't tell if we were making any progress. Before long we heard a boat. It was some cruisers from Barillas coming out to save us.

"The navy found *Kat Atomic II* the next day and towed her into the anchorage in Bahia Jiquilisco. That's the sad story. I'm totally fine and was never scared or anything. It wasn't too bad, as we were practically beached most of the time. And even if the rescue boat hadn't come out, I'm pretty sure we would have made it to shore in an hour or so. Now I'm dealing with the insurance company.

"As for whether there are any lessons

Jiquilisco. Both require crossing shallow sandbars to reach them from the ocean. Blackburn notes that both bars are potentially very dangerous, which is why the marinas at both locations highly recommend a pilot — which they both provide for free. The size of the waves and the state of the tide are also critical, so sometimes boats have to wait several hours before the pilot decides it's safe enough for them to cross. On rare occasions, boats have waited offshore for more than a day for the bar to be crossable.

Big surf and heavy rains, Blackburn reports, are most common in Central America from May to October. And both of these things can effect the depth and location of the bars. As such, mariners need to be particularly careful along the coast and when crossing bars during this rainy season. Furthermore, bars can be notoriously deceptive to read.

KAT ATOMIC MELTDOWN

What looks like the deepest water often isn't, and you don't always enter on a straight course.

According to Blackburn, who got his information from two of the rescuers of *Kat Atomic*'s crew and the El Salvadoran Navy, Berwick had wanted to cross the bar to Bahia del Sol a few hours before he lost his boat at the bar at Estero Jiquilisco.

"A guide is absolutely necessary to safely enter the bar at Bahia del Sol. A one-hour advance notice is generally required to give the pilot a chance to drop everything and motor out to survey the bar. If a vessel arrives at the entrance too early or too late in the tide cycle, they are told to anchor offshore in 40 feet of water at the GPS position of 13°16.30'N, 88°53.76'W. This outside anchorage may be roly, but the holding is good in sand, and there are no rocks or reefs in the area.

"I'm told the crew on *Kat Atomic II* radioed Bahia del Sol for a pilot, but the tide was ebbing at the time, making the bar impassable. The pilot recommended that Berwick anchor at the offshore waypoint until high slack water, which was less than two hours later, at which time he'd guide him in. For whatever reason, Berwick chose to continue 35 miles to the east to the bar at Estero Jiquilisco. Just under 10 miles up from the bar is the modern and attractive Barillas Marina.

"Generally speaking, the bar at the entrance to Estero Jiquilisco is easier to cross than the one to Bahia del Sol — but it still requires a pilot or local knowledge. Approaching vessels are told to call Barillas Marina on VHF 16 a minimum of one hour in advance of arrival. Barillas Marina then dispatches a pilot in a *panga* to guide the visiting vessel across the bar. Their experienced guide leads visiting yachts all the way to the marina. This service is free, but it is only offered during daylight hours. Barillas instructs boats to meet their guide at the GPS waypoint of 13°07.02'N, 88°25.16'W.



The existence of T-shirts such as this "I survived crossing the bar" one, suggest the dangers of the bars are well-known to cruisers.

"*Kat Atomic* arrived at the approach to the bar at Estero Jiquilisco at dusk. Because El Salvador is so far south, the sun sets early, even in the summer. And unlike in the higher latitudes, it gets dark very quickly. The second low slack on June 20 was 6 p.m., so it was not only near dark when *Kat Atomic II* arrived, but the bar was also very shallow.

"Skipper Berwick radioed Barillas Marina for a pilot, but the marina wisely recommended that *Kat Atomic II* wait offshore until daylight. They explained they couldn't safely guide his cat across the bar until the next morning. For whatever reason — Berwick says he didn't hear the marina's response — he nonetheless decided to try to cross the bar on his own.

even if you start off on the right course, it's easy to get off, because the current can run at over six knots."

As for the squall that hit almost immediately after Berwick began his attempt to cross the bar, it's a little surprising that he wasn't aware of it. The squall spanned a distance of 40 miles east to west, with windspeeds of 30 to 40 knots, and with lightning and thunder. The lightning and thunder would have been good indications for the need to be extra cautious. When it's dark and there's a squall, you don't want to be anywhere near shallow water, a tricky entrance, or the shore."

"Once *Kat Atomic* was in dire straits, novice crew Elsie Woo issued continuous Maydays over the VHF. The calls were heard by cruisers at Barillas. For whatever reason, she never gave a GPS position, despite their requests for one. Perhaps she didn't hear these requests, didn't know how to read the GPS, or didn't know how to properly use the radio.

"Al, aboard *Morning Sun* at Barillas Marina, was the first to hear the Maydays, and the other cruisers quickly tuned in also. They contacted the El Salvadoran Navy, which said it couldn't deploy a SAR vessel until midnight — which might have been too late to save lives. So Al and other cruisers took matters into

"Generally speaking, the bar at the entrance to Estero Jiquilisco is easier to cross than the one to Bahia del Sol, but both require a pilot."

"At the very least, the bar to Estero Jiquilisco has nine feet of water. Based on Berwick's report that they were surfing down waves almost right away, and a short time later hitting bottom, he was likely off course from the start. But

their own hands. They gathered flares, handheld radios, an EPIRB, life-jackets, blankets, a First-Aid kit, and other emergency gear, and loaded it into a *panga* that had been arranged for Barillas Marina manager Heriberto Pineda. Art from *Juluca* and Brian from *Flash* hopped in the *panga* with the driver, and they all

IN EL SALVADOR

raced out into the storm to try to find the crew of the distressed catamaran.

"The rescue *panga* arrived at the general area of the bar about 9 p.m. Having not been given a position, they had no idea where to start searching. But after 45 minutes, they spotted the two shipwrecked sailors clinging to a surfboard. Luckily for the two, the tide had started to flood, so they had been carried over the bar and into the estuary. Art and Brian pulled the wet and weary duo into the *panga*, wrapped them in blankets, and returned to Barillas Marina. The staff at Barillas gave the couple a cabaña for the night.

"Shortly after midnight, the mostly-submerged *Kat Atomic II* was found by the El Salvadoran Navy. The next day they somehow managed to drag the battered cat seven miles up the estuary to Puerto El Triunfo, a large community deep inside Estero Jiquilisco that is also the final resting place for many old and battered boats. Despite being almost completely underwater, the navy had armed guards looking after the remains.



ERIK BLACKBURN

Looking remarkably like a croc about to strike, 'Kat Atomic II' remains mostly submerged at Puerto El Triunfo, her final resting place.

"Berwick reportedly didn't seem too distressed about the loss of his cat. But then shipwreck victims are often in a state of shock for some time. He's since

gone backpacking in Peru."

Our heart goes out to Berwick, but we're most perplexed that he wasn't aware of how dangerous the bar at Estero Jiquilisco can be. After all, it seems to be pretty common knowledge.

Cruising guide author Patricia Rains

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notes, "My husband John and I have charted the entrances to both Bahia del Sol and Estero Jiquilisco, and put them in our *Cruising Ports: Florida to California via Panama* pages 263 and 267. There are also aerial photos showing just how nasty the breakers can be across these bars, even on relatively calm days. We advise that mariners never attempt crossing the bars without using the free pilot services offered by both marinas. They have people standing by the radio 24/7. Each has a local captain come out in a big *panga* to guide mariners across the constantly-changing sandbar."

Even if the bar crossing to Estero Jiquilisco was safe without a guide — which it's not — it wouldn't have been prudent to attempt the crossing for several other reasons: 1) You should never enter a unfamiliar port — let alone cross a strange bar — at night. 2) You should never cross a strange bar that doesn't have navigation aids without a guide. 3) No matter how normally safe the bar, you should always be extra careful when a



This is a sad end for a cruising cat that sailed all the way from South Africa. But is this what they mean by cats being 'unsinkable'?

swell is running. 4) You want to be well offshore at night and/or when there's a squall or heavy rain. 5) Not having extra

crew means you have to be more cautious than usual.

It's unfortunate that over time so many skippers have had to learn this lessons the hard way, but at least in this situation, nobody was hurt or killed. But please, be careful out there!

— latitude/rs

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MAX EBB

Race preparation has become a lot easier since the new waterfront deli opened. It's right on the road to the harbor, so instead of staying up late the night before making sandwiches, I just fax in the order before I leave the house and then make one quick stop on my way to the boat.

At least, that's the way it's supposed to work. Last time I was there to pick up lunch for my crew things didn't go so smoothly.

"Ebb? Do we have a sandwich order for Ebb?" called out the cashier. Usually my bag of sandwiches and snacks is waiting for me right behind the check-out counter.

The people on the other side of the store making sandwiches were shaking their heads and shrugging their shoulders — a bad sign. We could start from scratch, of course, but it was a big race day and the place was pretty busy, and each one of my crew had ordered a different sandwich. It would take until way past cast-off time — and I still had to be at the boat in time to fix a winch from the last race two weeks ago.

I peered over the counter and noticed a bag about the right size for sandwiches for all my crew. The cashier saw me straining to see the name written on it, and took a look herself.

"No, this one is for someone named Helm."

"She was already here this morning," shouted one of the sandwich-makers from across the store.

"Oh no!" exclaimed the cashier. "You know what I went and did?"

"Lee Helm has my sandwiches, right?" I said. This had happened once before. I ended up with her veggie avocado, and she had to give away my roast beef on rye.

"We'll make your order right away," the cashier promised.

"No, that's okay," I said. "I think I know which boat she's sailing on today. Give me those and we'll swap at the marina."

There ensued a long discussion among the deli staff about whether Lee had paid for her order or for mine, and whether

I should pay for my order or hers.

"Morning, Max!" greeted an older man's voice from a few places behind me on the line to the check-out counter.

"Going racing today?"

"If I ever track down my crew's lunch, yes," I said. "What are you sailing on?"

"I'm just going to help out at the yacht club bar," he sighed. "These modern boats take too much strength for a guy my age."

"I'm sure you could find something useful to do," I said encouragingly. "When the wind is up there's always room for another sand bag."

"It's not easy," he said. "All the new boats have crew weight limits, and everyone has to pull on things pretty hard. What we need is power winches. If they were legal it would let old farts like me hang right in there on the fast new boats, and we wouldn't have such a terrible crew shortage. It's progress, and its time has come."

Meanwhile the cashier rang up Lee's order, and as I swiped my card and keyed in my PIN, the old sailor continued his rant:

"Those bureaucrats who write the rules are holding back the sport by trying to keep technical innovations out," he complained. "Think where we would be without fiberglass, without synthetic sails, without aluminum and carbon spars, without canting keels."

"I'm perfectly happy to race without canting keels," I noted.

"Okay, forget the canting keels. But you wouldn't want to race without an electrical system for your instruments and your running lights, would you? There's nothing really different about allowing electricity to pull the sails in and out."

"I don't know, I sort of think there is a difference," I started to argue as the cashier finally handed over Lee's lunch.

"Excuse me," said an older woman, "Is Lee Helm's name on that parcel?"

"Yes it is," I answered politely. "They seem to have swapped our orders. I'll probably see her in a few minutes and we'll swap back."

"Oh good," she answered. "She's my great-niece, you know."

"A pleasure to meet you," I said, and introduced myself while explaining that Lee sometimes crews for me.

"Those modern boats take too much strength for a guy my age."



She had to be well into her 70s.

"I can take it directly to her, I'm headed down to the boat hoist."

My berth is on the other side of the marina from the hoist, so it would be difficult for us to meet before we both had to sail out to the starting line. But if this woman was going to visit with Lee over by the hoist, she could make the switch.

"Okay, as long as you bring my sandwich order back to my boat after Lee pushes off." I started to explain where by berth was, but never finished.

"Oh, no, I won't have time for that,"

— ALL IN THE FAMILY



Whether they're manual or electric-powered, working the winches can be intense.

she interrupted. "I'm sailing on the boat with her. Maybe we could rendezvous on the water near the starting line for a prisoner exchange?"

"Excuse me, what kind of boat are you sailing on?" asked my friend from the yacht club.

She described a very fast and very modern 35-ft racer, although she couldn't quite remember the name of the class.

"You'll have a great ride," he sighed. "Wonder if they have room for one more

geezer — that is, if you don't mind having someone help you pass up the sam-mies."

"Oh heavens, no," she said. "I sail as tactician. I also trim mainsail a little."

"Huh?"

The guy was shocked. I could see his lips start to say, "But you're an old lady!" Fortunately, he caught himself just in time.

"Hey, if you work out like Granny here," said a young sailor who happened to be standing in line between us, "you could sail on a hot boat, too!"

I was surprised I hadn't recognized

the regular foredeck crew of one of the fastest competitors in my fleet, also here to pick up lunch for the boat. We had been talking right through him, assuming he was a non-sailor and would have no idea what we were talking about.

"Now, now," said the great aunt. "I don't work out and I don't have to pull on anything very hard. However, I've been sailing since long before you were born — even you, Maxwell, and I think I've learned a few things over the years."

"Yeah, since when is not being able to grind in the genoa grounds for being kicked off a good boat?" challenged the foredeck crew to the older man. "You can be a dock potato, or you can get out there and race."

"I'm right there as soon as they let sailing into the 21st century and allow power winches."

"My, my," said the great aunt. "I've been sailing for the better part of that Century, and I've seen a lot of so-called technological advances come along, and some have been really great for the sport and some have done absolutely f**k-all."

Most of the people within earshot couldn't help but flinch slightly at the sound of such deliberate and clearly enunciated sailor talk coming from such a dignified old lady, but it had the desired effect.

"Uh, well, what I mean is, that considering the aging demographics of the people who sail. . . ."

"Demographics, shmemo-graphics," she said. "Some inventions are good and some are silly. Fiberglass was the greatest thing since waxed paper. So were Dacron sails instead of cotton."

"And aluminum masts?" I offered.

"Oh yes, I used to have to spend all winter varnishing in the basement. Progress in material science is almost always welcome — except, of course, when it's absurdly expensive, like spent uranium ballast."

"Look what ultralight displacement has done for the sport," said my older friend, "and windsurfers, and multihulls, and kite sailors. And speaking of power, Lee's boat couldn't even get into the water today without a power hoist."

"My dear man," the great aunt responded. "Ultralight boats and windsurfers and those kite contraptions look like great fun to daysail at high speed. So do jet skis, which go many times faster. But the best sailboat racing is not about speed. It is much more interesting when the speed differences between the boats

MAX EBB

are very small, so it becomes a game of tactics and strategy. The problem with very fast sailboats is that the speed variations are also very large, so it becomes almost entirely a test of straight-line speed — merely a drag race.”

“And what’s wrong with drag racing?”

“Oh, nothing, if you like that sort of thing. I suppose it’s the best kind of racing for spectators, sponsors and television. But the most popular racing is still in boats that reward a more mixed set of skills.”

“Well, I’m not interested in sailing a dinosaur,” the aging sailor insisted. “For me it’s more fun to go fast, and it’s stupid not to allow the modern devices that would allow all of us to participate.”

“The trend to much deeper keels is a perfect example of an innovation that damages the sport,” she said. “Yes, deep keels make the boat go faster. Noah knew that. But is it good for the sport when half the harbors become too shallow for these boats to sail in and out of?”

“What do you think of GPS?” I asked Lee’s great aunt in an attempt to change the subject.

“Best public works project since the ‘30s,” she said. “I remember when celestial navigation used to be something that everyone had to learn before going offshore. These days, GPS has made celestial completely obsolete. It has also made coastal navigation so much easier and safer, although,” she sighed, “sometimes I do miss the challenge of finding a buoy in the fog with just a chart and a compass.”

“Wing keels? Now there’s an innovation.”

“Thumbs down,” she said immediately. (This woman had an opinion on everything.) “For such a small speed gain, they were a major pain, especially if you run aground.”

“Spade rudders?” I said.

“There was a lot of resistance to them in my day. But they really are as old as the hills. The spade rudder made the ultralight possible, because the wetted surface of the keel could be reduced to take advantage of the light weight, and allow the boat to go fast enough to surf and plane. Now, I’m not opposed to

speed, and while the speed itself hasn’t really done anything to improve the game of racing, the easier steering and lighter trailering weight have both helped. . .

“Aha!” said the old racer. “Trailering! Now there’s something that uses a ton of fossil fuel compared to a power

winch, yet none of you purists seem to think there’s anything wrong with towing a big boat all over creation.”

“Don’t you think there’s a difference,” I asked, “between using mechanical power to trim sails or keels during the race versus using power before and after on something that has nothing to do with boat performance?”

He never had a chance to answer because it was his turn at the cash register. After he’d paid for his breakfast, we all left the small building together. As we walked to the parking lot, the foredeck crew wanted to know what sorts of things would make him valuable on a good boat after he was too old to do foredeck.

“As if you don’t already know,” laughed Lee’s great aunt. “But I’ll tell you a few of my best tricks.”

“We’re all ears,” said the older sailor.

“You don’t need fancy wind instruments that display true wind and VMG and all that nonsense to call a jibe angle. You see, if the boat speed is about the same as the apparent wind speed, which it is for a lot of boats over a pretty wide range of wind speeds, then the vector diagram is an isosceles triangle.”

She’s definitely related to Lee, I thought to myself.

“So, you see, the course on the next jibe will be in the direction of the apparent wind on the old jibe. It works every time, and because most boats don’t keep their instruments calibrated very well, especially for downwind, light-air, true-wind calculations. You can usually do better than those young smarty-pants with their computers and all.”

“I like it,” said the foredeck crew. “And I can use that to make layline calls from the bow, as long as I can see the mast-head fly. Any more gems?”

“Here’s a good one for protest hearings,” she said. “One knot is very close to 100 feet per second. Quick now, if you’re going 6 knots, and the mark is 3 lengths

away, and your boat is 33 feet long, how many seconds to the mark?”

“A hundred feet, to the mark,” reasoned the older crew, “and at 6 knots that’s 600 feet per minute, so you get there in one sixth of a minute, which is 10 seconds.”

“See, you’re good for something in the back of the boat after all,” said the great aunt. “Very few sailors could make that calculation so fast without that trick. It’s exactly the kind of thing that you might be asked during a protest hearing. Oh, and you should also know that the wind shifts to the right in squalls, at least usually it does, and that squalls sail on starboard tack.”

“I don’t think that affects us very much around here,” I said.

“Sometimes it does. The main thing is that you should know that the wind aloft is usually shifted to the right of the wind on the surface. It follows the isobars more than the pressure gradient.”

“Of course.” Yes, I was definitely talking to someone from Lee’s family.

“And then, oh, there are basic things, like that the tide on the Bay changes in the South Bay ahead of the North Bay. And you can tell YRA number 7 from number 8 because at 7 Alcatraz blocks your view of the Golden Gate, but at 8 you see the Gate right between Alcatraz and Angel. . . .”

As much as we wanted to pick her brain some more, my dock time was in one minute and I was at my car, and I still had that winch to overhaul.

But before I could pull out I was hailed by another racer pulling in.

“Max! Max!” he shouted from his window. “Any spare crew? The wind’s up and I’ve had two cancellations.”

I knew his boat — it was an old woodie, one of the few boats that races both YRA summer season and Master Mariners. Full of ancient technology, heavy displacement, but probably an easy boat to work with its low fractional foretriangle. And extremely competitive under PHRF in the summer. I pointed in the direction of Mr. Power Winch, who was just sitting down at an outdoor picnic table.

“That guy is fair game,” I said. “Not a real strong grinder, but lots of experience on the Bay.”

“Thanks! Perfect!” he said as his car skidded off across the gravel in the direction of his newest crew.

— max ebb

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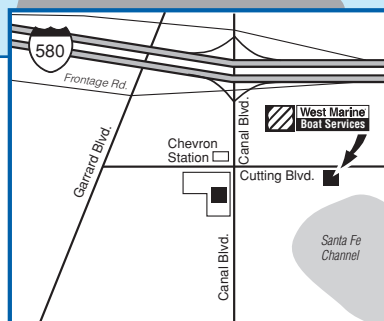
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THE RACING

With reports this month on the excellent StFYC-hosted 29er World Championships; a quick look at the upcoming Etchells Worlds; a speedy Trans-Tahoe Race; the 52nd High Sierra Regatta at Huntington Lake; a pleasant Moonlight Race; the intimate PICYA Championships; the zany Plastic Classic Regatta; the Woodies Invitational; and the usual smattering of box scores and race notes.

29er World Championships

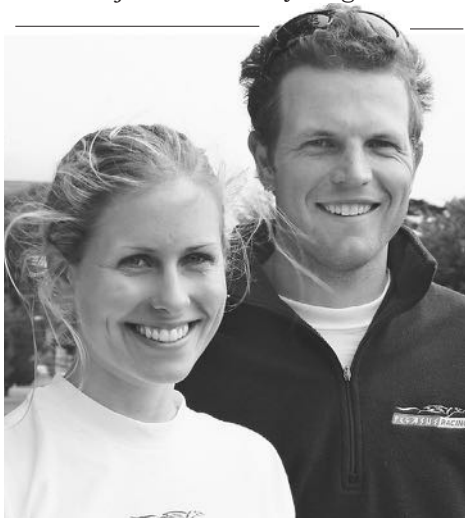
St. Francis YC hosted the 6th Annual 29er World Championships on the Cityfront between July 4-10, with a full gamut of conditions thrown at the 78 teams from 11 different countries. Following a three-day qualifying series, which featured survival conditions about half the time, the fleet was broken into three groups. The actual Worlds began on Thursday, July 7, and consisted of 10 races for the Gold fleet, 8 for Silver, and 6 for Bronze.

After a thrilling week of sailing (and, for many, swimming), 20-year-old Jacqui Bonnitcha, a pretty and delightful college student from Sydney, became the first woman to win the 29er Worlds. She sailed with 29-year-old pro sailor Euan McNicol, a renowned Aussie skiff sailor who has won just about everything in 29ers,

tired!" said Bonnitcha, one of Australia's rising sailing stars. "We had really good boat prep and crew work, and were fortunate not to break anything. After that, the key was to get consistent results." Bonnitcha and McNicol did just that, posting a fine 4,1,(8),3,6,4,3,5,(7),2 record.

Fellow Aussies David O'Connor and Scott Babbage took a close second, also never finishing out of the top ten, while local Bay Area talents Johnny Heineken and Matt Noble were third. Heineken, a cheerful 16-year-old senior at Marin Academy, and Noble, a 19-year-old budding pro sailor, were on fire on the home stretch of the Worlds, winning three of the four last races and leapfrogging from fifth up to the podium. "We're used to the windy conditions," noted Heineken, who trained for a year with Noble, including doing the Australian 29 Nationals this winter.

By all accounts, StFYC put on a great regatta. "This was the best Worlds yet,"



Above, 29er World Champs Jacqui Bonnitcha and Euan McNicol. Right, third place finishers John Heineken (left) and Matt Noble.

49ers, and 18-foot skiffs. The talented duo — both veteran 29er sailors, though not with each other — sailed for the Cruising YC of Australia and was sponsored by Pegasus Racing, where Euan is also Philippe Kahn's 505 crew (they're off to Germany in mid-August for the 505 Worlds).

"It was a long, tough regatta — I'm



PHOTOS: LATITUDE/ROB

claimed 29er class president Gerardo Seelinger, who flew over from Spain for the event. "We've never been treated so well!" Kudos to regatta developer (and proud father) Paul Heineken, race chairman Tony Chargin, race manager John Craig and his staff, and the 70-80 volunteers who collaborated to make this a memorable event.



See www.stfyc.com and www.29er-northamerican.org for full results, press releases, pictures, and more.

GOLD — 1) Jacqui Bonnitcha/Euan McNicol, AUS, 31 points; 2) David O'Connor/Scott Babbage, AUS, 34; 3) John Heineken/Matt Noble, USA, 41; 4) Justin Visser/Simon Wheeler, GBR, 41; 5) Dylan Fletcher/Nick Hollis, GBR, 51; 6) Jamie Woods/Iain Jensen, AUS, 70; 7) Jen Morgan/Anthony Boscolo, USA, 75; 8) James & Charles Dorrin, AUS, 79; 9) Pepe Bettini/Caspar Buettner, ARG, 84; 10) Ty Reed/Bora Gulari, USA, 91.... Other NorCal sailors: 13) Brooks Reed/Brian Malouf. (25 boats)

SILVER — 1) Peter Ammundsen/Kasper Giodesen, DEN, 59 points; 2) Silja Lehtinen/Silja Kanerva, FIN, 59; 3) Micael Sielecki/Tomas Wagmaister, ARG, 65; 4) Robert & Andrew Tarboton, RSA, 73; 5) Molly Carapiet/Arthur Kinsolving, USA, 79... Other NorCal sailors: 8) Mallory McCollum/Chad Freitas; 13) Marcus Bernal/Johnny Goldsberry; 15) Myles & Morgan Gutenkunst; 26) Max Fraser/Joe Crum. (27 boats)

BRONZE — 1) Ian Andrewes/Justin Doyle, USA, 63 points; 2) Mark Towill/Christopher Cervantes, USA, 77; 3) Patrick Layton/Carl Shorett, USA, 84; 4) Brian Blumer/Peter Dixon, CAN, 88; 5) Natlaie Keller/Irina Hotz, SUI, 90... Other NorCal sailors: 10) Danny Cayard/Max Binstock; 11) Matt Van Rens-



Wet and wild — Johnny Heineken and crew Matt Noble in action at the 29er Worlds. Inset, Cameron McCloskey (#308) nails a start.

selaar/Matt Foster; 13) Edward Gardina/Jordan Fromm; 17) Michelle Fraer/Richard Carter; 22) Ashley Simpson/Nina Malingri; 23) Noah Shaw/Nicholas Winograd. (26 boats)

Etchells Worlds Preview

The 2005 Etchells World Championship is fast approaching, scheduled for Sept. 1-13 out of Richmond YC. Registration and measurement will begin on Sept. 1, with the actual six-race, no-throwout series on the Berkeley Circle between Sept. 5-10. Early indications point to 90-100 entries, including past World champions Dennis Conner, Vince Brun, Dirk Kneulman, Bruce Barton, and Stuart Childerley. Other notable skippers include Jud Smith (bridesmaid in '86, '94, '96, and '03), Peter Isler, Bruce Nelson, Mark Bradford, and Iain Murray.

The San Francisco Bay contingent will include 12 teams (22% of the fleet), all of



JAN PEHRSON: INSET, THOMAS JUDGE

which qualified through a summer-long 17-race, 3-throwout series. Craig Healy, sailing with Dave Gruver (middle) and Keith Stahnke (bow), won the series and should be a top contender in the Worlds. Runner-up Peter Vessella, sailing with Scott Gordon and Matt Carter, should also be right up there. Three other local skippers also qualified for the Worlds, though in different fleets — Russ Silvestri, sailing with Jim Nichols, chose the San Diego route, while Shark and Philippe Kahn came in through the new Hawaii fleet. Shark will have Jeff Madrigali aboard, while father Philippe has enlisted Freddy Loof. All three of the latter programs will also make their presence felt at the Worlds.

The last three tune-ups before the Worlds are StFYC's Albert Simpson Regatta (July 23-24; see *Box Scores*), the RYC-hosted Pre-Worlds (Aug. 13-14), and SFYC's Easom Founders Regatta (Aug. 27-28). Then, on Sept. 5, it's Show Time — this promises to be the toughest re-

gatta seen around here in a long, long time.

Check out www.sfetchells.org for more.

FLEET 12 QUALIFICATION SERIES — 1) Craig Healy (Dave Gruver/Keith Stahnke), 31 points; 2) Peter Vessella (Scott Gordon/Matt Carter), 35; 3) Jeff Moseley (Mike Vare/Ryan Wilson), 70; 4) Jim Gregory (Tracy Usher/Mike Ruff), 78; 5) Andrew Whittome (Kevin Burell/Laurence Bekins), 82; 6) Wayne Clough (David Wiard/Steve Pickel), 85; 7) John Sutak (Randy Smith/Skip McCormick), 91; 8) Chuck Eaton (John Callahan/Steve Fentress), 109; 9) Ben Wells ("cast of thousands"), 129; 10) Mike Laport, 130; 11) Bill Melbostad (Bryan Moore/Bruce Davenport), 138; 12) Jeff Wayne (Laurence Pulgram/Carlos Badell), 143. (24 boats; 17 races; 3 throwouts)

Trans-Tahoe Race

Local Laser and Melges 24 sailor Dan Hauserman cleaned up at Tahoe YC's 42nd annual Trans-Tahoe Race on Saturday, July 9. Sailing *Personal Puff* with crew Jim Clausen, Matt Clark, Todd Jackson, and Russ Viehmann, Hauserman topped the 8-boat Melges 24 class by 3.5 minutes over Delta Ditch Run winner *Go Dogs Go*. In the process, Hauserman picked up the two overall prizes, as well — the newly-created Eric Conner Memorial Trophy for first overall in the 48-boat fleet, and the Jake Obexer Trophy for the top Tahoe YC member.

"Eric was one of my best friends, so this has special meaning to me," said Hauserman, who was third overall last year. "It was a really fun day, with lots of wind! We struggled a little upwind, as we lost the second batten out of our mainsail on the first beat. But we flew downwind, hitting 18.2 knots at one point, which is pretty fast for fresh water!"

This year's race was a speedy one, as a passing storm front pushed the anemometer up to 30 knots at times. The first boat to finish the course was Gary Redelberger's Mumm 30 *Racer X*, which took 4 hours and 51 minutes to complete the new 30-mile course (start off Tahoe City, Eagle Rock, Deep Water Research, Sugar Pine Point, Glenbrook, Sugar Pine Point, finish). Twenty boats withdrew from the race, including the Melges 24 *Seeing Double*, which dismasted, and the venerable Venture 24 *Groovy*, which broke its rudder. Others either found the conditions too overpowering or, like the majority of the multihull class, couldn't find the inflatable turning mark off Glenbrook (unfortunately, due to a typo in

THE RACING

the SIs, the GPS position was half a mile off). Ironically, another boat, the cleverly-named *Ultimate 20 Mr. Happy*, lost its rig a few hundred yards after finishing second in Division B2.

Hauserman was awarded the overall prize, the Eric Conner Memorial Trophy, at the awards luncheon on Sunday. The new trophy, which honors the former TYC vice commodore who died tragically in 2004, was presented by Eric's widow, Stacy Conner, and their two kids, Ryan and Blake. The fleet, which included Stacy at the helm of her Melges 24 *TTFN*, also honored the memory of Eric Conner before the race started in a silent parade. The committee boat lowered their ensign to half mast and sounded eight bells, while the competitors scattered rose petals on the water — and then, as Conner would have wanted it, the race went on.

"We're already working on getting even more boats next year," said race co-chair Brian Mullen, who won Division B2 in his family's *J/24 Blue J*. "We're recruiting one design fleets, especially the Wabbits, Moore 24s, and Express 27s."

DIV. A — 1) **Racer X**, Mumm 30, Gary Redelberger; 2) **Arch Angel**, Antrim 27, Bryce Griffith; 3) **Ice Nine**, J/109, Jim Casey. (5 boats)

DIV. B1 — 1) **True Luff**, Tartan Ten, John Utter; 2) **E-Ticket**, Olson 30, Eric Arnold; 3) **Wraith**, Olson 30, Ray Wilson. (10 boats)

DIV. B2 — 1) **Blue J**, J/24, Jim, Lynn, Brian and Kevin Mullen; 2) **Mr. Happy**, Ultimate 20, Steve Crooke; 3) **Express Way**, Express 27, Mike Robinson. (12 boats)

MELGES 24 — 1) **Personal Puff**, Dan Hauserman; 2) **Go Dogs Go**, Tim Hawkins; 3) **El Camino**, Scott Hipsley. (8 boats)

CRUISING — 1) **Knot Bitchin'**, San Juan 24, Chaco Mohler; 2) **Eowyn**, unknown, Pat Colletti. (6 boats)

MULTIHULL — 1) **Miss Blue Eyes**, Corsair 28, Bert Lempke. (7 boats; 5 DNF)



STEVE LARKIN

OVERALL — 1) **Personal Puff**; 2) **Go Dogs Go**; 3) **Racer X**; 4) **Arch Angel**; 5) **El Camino**. (41 monohulls)

Full results — www.tahoeyc.com

High Sierra Regatta

Fresno YC's 52nd High Sierra Regatta occurred on gorgeous Huntington Lake on July 9-10 (dinghies) and July 16-17 (keel boats), attracting 133 boats the first weekend and 70 the second. The weather was "typical" (sunny, 12-15 knots) for the dinghies and "atypical" (unusually warm, light and fluky winds) for the big boats. The camping and socializing were apparently great each weekend, despite a notable lack of bear sightings or incidents to enliven the festivities.

The dinghies were heavy on Coronado 15s (18 boats), Day Sailers (31 boats),

Fast women — 'Team Toucan', from left: Lauren Hobson, skipper Donna Womble, Karen Loutzenheiser, and Emily French.



MATT SEIDENZAHL

Riding a 'Personal Puff' — Dan Hauserman and his Melges 24 crew en route to winning the Trans-Tahoe race overall.

and Lido 14s (32 boats) this year, primarily due to the proximity of their national championships. The C-15s and Day Sailers stayed on at Huntington, holding their Nationals on July 12-14 (see *Box Scores*), while the Lidos were tuning up for their Nationals on August 1-3 at Howard Prairie Lake in Oregon.

The following weekend's keel boat turnout was a little depleted, as the Moore 24s boycotted the High Sierra Regatta (instead, they sent 19 boats to the Commodore's Cup, hosted by Hobie Fleet 62 and held on Huntington the last weekend of June). Monterey Peninsula YC, which sent about 40 people to the mountains on their unofficial annual club camping trip, once again cleaned up at the High Sierra Regatta, winning PHRF-A (*Betty*, 11:Metre, David Addleman / Mike Evans), PHRF-B (*Toucan*, J/22, Donna Womble), and the Santana 22 class (*Dos Equis*, Charlie Kurtman). Another MPYC member, Cam Lewis, took second in PHRF-A with his Melges 24 *T-Reb*, despite being holed in the first race by the Hobie 33 *Divine Wind*, which was trying to duck them.

The Mercury fleet, which started the High Sierra Regatta over 50 years ago, took over the lake the following weekend (July 23-24) for their 25-boat Huntington Regatta. After that, racing activity on Huntington dies down — but the sailing and camping are still great through September, and sometimes later.

WEEKEND ONE (July 9-10):

CORONADO 15 — 1) David Rumbaugh, 4 points; 2) Daniel Gilboa, 8; 3) Ole Eichhorn, 9; 4) Barnet Sprout, 12; 5) Jim Holder, 15; 6) Craig Lee, 21; 7) Matt Eister, 22. (18 boats)

FLYING DUTCHMAN — 1) Zhenya Kiruashkin-Stepanoff, 3 points; 2) Bernado Martinez, 6. (6 boats)

INTERNATIONAL 14 — 1) Paul Galvez, 4 points; 2) Lawrence Henderson, 9; 3) Chris Ganne, 9; 4) Kirk Twardowski, 16. (9 boats)

DAY SAILER A — 1) Dave Keran, 5 points; 2) Dean Iwashii, 7; 3) Phill Root, 7; 4) Edward Grisetti, 17; 5) Steve Lowry, 17; 6) Tom Haines, 19; 7) Greg Adams, 23; 8) Len Flock, 28; 9) Charles Wilson, 28; 10) Kevin Williams, 29. (27 boats)

DAY SAILER B — 1) Dana McClish, 3 points; 2) Mark Soll, 8. (4 boats)

LIDO 14 A — 1) Stuart Robertson, 3 points; 2) Thomas Jenkins, 7; 3) John Papadopoulos, 16; 4) Donald Lockwood, 19; 5) Greg Rodgers, 20; 6) Ken Campbell, 20; 7) Ryder Nesbitt, 23. (19 boats)

LIDO 14 B — 1) Randy Carper, 7 points; 2) Steve Schupak, 9; 3) Tracy Conn, 12; 4) Gary Schaffel, 13; 5) Tracy Kenny, 13. (13 boats)

ULTIMATE 20 — 1) John Andrew, 3 points; 2) John Buchanan, 6; 3) Bill Andrew, 11. (8 boats)

BANSHEE — 1) Charles Witcher, 3 points; 2) Geoff Baxter, 7; 3) Steve Galeria, 12; 4) Rob Koch, 16. (11 boats)

LASER — 1) Tom Burden, 5 points; 2) Roger Herbst, 10; 3) Simon Bell, 10; 4) Murray McLeod, 11. (11 boats)

MULTIHULL — 1) Eric Poulsen, 3 points. (3 boats)

WEEKEND TWO (July 16-17):

PHRF A (< 135) — 1) David Addleman, 11; Me-tre, 4 points; 2) Cam Lewis, Melges 24, 6; 3) John Scarborough, Olson 30, 11; 4) Steve Sherry, Hobie 33, 12. (10 boats)

PHRF B (136-198) — 1) Donna Womble, J/22, 4 points; 2) Walter Smith, Moore 24, 7; 3) Mark Salih, J/22, 8; 4) Pat Bradley, J/24, 11; 5) Tom Blagg, Olson 25, 16. (12 boats)

PHRF C (> 199) — 1) Lewis Wagoner, Coronado 25, 3 points; 2) Dave Mosher, MacGregor 26, 8; 3) Steve Leonard, Venture 21, 8. (7 boats)

OPEN KEEL — 1) Larry Meisner, MacGregor 26, 2 points. (1 boat)

HOLDER 20 — 1) Jim Rosaschi, 7 points; 2) Ray Van Heel, 8. (6 boats)

SJ 21 — 1) Bill Parsons, 5 points; 2) Steen Skjellerup, 10; 3) Susan Moran, 11; 4) Jorgen Clausen, 12. (10 boats)

SANTANA 20 — 1) Mark Erdrich, 4 points; 2) Kem Bricker, 9. (6 boats)

SANTANA 22 — 1) Charles Kurtman, 5 points; 2) Dan Scarbery, 6. (5 boats)

THISTLE — 1) Dean Iwashii, 6 points; 2) Ron Smith, 7. (4 boats)

VICTORY 21 — 1) Chuck Philips, 4 points; 2) Don Bonander, 5. (4 boats)

WYLIE WABBIT — 1) Ron Tostenson, 7 points; 2) Pete & Angie Rowland, 9; 3) Vaughn Seifers, 11; 4) Greg Byrne, 15; 5) Sarah Deeds, 15. (11 boats)

Full results — www.fresnoyachtclub.org

Moonlight Race

In America's Cup parlance, "there was no second" in this year's 35.6-mile Midnight Moonlight Maritime Marathon, hosted by San Francisco YC on Saturday, July 9. Hank Easom's graceful 8-Meter

Yucca skunked the 31-boat fleet, finishing at 11:19 p.m., about 40 minutes before the Antrim 27 *Max*, the Olson 25 *Vivace*, and the Mumm 36 *Little Wing* crossed the line overlapped just before midnight. *Yucca* was literally put away at the SFYC docks before the next boat arrived in the yacht harbor.

"It was a nice sail, though we were too busy to eat dinner until afterward," said Easom, who was joined by his significant other Suzi Miller, Bill and Sandy Moore, Al Blair, Robin Sodaro, and Leslie Richter. "It was certainly better than the last time I did it, about 40 years ago on my Dasher

Serenade. Back then, we used to go to Crissy Field first, and then Blossom, before starting the rest of the course. We were generally soaking wet and cold almost before we started, and it took most of the night."

Yucca, which rated in the middle of the fleet, started the pursuit race under spinnaker at 5:10 p.m. from Raccoon Strait, chasing the Olson 34 *Balineau* and the Cal 39 *Salient*. Kites came down briefly between Red Rock and the Brothers, and were set again on port pole for the run up to the Carquinez Bridge. The upwind slog home favored *Yucca*, which slowly reeled in the smaller, lighter boats in the lumpy conditions. As the wind and daylight faded after Point Pinole, Easom — who has easily traversed San Pablo Bay over a hundred times — sniffed out every wind shift, passing the last boat at the Richmond-San Rafael Bridge.

Yucca then glided through a transition zone, briefly under kite in a faint easterly, before catching a westerly for the beat into the Strait against a building flood. Unlike last year, when the entire fleet finished within about 15 minutes, the race committee literally had time to motor into Sam's for cocktails before the next boats drifted up to the finish line. In deteriorating conditions, eight boats eventually dropped out as the 2 a.m. cutoff time loomed.

The new shorthanded division fizzled, but at least the two contenders were among the finishers — doublehanders Peter Schoen and Ralph Wedge were 9th with the borrowed J/105 *Jose Cuervo*,

and Scott Owens toughed it out single-handed on his little Holder 20 *Ida*, finishing 18th. "We're hoping for a lot more shorthanded entries next year," said race chairman Randy Smith.

MONOHULL — 1) *Yucca*, 8-Meter, Hank Easom; 2) *Max*, Antrim 27, Bryan Wade; 3) *Vivace*, Olson 25, Larry Nelson; 4) *Little Wing*, Mumm 36, John Kerslake; 5) *Salient*, Cal 39, Mark Pearce; 6) *Balineau*, Olson 34, Charlie Brochard; 7) *Desperado*, Express 27, Mike Bruzzzone; 8) *Howl*, Sydney 38, Peter Krueger; 9) *Jose Cuervo*, J/105, Peter Schoen; 10) *Flash*, Andrews TP-52, Mark Jones et. al.; 11) *20/20*, J/105, Phil Gardner; 12) *Kiri*, J/35, Bob George; 13) *Sapphire*, Synergy 1000, David Rasmussen; 14)



LESLIE RICHTER

Midnight Moonlight fun — From left, 'Yucca' crew Suzi Miller, Sandy Moore ("You call this is a dinner cruise?"), and skipper Hank Easom.

Moxie, Express 27, Jason Crowson; 15) **Ahava**, WylieCat 48, Michael Katz; 16) **Veronese**, Beneteau 47.7, Chris Dawson; 17) **Stewball**, Express 37, Caleb Everett; 18) *Ida*, Holder 20, Scott Owens; 19) **Sceptre**, J/130, Bob Musor; 20) **Archimedes**, Express 27, Joe Balerrama; 21) **Wahope II**, Newport 30, Andy Fromm. (29 boats; 8 others DNF)

MULTIHULL — 1) **Profligate**, Surfin' 60, Richard Spindler. (2 boats; 1 DNF)

Full results — www.sfyc.org

PICYA Championships

The annual PICYA Championships — a free, three-race Cityfront PHRF shootout that supposedly showcases each yacht club's top talent — has fallen on hard times again, as evidenced by the skinny 15-boat turnout on July 16-17. That's less than half the record turnout of 32 boats just two years ago. When the fleet was further broken down into four starts. . . well, ahem, enough said. At least the racing came down to the third and final race on Sunday in three of the four classes.

The Big Lipton, for boats rating between 45-99, attracted a decent turnout of eight boats. *El Ocaso*, Rick Wesslund's



blue J/120, took the trophy home to San Francisco YC for the fourth straight year, putting together a 1,3,1 record. The victory was not without a little controversy this year, stirred up by the StFYC squad on sistership *Oui B5*, whose port/starboard protest against *El Ocaso* in the last race was submitted after the filing deadline, and therefore disallowed. The victorious *El Ocaso* gang included tactician Bill Melbostad, Adam Sadeg, David Anthes, Chris Shepherd, Randy Bigony, Jerrod Hachman, Russ Mabardy, Heather Noel, Pat Lopez, Bryan Moore, Dawn Beachy, and Tom Warren. Will they make it five

PICYA Summer Games, clockwise from upper left — 'Wuda Shuda' hits a pothole; cool spinny graphics on the Beneteau 40.7 'Phantom Mist'; Lipton winner 'El Ocaso' leads sistership 'Oui B5' into Blackaller Buoy; the Catalina 36 'Migration' wasn't particularly competitive, but at least they showed up.

in a row next year?

Peter Szasz's red Islander 36 *Midnight Sun* had a 1,2,1 record in bringing the Larry Knight Trophy back to St. Francis YC for the first time in many years. Szasz sailed with tactician John Siegel, son Robert Szasz, Chris Boome, John Claude, Josh Rothe, Larry Peterson, August Beacham, and Dave Kelly. *Midnight Sun*, which is once again dominating the 17-boat Islander 36 ODCA class, sailed with a red asymmetrical kite (borrowed from

the J/105 *Larrikin*) tacked to the bow. "We normally race non-spinnaker, and the kite I own was built by Punky Mitchell back in the '70s," explained Szasz. "The 105 kite is a few meters smaller than the one allowed by our PHRF rating, so it all worked out pretty well."

Wuda Shuda, Craig Page's MORC-oriented Soverel 26, came out of hiding for its once-a-year appearance in the Little Lipton, which Page won for San Francisco YC for the third year in a row. Joining



Summer Games, cont'd — 'Carlos', the best-named Santana 22 ever, was the top Admiral; 'Stewball' takes aim at 'Oui B5'; 'Wuda Shuda' and 'El Gavilan' in close quarters; bow-to-bow at the Big Lipton start; 'Fast Friends' chases 'Midnight Sun'. All photos 'Latitude'/rob except as noted.

Page for the match race against the Nash clan on *El Gavilan* were tactician Mark Dowdy, Sonny Lopez, Jason Bright, and Doug Fahlbusch.

The Admiral's Cup was a bust this year, going to Jan Grygier's Santana 22 *Carlos*, sailing under the Richmond YC burgee in what essentially was a sailover. Grygier, tactician Michael Farrell and Clyde Niesen took two easy bullets off Oyster Point YC's undermanned SJ 24 *Sandpiper*, which only had two crew and couldn't race on

Sunday. "We decided to bag it on Sunday as well," said Grygier. "But Saturday was fun, not to mention good practice for our Nationals next weekend (July 23-24)."

BIG LIPTON (45-99) — 1) *El Ocaso*, J/120, Rick Wesslund, SFYC, 5 points; 2) *Oui B5*, J/120, John Sylvia, StFYC, 6.5; 3) *Just in Time*, Ben. 42, Frank McNear, GGYC, 6.5; 4) *White Dove*, Beneteau 40.7, Mike Garl, SeqYC, 12; 5) *Stewball*, Express 37, Caleb Everett, SBYC, 15; 6) *White Fang*, Ben. 40.7, Mark Howe, RYC, 18; 7) *Phantom Mist*, Ben. 40.7, Gary Massari, EYC, 22; 8) *El Jefe*, Ben. 36.7,

Richard Green, BYC, 23. (8 boats)

LARRY KNIGHT (100-156) — 1) *Midnight Sun*, Islander 36, Peter Szasz, StFYC, 4 points; 2) *Fast Friends*, Santana 35, Kyle Elliott, SFYC, 5; 3) *Migration*, Cat. 36, Chuck Herman, SJSC, 10. (3 boats)

LITTLE LIPTON (157-206) — 1) *Wuda Shuda*, Soverel 26, Craig Page, SFYC, 4 points; 2) *EL Gavilan*, Hawkfarm, Jocelyn Nash, RYC, 5. (2 boats)

ADMIRAL'S CUP (207-264) — 1) *Carlos*, Santana 22, Jan Grygier, RYC, 4 points; 2) *Sandpiper*, SJ 24, Kevin Hartig, OPYC, 6. (2 boats)

Full results — www.picya.org

Plastic Classic Regatta

Bay View Boat Club's 21st Annual Plastic Classic, a low-key race and beauty

THE RACING

pageant for aging fiberglass boats, attracted about 60 boats and 250 sailors to the South Bay on the sunny afternoon of Saturday, July 16. To qualify for this funky event, boats needed to have been designed more than 25 years ago and, of course, built of fiberglass. More than just a race, this year's pink flamingo-themed Plastic Classic involved a *concours d'elegance*, a filet mignon barbecue, two live bands, and the traditional Olympic-style awards ceremony using beer cases as a podium. And, yes, according to race chair John Super, "A crew of lovely ladies and not-so-lovely men once again bared various parts of their anatomy as boats rounded the infamous Mark T."

A parking lot at the leeward mark of the 10.5-mile course took its toll on the fleet, causing over a third of the fleet to DNF. *Rushin'*, a Flying Dutchman sailed by BVBC member Zhenya Kirueswshkin-Stepanoff, found the light air and its race committee-provided 140 PHRF rating to its liking, winning the three-boat FD class, as well as overall. *Fronrunner*, Arthur Lange's FD, was two minutes behind, while the recently restored *Light'n Up*, Gary Clifford's Express 27, was a distant third. How these boats qualify as 'plastic classics' is beyond us, but no one seemed to mind. (There was some post-race grouching about the actual design date of the Express 27, but, in the spirit of the event, no protests were filed.)

Selene, Stan Starkey's Cheoy Lee Offshore 40, won the other big prize, "Prettiest Overall" in the Concours d'Elegance. "It was a great display of fiberglass eye candy" said Super. "The winners were all almost too polished to look at in the bright sun." Another notable prizewinner was John Lincoln, who received the 'Boat Owned Longest' award yet again. Lincoln has owned his IB-24 *Constellation* since 1968 and is the only skipper to have entered all 21 Plastic Classics. Fittingly,



Constellation took first (and was the only finisher) in the IB-24 class, crossing the line seconds before the 5:30 p.m. cut-off.

PLASTIC CLASSIC RACE:

SPINNAKER — 1) *Light'n Up*, Express 27, Gary Clifford; 2) *Windwalker*, Islander 36, Richard Schoenhair; 3) *Wings*, Columbia 5.5, Michael Jackson; 4) *Slim*, J/30, Lauren Mollner. (12 boats)

NON-SPINNAKER — 1) *Ya Never Know*, Ariel, Ray Schmahl; 2) *Escape*, Ericson 35 Mk. I, Bob Adams; 3) *Traveler*, Ericson 39, Gary Jones; 4) *Free Spirit*, Ericson 32 Mk. II, Gary Barker. (25 boats)

ISLANDER BAHAMA 24 — 1) *Constellation*, John Lincoln. (3 boats)

SANTANA 22 — 1) *Pollo del Mar*, Arjan Bok; 2) *Nirvana*, John Koper. (5 boats)

TRITON — 1) *Dogstar*, Larry Suter; 2) *Mokie*, Ruthie Barrett. (6 boats)

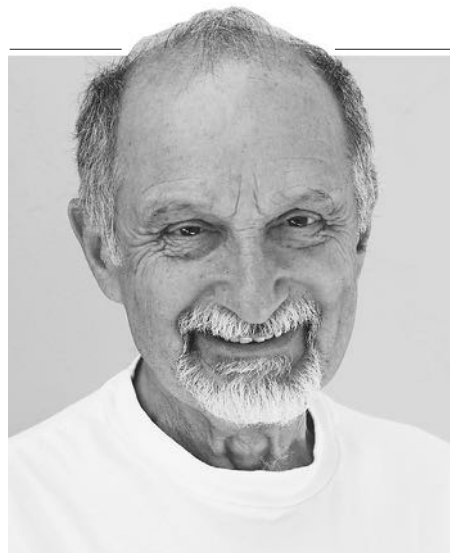
RANGER 23 — 1) *Fayaway*, Chris Simenstad; 2) *Aragorn*, Randall Rasicot. (4 boats)

FLYING DUTCHMAN — 1) *Rushin'*, Zhenya Kirueswshkin-Stepanoff; 2) *Fronrunner*, Arthur Lange. (3 boats)

OVERALL — 1) *Rushin'*; 2) *Fronrunner*; 3) *Light'n Up*. (60 boats)

Full results — www.bvbc.org

Time warp — An unnamed International Folkboat, sporting a pink flamingo on the bow, races in the mellow Plastic Classic.



Woodie winners, from left — Peter Jeal (*Folkboat*), Heinz Backer (*Bird*), and brothers Rich (left) and Mark Pearce (*IOD*).

CONCOURS D'ELEGANCE:

PRETTIEST — *Selene*, Cheoy Lee Offshore 40, Stan Starkey.

SIMPLEST TO SINGLEHAND — *Sojourn*, Alberg 35, B. & B. Eastman.

NICEST INTERIOR — *Shantung*, Cheoy Lee ketch, Mary Buckman.

MOST STOCK — *Light N' Up*, Express 27, Gary Clifford.

Woodies Invitational

St. Francis YC's Woodies Invitational, the premiere wooden boat regatta of the year, was held back on June 24-26. The five-race Cityfront series attracted 42 boats in four classes, and featured particularly hot competition in the Knarr and Folkboat fleets. "It wasn't as windy as usual," noted race manager John Craig. "The emphasis was on tactics, rather than survival. The morning races, in particular, were light and shifty, with lots of holes on the course."

Former Knarr champion Hans Williams, who has jumped back into the fleet this year with his chartered *Lykken*, won the 18-boat Knarr fleet on a tiebreaker with Tom Reed's *Sophia*. "We had to win the last race, and we did," said Williams, who sailed with Rick Fisher, Allie Rowe, and various combinations of Barry Stompe, Joel Fong, and Mark Eastham. Their 2,1,4,11,1 record was marred only by the 11th in race four, when third place finisher Chris Perkins (*Three Boys & A Girl*) drove them deep into the fleet.

With 10 races left in the Knarr season, Williams is just two points behind perennial winner Perkins, with no one even close in third. "It'll come down to the wire between us," figures Williams. Meanwhile, six local Knarr sailors will venture over to



TREVOR VON STEIN



Oslo, Norway, for the International Knarr Championship on July 30-Aug. 6 — Jon Perkins, Tom Reed, Knud Wibroe, Mark Adams, Mark Dahm, Graham Greene, and defending champion Chris Perkins. Williams easily qualified for the IKC, but couldn't get the time off work.

Polperro, sailed by the husband/wife team of Peter Jeal and Susan Parker, won the 16-boat Folkboat fleet by a point over friendly arch-rival *Nordic Belle*. Jennifer Fuller and Eamon O'Brien alternated as *Polperro*'s third crew. "Saturday was my birthday, and we celebrated with two bullets!" said Jeal. "That evening, to top it off, Susan and I won the costume award at the *Pirates of the Caribbean* theme party."

The Folkboat gathering was larger than usual because the regatta doubled as the qualifier for the Folkboat International Regatta, which will be hosted by San Francisco YC on Sept. 17-23. The top half of the fleet, eight boats, qualified (see below). *Polperro*, a three-time WBRA winner, is currently running a few points ahead of *Nordic Belle* in the season standings.

Over in the IOD fleet, Rich Pearce and family on their fiberglass *Bolero* were the only runaway winners of the weekend, punishing the competition with a 2,1,1,1,2 record. Pearce sailed with older brothers Jeff and Mark, who does tactics, father Mel, Tate Lacey, and Ed Lynch. The Pearces are also poised to win the IOD season championship, aided somewhat by the recent dismastings of *La Paloma* and *Youngster*. The Pearces' victory was popular and well-deserved, as this Marin family, all IOD collectors, has been instrumental in holding the aging fleet together — Mark just sold *Never Again II*, and Jeff still owns *Quickstep*.

Heinz Backer, who has sailed Birds since 1961, won that small gathering with *Widgeon*, which is now 75 years old. Backer sailed with Jim Jessie, Fred Lo-

eser, and new crew Stephen Allison. The Birds sailed an abbreviated three-race series, skipping the Friday night race and the second race on Sunday. Spinnakers were allowed only in the first, lighter air race on Saturday. "It's a shame we can't get more Birds out for this great regatta," said Backer. "But every year, there's a conflict with the Master Mariners' Wooden Boat Show, which depletes our fleet."

KNARR — 1) **Lykken**, Hans Williams, 19 points; 2) **Sophia**, Tom Reed, 19; 3) **Three Boys & A Girl**, Chris Perkins/Hans Baldauf, 22; 4) **Gossip**, Steve Taft/Mark Adams, 23; 5) **Peerless**, Larry Drew, 27; 6) **Svenkist**, Bill Colombo/Sean Svendsen, 29; 7) **Snaps III**, Knud Wibroe, 34; 8) **Huttetu**, George Rygg, 37; 9) **Flyer**, Chris Kelly, 48; 10) **Benino**, Mark Dahm, 49. (18 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 20 points; 2) **Nordic Belle**, Eric Kaiser, 21; 3) **Frihed**, Bill Madison, 22; 4) **Freja**, Ed Welch, 28; 5) **Little Svendel**, Bill DuMoulin, 32; 6) **Elsie**, Mike Goebel, 35; 7) **Filur**, Danielle Dignan, 36; 8) **Pelisa II**, Svend Svendsen, 37. (16 boats)

IOD — 1) **Bolero**, Rich Pearce, 7 points; 2) **Xarifa**, Paul Manning, 16; 3) **Youngster**, Ron Young, 16. (5 boats)

BIRD — 1) **Widgeon**, Heinz Backer, 4 points; 2) **Curlaw**, James Josephs, 6. (3 boats; 3 races)
Full results — www.stfyc.com

Box Scores

Here's the lowdown, mercifully without editorial comment, on a bunch more regattas which occurred last month:

Campbell/Dale Williams, 23. (8 boats)

PHRF II — 1) **Wild Thing**, 1D-35, Chris Busch, 14 points; 2) **Arana**, DenCho 51, John Carroll, 25; 3) **Tabasco**, 1D-35, John Wylie, 25. (9 boats)

PHRF III — 1) **Rival**, J/35, Dick Velthoen/Paul DeFietas, 21 points; 2) **Power Point**, Henderson 30, Biff Bunney, 26; 3) **Defiance**, B-32, Scott Taylor/Tim Dohmen, 28; 4) **Blade**, Melges 30, Mick Shlens, 33. (12 boats)

PHRF IV — 1) **Blur**, B-25, Aaron & Dixon Hall, 21 points; 2) **B-Moven**, Hank Schofield, 22; 3) **Mayhem**, B-25, George Scholten/Brian Dair, 29; 4) **Scooter**, Capo 26, Andrea & Al Cabito, 29. (12 boats)

RANDOM LEG — 1) **Sorcerer**, NY 36, Bill McKeever/Ray Booth, 4 points; 2) **Jane's Addiction**, Cal 25, Horst/Horst/Mueller, 9. (6 boats)

J/120 — 1) **Caper**, John Luan, 21 points; 2) **CC Rider**, Chuck Nichols/Kyle Clark, 21; 3) **Adios Pantalones**, Dave Kirby/Tom Leweck, 23. (9 boats)

CATALINA 37 — 1) **Team Evalul**, Claudia Wainer, 17 points; 2) **Team Altitude Sickness**, Phillip & Payson Infelise, 19. (6 boats)

SCHOCK 35 — 1) **Ripple**, Jeff Janov/Gordon Palmer, 11 points; 2) **Whiplash**, Ray Godwin, 20; 3) **Power Play**, Steve Arkle, 26. (9 boats)

J/105 — 1) **Indigo 3**, Scott Birnberg, 27 points; 2) **Mischief**, Carolyn Hardy, 39; 3) **Wings**, The Cases/David Loysen, 41; 4) **Free Enterprise**, Alex Rasmussen/Tedd White, 48; 5) **Chile Pepper**, John Downing/Chris Nesbit, 50; 6) **Zuni Bear**, Rich Bergmann/Shawn Bennett, 53; 7) **Repeat Offender**, Larry Harteck, 55; 8) **Masquerade**, Tom Coates, 58. (23 boats)

J/109 — 1) **Current Obsession**, Gary Mozer, 15 points; 2) **Commotion**, Tony Wetherbee/Sonny Gibson, 20; 3) **Zest**, Bill Snowden, 24. (7 boats)

OLSON 30 — 1) **Intense**, Allan & Darren Rosenberg, 7 points; 2) **Blue Star**, Todd Downey/Larry Spencer, 13; 3) **Insanity**, Mark & Robert Barnard, 22. (7 boats)

MELGES 24 — 1) **USA 505**, Dave Ullman, 18



Ullman Sails Long Beach Race Week action — The J/105 'Zuni Bear' arrives at the weather mark with a splash.

ULLMAN SAILS LONG BEACH RACE WEEK (ABYC/LBYC; June 24-26):

PHRF I — 1) **Staghound**, R/P 51, Alec Oberschmidt, 14 points; 2) **Taxi Dancer**, R/P 68, Laura & Phil Sharp, 22; 3) **Peligroso**, DenCho 70, Mike

points; 2) **Monsoon**, Bruce Ayres/Jon Pinckney, 21; 3) **Rock n' Roll**, Argyle Campbell, 25. (8 boats)

J/80 — 1) **Avet**, Curt Johnson, 11 points; 2) **Blue Moon**, The Fourniers, 13. (4 boats)
(7 races; www.lbrw.org)

ULLMAN SAIL INSHORE SERIES (final):

50+ CLASS — 1) **Staghound**, 10 points; 2) **Chayah**, 12; 3) **Peligroso**, 15. (14 boats)

THE RACING

40+ CLASS — 1) **Arana**, 8 points; 2) **Pendragon II**, 22; 3) **Mad Dog**, 24. (22 boats)
SPORTBOAT — 1) **Power Point**, 7 points; 2) **Wildcat**, 10. (6 boats)
(4 regattas; www.lbrw.org)

SOUTH TOWER (StkYC; June 24; 140 miles):

DIV. I — 1) **Cascade**, Antrim 27, Steve Reinhart; 2) **Expeditious**, Express 37, Bartz Schneider; 3) **Mon De'Sir**, Jeanneau 35, Jerry Nassoiy. (4 boats; 1 DNF)

DIV. II — 1) **Cloud Nine**, Catalina 30, James Plummer; 2) **Delta Ruby**, Catalina 30, Chuck Jones; 3) **Purrfection**, Nonsuch 30, Dana Badley. (4 boats; 1 DSQ)

OVERALL — 1) **Cascade**; 2) **Expeditious**; 3) **Cloud Nine**. (8 boats)

Winning crew — Steve Reinhart, Jim Antrim, Bryan Wade, Mark Davis, Chuck Robbins. (Shore crew — Loraine McKinnon, Christina Wade.)

OYRA FIRST HALF RESULTS (final):

PHRO-1A (50-footers) — 1) **Cipango**, Andrews 56, The Bartons, 7 points; 2) **Emily Carr**, SC 50, Ray Minehan 10; 3) **City Lights**, SC 52, Tom Sanborn, 13. (7 boats)

PHRO-1 — 1) **Eclipse**, Express 37, Mark Dowdy, 9 points; 2) **Summer Moon**, Synergy 1000, DeVries/Pohl, 10; 3) **Petard**, Farr 36, Buck/Newell, 15. (9 boats)

IOR WARHORSE — 1) **Samiko**, Peterson 43, Dexter Bailey, 5 points; 2) **Great Fun**, Davidson 50,

Stan Glaros, 7; 3) **Infinity**, Holland 47, Gary Gebhard, 16. (7 boats)

PHRO-2 — 1) **Green Buffalo**, Cal 40, Jim Quanci, 7 points; 2) **True North**, Baltic 42, Jeff Dunnivant, 7. (5 boats)

SHS — 1) **Sleeping Dragon**, Hobie 33, Mark Halman, 4 points; 2) **Punk Dolphin**, Wylie 39, Jonathan Livingston, 11; 3) **Tivoli**, Beneteau 42, The Bentsens. (15 boats)

MORA — 1) **Relentless**, Sydney 32, Arnold Zippel, 7 points; 2) **Bloom County**, Mancebo 31, Anthony Basso, 8; 3) **Special Edition**, Wilderness 30, David Janney, 16. (9 boats)

Full results — www.yra.org

MdR-SAN DIEGO (SWYC; July 4; 106 miles):

PHRF A — 1) **Sparta**, 1D-48, C. Radusch; 2) **Miluska**, Andrews 70, J. Whalen. (4 boats)

PHRF B — 1) **Speedplay**, J/105, Eric Axford; 2) **Black Magic**, Viper 830, C. Slagerman. (6 boats)

PHRF C — 1) **Zonnie**, J/80, Lehman/Quant. (3 boats)

ORCA — 1) **Monsoon**, F-27, C. Spears. (1 boat)



RICH ROBERTS/WWW.UNDERTHESUNPHOTOS.COM

Deja vu — Fittingly, regatta sponsor Dave Ullman won the Melges 24 class at the inaugural Ullman Sails Long Beach Race Week.

CRZ-NS — 1) **Bellezza**, Catalina 320, Ray Durand; 2) **Might As Well**, Catalina 25, Adolph Liebe. (6 boats)

CRZ-SA — 1) **Green Dragon**, Catalina 380, Gary Green; 2) **Grande Maree**, Catalina 36, Tony Siros. (5 boats)

SRZ-SB — 1) **Island Time**, O'Day 26, Jim Douglas; 2) **Illusions**, Catalina 25, Tom Jenkins. (4 boats)

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BROTHERS & SISTERS (TibYC: July 4):

J/105 — 1) **Aquavit**, Tim Russell; 2) **Joyride**, Bill Hoehler. (4 boats)

SPINNAKER — 1) **Frenzy**, Moore 24, Lon Woodrum. (3 boats)

NON-SPINNAKER — 1) **Preparation J**, J/30, Ron Tostenson; 2) **Shenandoah**, Catalina 27, Ian Matthew. (6 boats)

SSS HALF MOON BAY (HMBYC: July 9: 23.6 mi.):

SH-II — 1) **Moonduster**, S&S 47, Wayne Meretsky. (2 boats)

SH-III — 1) **Sail A Vie**, Ericson 35 Mk. II, Phil MacFarlane; 2) **Eyrie**, Hawkfarm, Synthia Petroka; 3) **Constellation**, Wylie 33, Tom Kruse. (7 boats)

SH-IV — 1) **Sea Witch**, Yankee 30, Robert Boyton; 2) **Elaine**, Santana 22, Pat Broderick. (5 boats)

SH-V (non-spin) — 1) **Krissy**, Ericson 35-3, Allen Cooper; 2) **Annalise**, Wylie 34 mod., Paul Altman. (6 boats)

SH-SPORT — 1) **Sleeping Dragon**, Hobie 33, Mark Halman; 2) **Hurricane**, Moore 24, Al Germain. (4 boats)

DH-II — 1) **Bad Puddy Cat**, C&C 37, Matt Sidens/Steve Volk; 2) **Valhalla**, Beneteau 38, Joshua Rothe/Tomi Tiaenen; 3) **Tiger Beetle**, N/M 45, Rob Macfarlane/Sarita Patterson; 4) **Georgia**, Van De

Stadt 40, Ben & Lucie Mewes. (10 boats)

DH-III — 1) **Stink Eye**, Laser 26, Jonathan & Bill Gutoff; 2) **Animal Crackers**, Olson 25, John Lymborg/Stephen Buckingham. (5 boats)

DH-IV — 1) **Chelonia**, Yankee 30, Ed Ruszel/Melissa Trace. (3 boats)

DH-V (non-spin) — 1) **Tan Tsin**, Pacific 30, Steve Hocking/Mary Ann Maggiore; 2) **Surf**, X-332, John & Yuki Hendricks. (8 boats)

DH-SPORT — 1) **Starbuck**, Black Soo mod., Greg Nelson/Allan Barth. (2 boats)

DH-WYLIECAT 30 — 1) **Lotta'Tude**, WylieCat 30, Jonathan Bloom/Jeff Shack. (1 boat)

OVERALL — 1) **Sleeping Dragon**; 2) **Bad Puddy Cat**; 3) **Starbuck**; 4) **Sail A Vie**; 5) **Sea Witch**. (53 boats)

Full results — www.sfbaysss.org

ALAMEDA INTERCLUB #4 (AolYC: July 9):

FLEET I (< 174) — 1) **Uno**, WylieCat 30, Steve Wanner; 2) **Peggy Sue**, Laser 28, John Davis. (4 boats)

FAT 30s — 1) **Spindrift**, Tartan 30, Paul Skabo; 2) **Nice Turn**, Cal 2-29, Richard Johnson. (4 boats)

CATALINA 34 — 1) **Mottley**, Chris Owen; 2) **Wind Dragon**, Dave Davis. (6 boats)

FLEET IV — 1) **Lone Ranger**, Ranger 26, Ken Viaggi. (2 boats)

NON-SPINNAKER — 1) **Diana**, Islander 36, Steve Zevanove; 2) **Mood Indigo**, Gemini 105-MC, Rich Kerbavaz; 3) **Knotty Sweetie**, C&C 32, Gerald

Johnson; 4) **Free Spirit**, Ericson 32-2, Gary Barker; 5) **Joanna**, Irwin 30, Martin Jemo. (12 boats)

MULTIHULL — 1) **Three Sigma**, F-27, Chris Harvey; 2) **Defiance**, Cross 46, Ropers/Dewar. (4 boats)

Full results — www.sfbama.org

CORONADO 15 NATIONALS (LWYC: July 12-14):

GOLD — 1) Barrett Sprout, 10 points; 2) Craig Lee, 15; 3) David Rumbaugh, 30; 4) Mike Shea, 32; 5) Alex Fishman, 38. (10 boats; 9 races)

SILVER — 1) Adam Quest, 9 boats; 2) Jeff Stokes, 18; 3) Kiersten Vance, 27. (7 boats; 9 races)

Full results — www.coronado15.org

DAY SAILER NAs (MBYC: July 12-14):

GOLD — 1) Dave Keran/Janette Zeman, 8 points; 2) Phill & Brian Root, 9; 3) Den Iwahashi/Jen Gildersleeve, 12; 4) Len Foick/Matt Peterson, 25; 5) Tom & John Haines, 33. (22 boats; 6 races)

SILVER — 1) Bob & Kathy Hunkins, 8 points; 2) Jim & Pat Skeen, 10. (6 boats; 6 races)

Full results — www.daysailer.org

RONSTAN BAY CHALLENGE (StFYC: July 16-17):

LONG DISTANCE RACE — 1) Mike Zajicek; 2) Steve Sylvester; 3) Mike Percey; 4) Bill Weir; 5) Steve Bodner; 6) Eric Christianson; 7) Jean Rathle; 8) Ben Bamer; 9) Al Mirel; 10) Alan Prussia. (29 boards)

FORMULA — 1) Mike Zajicek, 5 points; 2) Mike

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THE RACING

Percey, 9; 3) Steve Sylvester, 10; 4) Jean Rathle, 17; 5) Eric Christianson, 19; 6) David Wells, 19; 7) Chris Radkowski, 21; 8) Al Mirel, 25; 9) Steve Bodner, 28; 10) Alan Prussia, 30. (24 boards)

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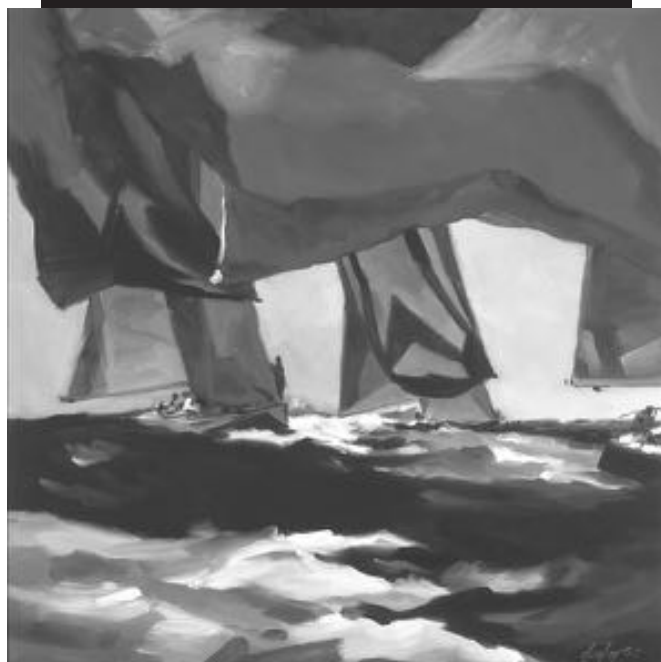
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Red Spinnaker.

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points; 2) **Attack From Mars**, Brendan Busch, 16; 3) **Moxie**, Crowson/Grass, 18. (9 boats)

MELGES 24 — 1) **Pareto Optimal**, Seadon Wijzen, 6 points; 2) **Go Dogs Go!**, Pepe Parsons, 9. (5 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield, 9 points; 2) **Rail to Rail**, Rich Jepsen, 11. (6 boats)

(5 races; www.stfyc.com)

SILVER EAGLE (IYC: July 23):

EAGLE (67 miles) — 1) **Savoir Faire**, Beneteau 42, Paul Osborn; 2) **White Dove**, Beneteau 40.7, Mike Garl; 3) **Hot Tamale**, J/120, Joel Truher. (9 boats; 4 DNF)

EAGLET (41 miles) — 1) **Phantom**, J/24, John Gulliford; 2) **Wuvulu**, IB-30, John New. (6 boats; 2 DNF)

MULTIHULL — No finishers. (4 boats)

39th GOVERNOR'S CUP (Balboa YC: July 18-23):

1) Royal Prince Alfred YC (AUS); 2) Nylandska Jatlubben (FIN); 3) South of Perth YC (AUS); 4) Southern YC (New Orleans); 5) Balboa YC; 6) Newport Harbor YC; 7) Royal New Zealand YC; 8) Cruising YC of Australia; 9) Royal Sydney YS; 10) King Harbor YC; 11) San Francisco YC; 12) Seattle YC. (12 teams; www.balboayachtclub.com)

SANTANA 22 NATIONALS (SCYC: July 23-24):

1) **Bonito**, Michael Andrews, 6 points; 2) **Maybe**,



Towering accomplishment — Steve Rienhart's Antrim 27 'Cascade', seen above in the Ditch Run, won the 140-mile South Tower Race.

Ernie Rideout, 8; 3) **Rick's Place**, The Comstocks, 9; 4) **Return of the Vegetables**, Logan Jager, 19; 5) **Insanity Cruz**, Mark Langer, 22; 6) **Leprechaun**, Charles Kurtman, 25; 7) **Gypsy**, Bridget Binko, 25. (18 boats; 5 races; www.scyc.org)

Race Notes

The Fun Race to Hawaii: The first 10 paid entries have been received for the **2006 West Marine Pacific Cup**, which will have starts between July 3-7. The earlybirds are *Relentless* (Sydney 32),

Synge and *Sapphire* (both Synergy 1000s), *Locomotion* (Express 34), *Pacific Star* (Beneteau 361), *Cirrus* (Standfast 40), *Green Buffalo* (Cal 40), *Alcyone* (Hinckley 42 SW), *Pegasus 52* (Farr TP-52), and one 'TBD' entered by Brent Crawford of Rocklin, CA. No multihulls are entered yet, but they're definitely invited for the first time. The entry fee is discounted for another month (\$750 before September 1), so there may be another round of entries to report in the next issue.

Fantasy camp: The **19th Dry Creek Vineyard Pro-Am Regatta** will be held at the Bitter End YC on Virgin Gorda Sound, BVI, on Oct. 29-Nov. 6. This year's line-up is especially tasty: the Masters will be Rod Johnstone, Tom Leweck, Keith Musto, Lowell North, Butch Ulmer, and **Roy Disney**. The Junior roster will include Ed Baird, Andy Burdick, Russell Coutts, Robbie Haines, and two others TBA, possibly including JJ and/or Peter Isler. (Paul Cayard is still listed as a player, but he may be otherwise engaged.) If you're interested in spending a fun and relaxing

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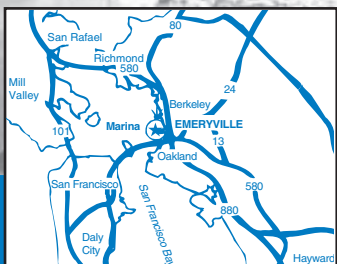
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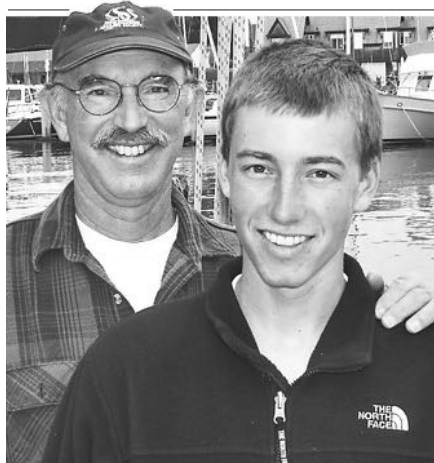
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THE RACING SHEET

week with these sailing legends — all of whom are great people, too — learn more at www.beyc.com.

Random notes: StFYC's **Big Boat Series** (Sept. 15-18) may have as many as 40 IRC boats now, depending on whether or not the Sydney 38s, SC 52s, and Beneteau 40.7s come up with enough boats for their own one design classes. "People seem to be warming up to the idea of IRC," said race manager John Craig. "If the numbers support it, we'll have four IRC divisions this time." . . . Future Olympian **Paige Railey** (Clearwater, FL) earned a gold medal in the Laser Radial fleet at the **Volvo Youth Sailing ISAF World Championships** in Busan, Korea, while Megan Magill and Briana Provancha (San Diego) took a silver in the 420 Girls fleet. The rest of the U.S. Youth World Team did well, too, collectively finishing fourth out of 46 countries for the Volvo Trophy.

Nice payday: In front of an estimated 30,000 spectators, **Peter Gilmour** (AUS) and his Pizza-La Sailing Team won the **Swedish Match Cup** in Marstrand, SWE, for an unprecedented sixth time. Gilmour defeated hometown favorite Magnus Holmberg (SWE) 3-2 in the finals, earning



LATITUDE ARCHIVES

Patient people — Jim (left) and Brian Coggan won the painfully slow SSS LongPac with their Schumacher 40 'Auspice'.

\$35,400 in the process. Gilly also won the 8-regatta Swedish Match Tour overall for the second year in a row, good for a \$60,000 bonus and a BMW 545i Touring car, valued at \$85,000. That totals around \$180,000 — not a bad week at the office!

Gone with the wind: Just two boats entered the light air **Boreas Race** (Half Moon Bay to Moss Landing) on July 2,

and just one — Steve Smith and Terri Lahey's Olson 25 *Synchronicity* — finished. . . The **SSS LongPac Race**, a 400-mile qualifier for next summer's Singlehanded TransPac, attracted 18 starters on July 20. The green Schumacher 40 **Auspice**, sailed by Jim Coggan and his son Brian, was first to finish the slow race overall after 71 hours. Two other boats — the Hawkfarm *Eyrie* and the Cal 40 *Leilani* — also finished, but everyone else bailed out after going almost nowhere for two days. "It was a test of patience more than anything else," reported Coggan, who has no interest in sailing to Hawaii by himself. See www.sfbaysss.org for more.

Eight bells: Island YC's 30th **Silver Eagle Race** (see *Box Scores*) was slow and lightly-attended this year, in part due to a conflict with the Simpson Regatta. Sadly, IYC member **Mike Mathiason**, co-owner of the Killer Whale *Dulcinea* and a veteran of 28 Silver Eagles, wasn't there to enjoy his favorite race. He suffered a fatal heart attack on July 5 while mountain biking in Oregon with Bill Pritchard, his boat partner and best friend. As a memorial to Mike, Pritchard sailed *Dulcinea* in the Eagle anyway, finishing third in class.

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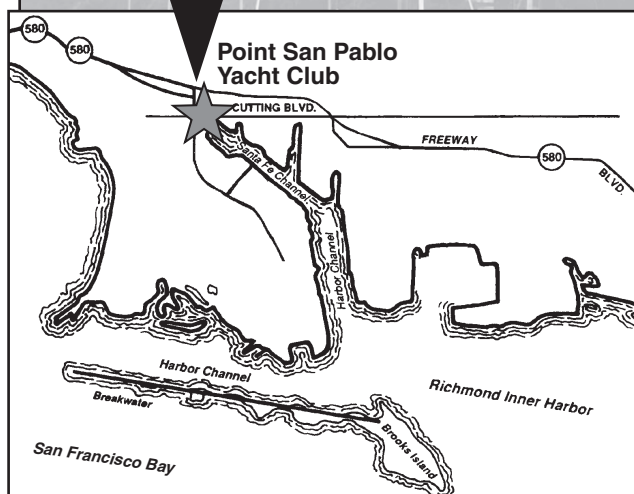
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WORLD

*We depart from our usual format this month to bring you a special report on a unique event within the realm of yacht chartering called the **HIHO, the Caribbean's Most Fun-Filled Catamaran Flotilla.***

Highland Springs HIHO: Making History in the BVI

Because the weeklong Highland Springs HIHO windsurfing regatta has been a major Caribbean sailing event for decades, you might question why we would call last month's contest "historic." But believe us, it was.

With sustained winds of 28 knots on Day Two, gusting into the low 30s, race organizers agreed that this was the windiest HIHO ever. But even more noteworthy was the fact that on Day Four the British warship *HMS Liverpool* served as the leeward end of the starting line for the race from Richard Branson's Necker Island to The Baths.

As we've written before in these pages, the HIHO, while not a pro-circuit event, has long been regarded as the holy grail of windsurfing, in that virtually every serious recreational sailor who hears about it vows to someday compete in it.

Within the realm of yacht chartering, it's safe to say that the HIHO is truly unique. As the event moves throughout the British Virgins, from one beautiful racing venue to the next, all participants — racers, their families and friends — are accommodated aboard crewed charter cats, this year supplied by The Moorings. Daily races, some as long as 18 miles, test the competitor's skills and stamina, as do nightly parties fueled by all sorts of tropical libations. The event's ambitious daily schedule focuses on maximum fun and minimal hassles for all participants. As such, all dinners are provided by waterside resorts and daily lunch buffets are staged at idyllic, uninhabited white sand beaches. Although up to three races are scheduled per day, nonracers are usually free to do their own thing, be it snorkeling, beachcombing or sitting in a lounge chair sipping on a Piña Colada. Daily Kid's Camp activities keep the 'little people' happy, while giving their work-weary parents a break.

Although this widely-known event has shrunk a bit since its peak in the late 90s, the HIHO endures as a highly spirited funfest which drew entrants from a dozen countries this year. On July 3, 40 racers, in addition to more than 100

non-racers, converged on The Moorings' docks at Road Town, Tortola, which were soon buzzing with pre-departure activities. For the racers, one of the first orders of business was collecting the brand new boards and sails that they'd soon be breaking in. The HIHO is essentially a one design event in that all racers compete on identical Bic Techno II boards.



HIHO / OCEAN PROMOTIONS

They are each allowed no more than three Neil Pryde V8 sails — shipped in crisp and unused — so guessing what conditions the wind gods will provide becomes the event's first major challenge.

After stowing cases of beer and Highland Spring water — which had been shipped all the way from Scotland to keep the HIHOers well hydrated — boards and sails were lashed to the lifelines and foredeck trampolines.

That evening, at the first of many lavish buffet dinners, the event's typical camaraderie began to gel. Caribbean hotshots from 'down island' caught up with perennial

rivals from North America and Europe, while newcomers got acquainted in the chow line.

The fleet took off early the next morning for Beef Island, site of the first race: a relatively short warm-up loop from Trelis Bay around Marina Cay to picture-perfect Long Bay. During the previous week, the weather had been unusually hot and steamy with variable winds. But a new frontal system had arrived, as if on cue, just in time for the HIHO, bringing 24 knots for the first race.

After lunch on the beach, the cats, with racers aboard, sailed in tandem to Virgin Gorda's North Sound. With spray flying and hulls crashing through the wind waves, some participants were already experiencing the most thrilling sail of their lives. It's a curious fact that many accomplished windsurfers know nothing about boat sailing — yet most were eager to learn.

Anyone who reads *Latitude*

Left: Some come to race, others just come to soak up the sun. Below: The start of Race Seven was epic. Leading the pack, Quentel shows his winning form.



LATITUDE / ANDY



HIHO / OCEAN PROMOTIONS

Making it look easy. An island-born kid who lives to sail, 'Juju' Quentel of St. Martin has rapidly become one of the world's top racers.

knows how much we love spending time at North Sound's Bitter End Yacht Club, as this waterside resort is literally a sailor's paradise: great sheltered sailing in adjacent Eustatia Sound, excellent shoreside facilities and a watersports center that's a veritable toy chest for fun-seeking sailors, with its full range of sailing dinghies, windsurfers, Hobie cats and keelboats.

After a squally night, the fleet awoke to very strong winds, at least by Caribbean standards. By the time the first race got underway at 11 a.m. — an around-the-buoy sprint through Eustatia Sound

— knotmeters were registering steady 26s and 28s, with higher gusts. The raucous conditions sent several untethered rigs flying across the anchorage and inspired some of the less-confident racers to take a pass.

As always, though, the cream of the crop make it look simple. Defending champ Julian 'Juju' Quentel of St. Martin and his strongest challenger, Sam Ireland of Vancouver, B.C., tacked and power-jibed around the wind-tousled course with flawless precision, accelerating away from their competitors as if they'd engaged invisible afterburners. Conditions for the afternoon race were a tad more

benign. Even so, most who finished it were physically spent. Ireland, unfortunately, broke his carbon mast and retired, forcing him to use up his one and only throw-out earlier than he would have liked.

After a fine dinner at the BEYC's Carvery, a West Indian band infected the fleet with calypso and reggae rhythms, coaxing them onto the dance floor and challenging them to test their dexterity in the limbo line. ("Ouch! Will someone please pass the Advil.")

Sadly, the frontal system was a bit too unstable the next day to risk running the

With their Moorings motherships neatly 'parked' offshore, HIHOers relax on the beach at Sandy Cay before the final race.



LATITUDE / ANDY



WORLD

annual Anegada Race, an 14-mile one-tack enduro that is truly a rite of passage for those tough enough to complete it. Instead, Race Director Eli Fuller of Antigua — a former HIHO champ — set a course across Eustatia Sound, out through a break in its massive fringing reef to an offshore buoy, back into the Sound through a second break in the reef, and around a few more buoys. As if the reef-running wasn't challenging enough, the eight-foot swells outside were enough to turn some suntanned faces pale with angst. For the newcomers, the best advice was, "Just hook in and hold on. . ." — the expression behind the HIHO acronym — ". . . and try not to fall down." American Susan Simmons, a stalwart lady sailor from Connecticut who ended up winning the women's division, said she thought she'd never get around that offshore buoy after wiping out on the approach.

That night the fleet converged on tiny Saba Rock for dinner, which lies directly adjacent to the Bitter End. After dark, a resident school of giant tarpon were drawn to the docks by spotlights. "Ya know, there's a standing offer of \$500," we mentioned to a crowd of young racers who were eyeing the silvery monsters, "to anyone who can successfully wrestle one of them onto the dock." "Really? \$500 bucks?" queried Canadian Zack Plavsic, who eventually took third

Canadian hopeful Sam Ireland traded firsts all week with last year's champ, but could not prevail in the final race.



overall. A moment later he stripped off his clothes and dove in to do battle. Predictably, though, the tarpon were unfazed and Zack's only reward was a few fish scales under his fingernails.

Day Four brought a much-anticipated event. Many fleet members had been skeptical when HIHO organizer Andy Morrell first announced that a British warship would assist with the start of that day's race. But, sure enough, the 410-ft *HMS Liverpool* was anchored in position off of gazillionaire Richard Branson's private Shangri-la, Necker Island, poised for the start of Race



"Say 'Arrrgh'!" *HMS Liverpool's* Commander Northwood was truly a good sport. Posing with him is HIHO staffer Jeannie.

ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

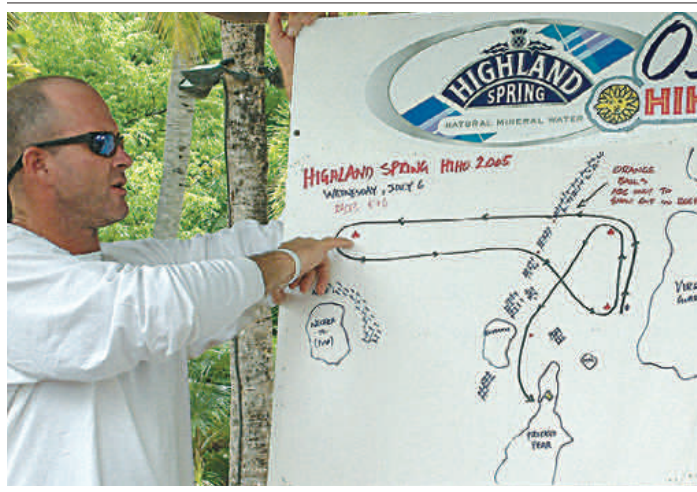
every moment on film. As we learned later, Northwood's crew had been a bit *too* eager to glorify their skipper on film. In addition to the RIB, the ship's chopper had been shadowing him at very low altitudes with photos on board. Sadly, the helo's prop wash knocked Northwood over three separate times, the third time launching him into

his rig so hard that he broke two ribs.

After lunching and snorkeling at The Baths — an amazing collection of giant boulders that form underwater grottos for schools of multicolored fish — the fleet sailed back to Trellis Bay, site of

that evening's Pirate Party at The Last Resort restaurant.

Before going ashore, though, the entire HIHO entourage — dressed in



Former pro windsurfer Eli Fuller of Antigua explains Day Three's course through Eustatia reef into open water and around an offshore buoy.

Seven. It turned out that the ship's dashing young captain, Gerry Northwood, is an avid windsurfer who'd dreamed of participating in the HIHO for several years. By sheer coincidence (wink, wink) the ship happened to be patrolling BVI waters the week of the HIHO.

As a deck cannon roared, signaling the start of the 8-mile race off of the Virgin Gorda coast to The Baths, the racers screamed out from under the *Liverpool's* bow like a cluster of honeybees heading for nectar. But strangely, Commander Northwood was not among them. A minute later he appeared from upwind, struggling to catch up. A huge Royal Navy RIB trailed him, capturing ev-



The picture tells the story: The fleet makes a lunch stop in the tranquil waters of Little Thatch.

HIHO / OCEAN PROMOTIONS

OF CHARTERING

swashbuckling attire — shuttled out to the *Liverpool*, where Commander Northwood and his crew hosted a splendid top-deck cocktail party. Stoic about the day's mishaps, the charming skipper

As Venezuelan Valentina Halcomb demonstrates, you haven't finished a HIHO race until you run up the beach and touch the flagpole.



shrugged off our suggestion that the helo pilot might soon be reassigned to Antarctica.

With gin-and-tonics and Pimm's Cup cocktails flowing freely, the on-board soiree was a smashing success, and Northwood's race participation, although unspectacular, scored him and the Royal Navy huge P.R. points with every HIHO attendee. Later, the captain and some of his crew joined us — in costume — at the pirate bash.

There's something about dressing up like a buccaneer and repeatedly growling "Arrrrgh!" that tends to make this the rowdiest night of the week. Invariably, though, some revelers imbibe a few too many cocktails and have trouble finding their way home. (All those Moorings cats do tend to look alike in the dark.) During the wee hours, one wayward partier got dropped off at our boat by mistake and actually started to crawl into bed with us. He had no choice but to swim home, as someone had already borrowed our din-



Caribbean rappers? No, St. Martin super-sailors, 'Juju' Quentel, the overall winner, and Ricardy Maricel who placed fourth overall.

SUZIE TODD

ghy — which was silently returned sometime before dawn.

Hungover or not, the race on Day Five was a struggle for many. Beginning near Tortola's Maya Cove, the 18-mile course zig-zagged down the

Sir Francis Drake Channel all the way to Little Thatch Island, near Tortola's West End. By this point in the week the breeze had calmed down a bit, to about 15-18 knots. Still, choosing the wrong sail, could mean the difference between planing sweetly or hatefully slogging



It wouldn't be a complete tour of the BVI without a dose of Foxy Callwood's irreverent humor and politically incorrect calypso ballads.

along — an exhausting reality for some of the less experienced sailors, who suffered as the wind lightened up during the final broad-reaching sections of the course.

Picturesque Little Thatch fits most folks' image of a tropical paradise: brilliant turquoise waters lapping on a sandy beach that's fringed with coco palms. Lunch here was a big hit, as the tiny resort's staff fired up its brick oven on the beach and each fleet member got to concoct his/her own individual pizza.

That afternoon, the fleet sailed to Great Harbor, on Jost Van Dyke Island, for a barbecue feast and party at Foxy's Tamarind Bar. The well-loved Caribbean crooner entertained the fleet with his notorious fare of politically incorrect humor and homespun calypso. Later, he passed the mic to his son, Dean, who cranked up his amps and shook the dusty rafters with foot-stompin' rock and reggae.



WORLD OF CHARTERING



LATITUDE / ANDY

As the fleet moved east to uninhabited Sandy Cay the next morning, black squalls threatened an otherwise stellar day. At this point, after eight races, Ireland (who races internationally at the World Cup level) and Quentel (who, at age 19, has been discovered by mother France, and is currently the French national champion) were tied for first place with nine points each, after one

With the Caribbean sun baking down, there's nothing more refreshing than a dip in the sea. And a 'dip' sometimes lasts hours.

throw-out. The two races slated for Day Six would decide the winner.

With the trade winds funneling along Tortola's north shore and bouncing off its steep slopes, racing around Sandy Cay always seems a bit tricky, making it a wild card of sorts at the end of the

regatta. In the first race, Quentel edged out Ireland, ramping up the pressure on the Canadian. However, a massive black squall soon quashed Ireland's chances, as the wind went light afterwards and the final race had to be cancelled.

A couple of hours later, however, a classic trade wind breeze was blowing down the Sir Francis Drake Channel as the fleet sailed the final leg into Road Harbor. It had been a magical week. The event's whirlwind schedule had challenged the racer's skills, while introducing all participants to new friends as well as to many of the BVIs must-see destinations. At the Awards Ceremony that night, one participant was heard to say, "I've got to admit, I'm a bit wiped out. Then again, with a long hot shower and a night in a quiet hotel room, I'd be ready to do it all over again."

No worries, there's always next year.

— **latitude/aet**

For info on future HIHO events and complete results of this year's regatta, see www.go-hiho.com.

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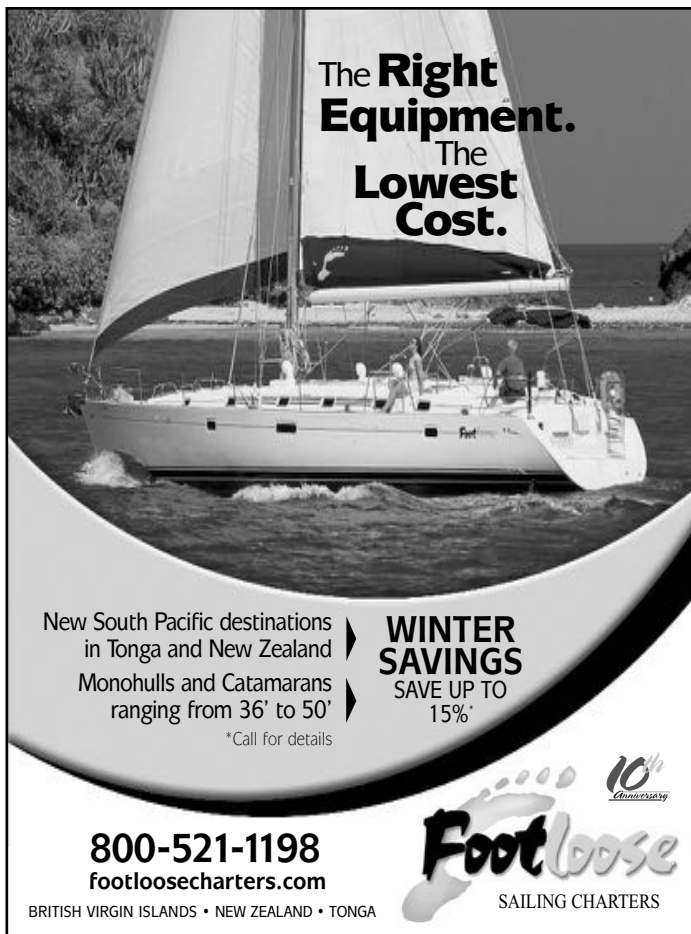
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CHANGES

With reports this month from **Avaiki** in Panama; from the **Weather Gods** in Southern California; from **Chewbacca** in Cartagena; from **Sea Bear** crossing the Pacific and in Papeete; from **Moonshadow** in Australia; from **Bobcat** also in Australia; and lots of **Cruise Notes**.

Avaiki — Fantasia 35
Richard Guches & Candace Cave
Balboa, Panama
(Medford / Formerly Sacramento)

We've always known how cosmopolitan the sailboat traffic is here in Panama City, Panama, but the worldly nature of it was really driven into our skulls in May when a catamaran flying a Turkish flag took a mooring at the Balboa YC near our *Avaiki*. And from our cockpit, we could see other sailboats from France, Germany, Norway, Sweden, Denmark, Finland, Poland, Great Britain, New Zealand, Australia, South Africa, and Canada, as well as a few from the U.S. This, of course, doesn't include the dozens of big ships a day that passed within 100 yards either heading to or coming from the Bridge of the Americas and the Panama Canal. These include nuclear submarines, Japanese warships, Chilean tall-ships, tankers, freighters, car carriers, and cruise ships.

We've watched with envy as sailboats have stocked up and headed southwest. Our *Avaiki* was one of them in late March, but we were sucked back into the black hole of Panama City, where everything for boats can be repaired, replaced, or shipped in — provided you have the time and the money. The problem was that when we got to the Perlas Islands, we

Jungle cruising. Richard and Candace's much-travelled Fantasia 35 'Avaiki' on the hook at colorful Isla Pargo, Panama.



COURTESY AVAIKI

realized that our 28-year-old black iron fuel tank was leaking about three gallons of fuel a day! Sure, we could have sailed on without using the engine, but that fuel eventually would have to be pumped from the bilge and back into the tank, and we didn't fancy leaving an oil slick across the ocean or in the Galapagos Islands National Park. So we returned to Panama City yet again.

Our boat's 115-gallon tank had to be removed in pieces. It was Eugene of the South Africa-based *Cherie* who pulled up our sole and settee, and Oli of the Germany-based *Genesis* who actually got the tank parts out. Eugene — aka 'Mr. Carpenter' — is now helping us build in a fiberglass tank to Coast Guard specs. But it's a long and slow process. We're cautiously hopeful that we'll be underway again at the end of July.

If we get underway in July it won't be any too soon, as conditions here in Panama have become increasingly difficult. Although Dave Cooper, the friendly and helpful new harbor master at Balboa YC, thinks it could be years before the Canal Authority actually usurps the four westernmost rows of the club's buoys, and that the club may dredge north and south to make up the difference, life is not easy in the roadstead. The weather, for instance, has been very different from last year, with strong and frequent winds from the south, which have often created an uncomfortable chop in the mooring field. And the other day there were sustained winds of 40 knots, causing *Inshallah* to drag her mooring across the harbor into *Seafari*, whose owners were home in the States. Both vessels sustained a fair amount of damage.

There are off-the-water problems, too. These include the increasing hassles of renewing one's three-month boat permit, and the extra fee assessed boats that arrive and choose to anchor rather than try to find an — often unavailable — mooring at Balboa YC or Flamenco Marina. The latter, by the way, discourages cruising sailboats. Then, too, there are the civil demonstrations — marches, burning tires, rocks thrown at the police — that block the traffic flow in principle thoroughfares around the city because the government has been screwing around with social security benefits and the people are angry. It all adds up to Panama not being the attractive stopping



place it was when we arrived in March of 2004.

By the way, the first time we were in *Latitude* was in '83 when we were in the Marquesas. It's not like we've been cruising continuously since then, as we both worked in Sacramento until January 1, 1999, when we sailed away from Richmond and headed south. But between '83 and '99 we spent many summers along the California coast and out at the Channel Islands, as well as the '92 season in the Sea of Cortez — all aboard *Avaiki*. More recently, we had our boat at Barillas Marine in El Salvador for 2.5 years, during which time we travelled back and forth to take care of dying parents. Barillas was the perfect place for *Avaiki* during that time, as Heriberto and the staff kept her safe and well cared for. But every time we got *Avaiki* ready to head out again, another parent became ill!

P.S. Our son Sean will be joining this year's Ha-Ha with his DownEast 38 *Tikilti*. Wouldn't you know that the kid would get a bigger boat than his folks?

— r.g. & candace 06/05/05

IN LATITUDES



A study in contrasts: Catalina's Avalon (spread) is chock-a-block with boats and people. The back side of Santa Cruz Island (inset) isn't.

Southern California Prime Time August, September, October

Mark Twain famously said that the coldest winter he ever spent was a summer in San Francisco. Oddly enough, for the months of June and July, the San Francisco Bay region — as opposed to the city of San Francisco itself — is often much warmer than coastal Southern California.

In Sausalito, for example, we've had many blue sky mornings, and a surprising number of warm afternoons and evenings. This hasn't been the case every day, mind you, but there have been a lot of them. And out in the Central Bay, there have been lots and lots of blue skies, and behind the various headlands, plenty of hot weather. In Southern California, on the other hand, June and July have lived up to their reputation as being the gloom months. Yes, it might have been 177° just a couple of miles inland, but along

the coast it's been mostly cool, gray, and — might as well admit it — depressing.

But it's August now, and that almost always signals a dramatic improvement in the weather along the Southern California coast and out at the islands. If you've got a boat, you couldn't be luckier, because there are so many great places to explore. And unlike the rest of Southern California, when you're on your boat, you can always find plenty of places to be alone.

If you want to get away on your boat, we recommend the 'lost coast' between Santa Barbara and Point Conception, as well as San Miguel, Santa Cruz, and Anacapa Islands. Lots of folks go out to the islands for weeks, if not months. The late Pete Sutter's favorite scheme was to be out at the islands during the week, then come into port during the weekends when their were open slips to reprovision and plug back in. If you surf, don't forget your board, as the 'lost coast' and Santa Cruz Island have the best least-crowded breaks in Southern California.

But don't forget the wetsuit, as there is no such thing as warm water north of Cabo.

If you spend time out at the islands, you'll get plenty of chances to work on your anchoring technique. One thing for sure, if you can anchor at the Channel Islands, you'll have no trouble in Mexico where it's much easier.

There's so much to say about Catalina that we'll have to leave most of it to another time. Avalon is a fun little town with lots of shops and restaurants, and can be lots of fun — but it's crowded with hordes of day-trippers until school resumes in September. Even after that, weekends are very crowded.

Rustic Two Harbors, about 10 miles up the coast, has but one bar, restaurant, and general store, and is therefore the antithesis of Avalon. But it's a heck of a great place, and is preferred by most Catalina veterans. If all the moorings are taken, you can still find places to anchor.

Most Catalina addicts will tell you that September

and October are the best months of the year out at the island. If you're in the area on October 1, make sure you don't miss the 16th annual Buccaneer's Bay, the wildest day of the year on the island. Girls scrunch up their boobs up to fit into wench costumes, the guys don elaborate pirate outfits, and everyone misbehaves in a semi-responsible fashion. We wouldn't miss it for anything!

To fully enjoy summer and fall cruising in the Southland, you really do need a good dinghy for maximum exploration.



LATTITUDE/RICHARD

CHANGES

Our general rule for Southern California has always been to never go east of the Pacific Coast Highway. But there are some exceptions. Santa Barbara is a pretty cool town, with lots of interesting architecture, flora and fauna, and happening nightlife. If you rent a car, make sure you take a drive over San Marcos Pass. It's only a few miles and makes a nice counterpoint to the marine environment. And don't forget to wave to Oprah as you take the lovely Highway 92 drive through the foothills of Montecito.

Ventura and Oxnard have marinas, guest slips, and marine services, but not that much else. Marina del Rey has a lot of guest slips, so if you get there before the start of the weekend, you can usually find space. Marina del Rey has never been our favorite port, but it's convenient to LAX, and it has reasonable access to Hollywood for those who want to play tourist. A few miles further down the coast, you can anchor for free at King Harbor. This is a great place for folks who like to walk or bike along the beach and look at girls in their bikinis. By August it's warm enough that they've taken their overcoats off. Redondo is also convenient to LAX.

Long Beach has a couple of marinas where you can often get a transient slip. The downtown area has been revitalized and is sort of interesting. It also has a great bike and jogging trail. Jet Blue flies to Oakland out of Long Beach, but not

It's not San Francisco Bay, of course, but you can enjoy some great sailing in Southern California, such as this reach out of Avalon.



LATITUDE/RICHARD

often.

Newport Beach is a favorite of ours, as it's got lots to do and you can get a mooring for just \$5/night — the best deal we know of anywhere. It's another great place for jogging and biking, and you don't want to miss taking a walk out on the two piers. If there's hurricane surf coming out of Mexico, don't miss the world-class body-surfing action at The Wedge. You'll get an ideal vantage point just 100 feet from young men who are literally risking their lives. John Wayne Airport is convenient and has lots of flights to Oakland.

Dana Point as a couple of places to anchor and is worth a walk around, but don't expect too much. It's about the same down at Oceanside.

When you get to San Diego, you can anchor for free on the way in to Mission Bay and at certain parts of San Diego Bay. As you might expect, there's plenty to see and do. Newport and San Diego are two of the better places to get work done on your boat before heading south to Mexico. San Diego has plenty of flights north.

No matter if you're just doing a coastal cruise or are preparing to head to Mexico, don't give Southern California a short shrift. There's much to do, and the weather is pretty close to ideal. Plus, the sailing in the Santa Barbara Channel and on the reaches between the mainland and Catalina can be terrific. We'll be down with *Profligate* on August 1 and hope to see you there!

— latitude/rs 07/20/05

Chewbacca — Crowther 33 Cat The Winship Family Loving Cartagena, Colombia (Alameda)

Cartagena, Colombia. The first images that came to our minds when we — Bruce, April, and daughters Kendall, 9, and Quincy, 11 — heard those words were of drug lords and violence. But after talking to cruising friends who had been there, we decided that it was reasonably safe to go there with our family. We're glad we did.

Having now lived in Cartagena for over seven months, the images that come to mind are of a historic, walled city reminiscent of the old cities of Europe. There are clean avenues lined with flowered balconies, ornate doors, and wood-framed Spanish-style windows. There are numerous courtyards with fountains, where shade-trees and flower beds abound. And the sound that resonates through the Centro District is not the feared rat-ta-tat of guns, but of hammers working on renovation. In the early morning hours, a

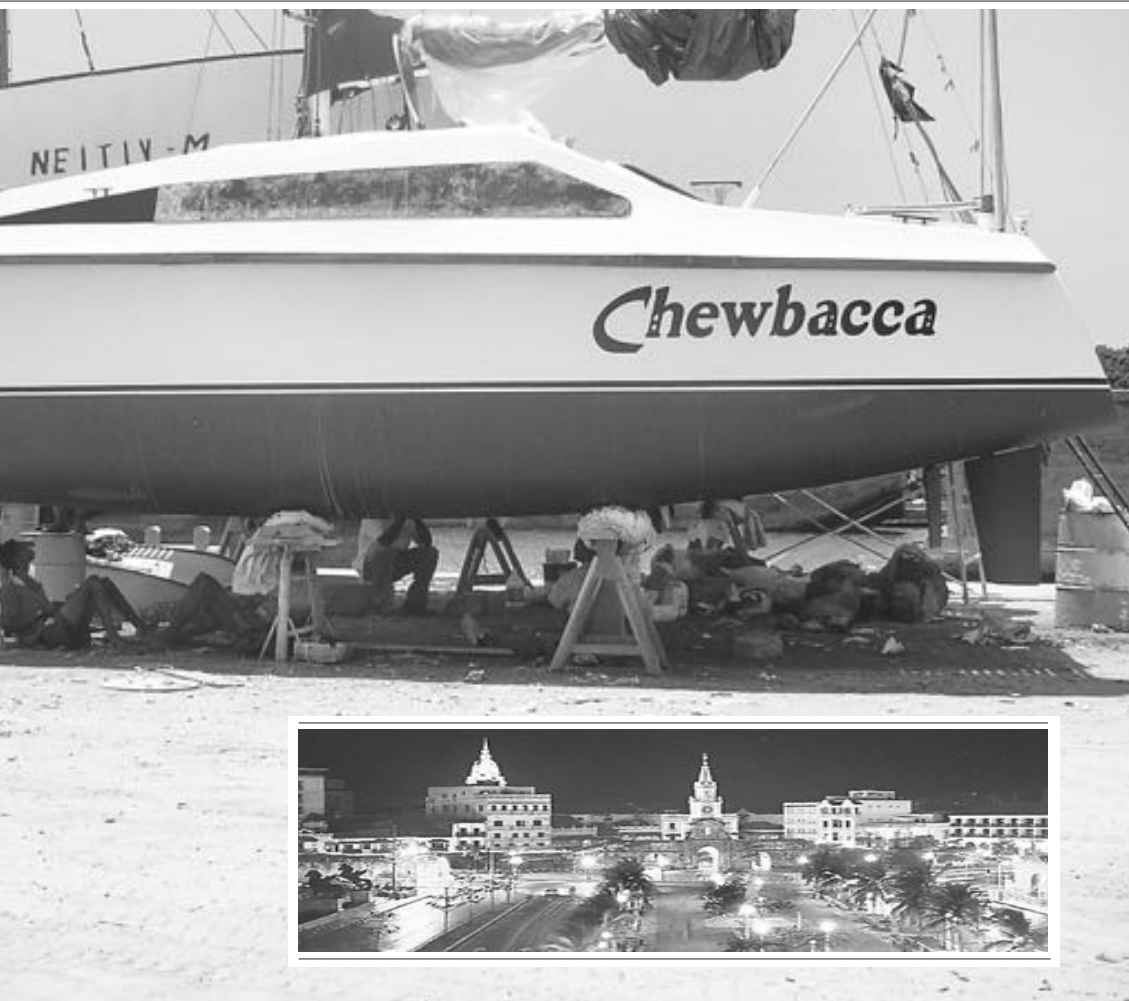


walk along the waterfront or along the top of the city wall is invigorating, as the cooling tradewinds blow in from the ocean. The country of Colombia may indeed be in turmoil, but Cartagena has remained a refuge. It's a place to bone up on history and take in some culture — or just sit in one of the many shady town squares and relax. It's also been a place to do a major refit on *Chewbacca*, our 20-year-old catamaran.

Having spent six months on the hook in the natural beauty and isolation of Panama's San Blas Islands, it was quite a contrast for us to sail past Boca Grande and into Cartagena Bay, with the high-rise buildings in the background. We weren't sure we were ready for civilization, but we were soon enchanted by the mingled sounds of modern traffic and the clip-clop of horse-drawn carriages.

We tied up at Club Nautico, the famous cruiser haven, where we spent the first week just unwinding and getting the lay of the land of the famous city. But then we had things to do — starting with a long list of boat projects and continuing the schooling of our daughters. We

IN LATITUDES



PHOTOS COURTESY CHEWBACCA

Spread; 'Chewbacca' hauled out for a major overhaul. Insets; Cartagena Harbor (left) and the Old Town city center ablaze at night.

also needed to get medical checkups, and Bruce wanted to look into laser eye surgery — for which Cartagena seems to be a center. Armed with the very helpful *Cartagena Cruisers' Guide* — which is available on the internet — we searched out dentists and doctors, and in no time had our personal overhauls completed.

Like the major cruising grounds in Mexico and the Eastern Caribbean, the high season in Cartagena is the winter from mid-November until about May. So Club Nautico began to buzz with activity just before Thanksgiving, and was a hub of social events — tours of the city and forts, visits to museums, domino and card games, nautical swap meets, etc — through the New Year.

During this time we learned our way around Centro, which is the area around the Old City. Bruce wandered a bit further afield, exploring hardware, electronic, and welding businesses. We got to know the paint, resin and fabric stores, as we started to work renewing the inside of our

little catamaran. We replaced our cloth headliner with marine vinyl, and repainted the entire inside of the boat. Señor Eder works magic with Corian, so we had him put in all new countertops in our galley — as he has done for many other cruisers — for a fraction of U.S. prices. A talented cabinetmaker made our new custom salon table, and our once-carpeted fiberglass sole was finished with gelcoat. Our last task before heading to the yard for a haulout was to build a new nav station, more bookshelves, and varnish all the interior wood. Whew! By March we were ready for the boatyard.

We had a good boatyard experience at Ferrocem, the only place that could accommodate a cat with a 22-ft beam. *Chewbacca* was gently picked up by a crane and set down on stands. We had saved our-

selves some time in the yard by previously removing all of the boat hardware and lifelines. We looked at the haulout as a 'job', so we were there six days a week to work on our own projects and to answer questions from the yard workers. And we had an excellent team of workers. They stayed on schedule and did every task with a smile. Although helping Bruce tie the 1,500 knots in the trampoline was no fun, the workers even did that with enthusiasm. Meanwhile, our boat was completely stripped down to the old gelcoat and a new gelcoat was applied. We also put aggressive nonskid on the deck and redid the bottom paint. We hardly recognized her when she was finished!

While *Chewbacca* was getting a new facelift, the girls helped in the kitchen of the boatyard's restaurant. They peeled carrots, wrapped silverware, served the lunch crowd and, of course, washed dishes. It was homeschooling 'Restaurant Ownership 101' for them. This was part of our goal of our trying to turn every situation — even a haulout — into a positive experience.

Since we couldn't live on our boat in the boatyard, we had to rent an apartment for a month. Thanks to the trusty cruisers' network, we got the names of a few buildings to look at. We ended up on the 18th floor in a place in the Boca Grande district with ocean and bay views. Furnished places like this go for just \$350 to \$600 a month. The building had 24-hour security, two *tiendas*, and the girls swam in the pool every day. The Boca Grande district is where the Colombian tourists flock. Although it doesn't have the charm of Centro, it's right on the beach, where for 80 cents you can rent beach chairs and an umbrella. After those 10-hour days, six days a week in the boatyard, it

The Winship family — April, Kendall, Quincy, and Bruce — have been pleasantly surprised by Cartagena. It's cheap, too!



COURTESY CHEWBACCA

CHANGES

was heaven to come home to a place so far removed from the dusty environment.

We've been back at Club Nautico for a few weeks now, cleaning up and re-installing the rest of our hardware and sailing gear. We are readying ourselves and *Chewbacca* for a few month's stay back in the San Blas Islands. Yes, we're looking forward to some more 'hammock time' in Kuna Yala land. We've saved a few interior boat projects for when we're at anchor, and the girls will be playing catchup to complete their school year by mid-June.

Our stay in Cartagena has been a very positive and happy one. We have felt safe here, and have been treated with warmth and kindness by the Colombian people. We plan on returning to this historic city.

— the winship family 06/01/05

Sea Bear — Gulfstar 62

**Capt. Dennis Roquet & Cindi Scott
Acapulco To French Polynesia
(Friday Harbor, WA)**

We left Acapulco on March 23 for the South Pacific, with a courageous crew consisting of Binky, Tommy Pickard, and Tom Pezman. There was no wind the first five days, so we had to motor. The good part was we could run the ice maker 24 hours a day; the bad part was it became very hot in the boat.

For the next seven days, we had 10-20 knots of northeasterly trades. During this period *Sea Bear* was plagued with boobies — a species of bird not noted for intelligence — who were insistent on trying to get a free ride across the Pacific. We

Dennis and Cindi in Puerto Vallarta before setting out across the Pacific to have 'Sea Bear' robbed in Papeete.



LATITUDE/ANDY

spent hours attempting to dislodge the loose-boweled birds from every possible perch, until they finally decided to search for less bothersome transport.

The days and nights spent crossing 2,900 miles of ocean were both relaxing and exhausting. Life at sea becomes routine. There are no phones to answer, no errands to run, and just a vast ocean vista. Lots of books are devoured, and many simple things become extraordinary. Once you get a few hundred miles offshore, the water becomes the most spectacular aquamarine color. We happened to have a full moon at our departure, and the moonlight literally glistened on the surface of the tropical water. And when that moon disappeared, you felt like you could just reach out and grab a star from the Milky Way, which seemed to be exploding in the dark sky. And not soon to be forgotten are the spectacular sunsets and the long-awaited sunrises. No matter if it was dawn or dusk, the sky seemed to be washed with every shade of red, yellow, blue and gray. Every group of playful porpoise was a delight, as was counting the number of flying fish that ended their lives on our deck.

We entered the southern hemisphere at 0°, 130°W. All the pollywogs on board were initiated to shellbacks by King Neptune and Queen Clitoris. The 'horse latitudes' of the ITCZ (Intertropical Convergence Zone) featured no wind and smooth seas, so we went back to powering and making ice. The wind finally returned, as did the squally conditions and rock & roll seas. Much to everyone's delight, the diligent Pez finally caught the one dumb wahoo/ono in the ocean. The chef and sous chef gladly prepared the fish — while perfecting the galley ballet movements that rival those of Cirque du Soleil. Our average sailing speed was 6.5-7.5 knots, but we did reach 10.4, and often hit 9s during the windy periods.

Nineteen days out of Mexico we made landfall at Taiohae Bay, Nuku Hiva, in the Marquesas. The view of the tropical land, the steep spires, and the swaying palms, as well as the smells of the land, were in sharp contrast with the open ocean. We explored the entire island with Roti, our 4-WD chauffeur, and collected a huge stock of bananas from an 'all peoples tree'.

At another anchorage, we hiked through shoulder-high tropical foliage, traipsed over slimy mud, and four times each way forded waist-high streams to reach the terminus of Vaipo Falls, the third highest in the world. This is the valley where *Survivor Series Marquesan Islands* was filmed. While there, we met



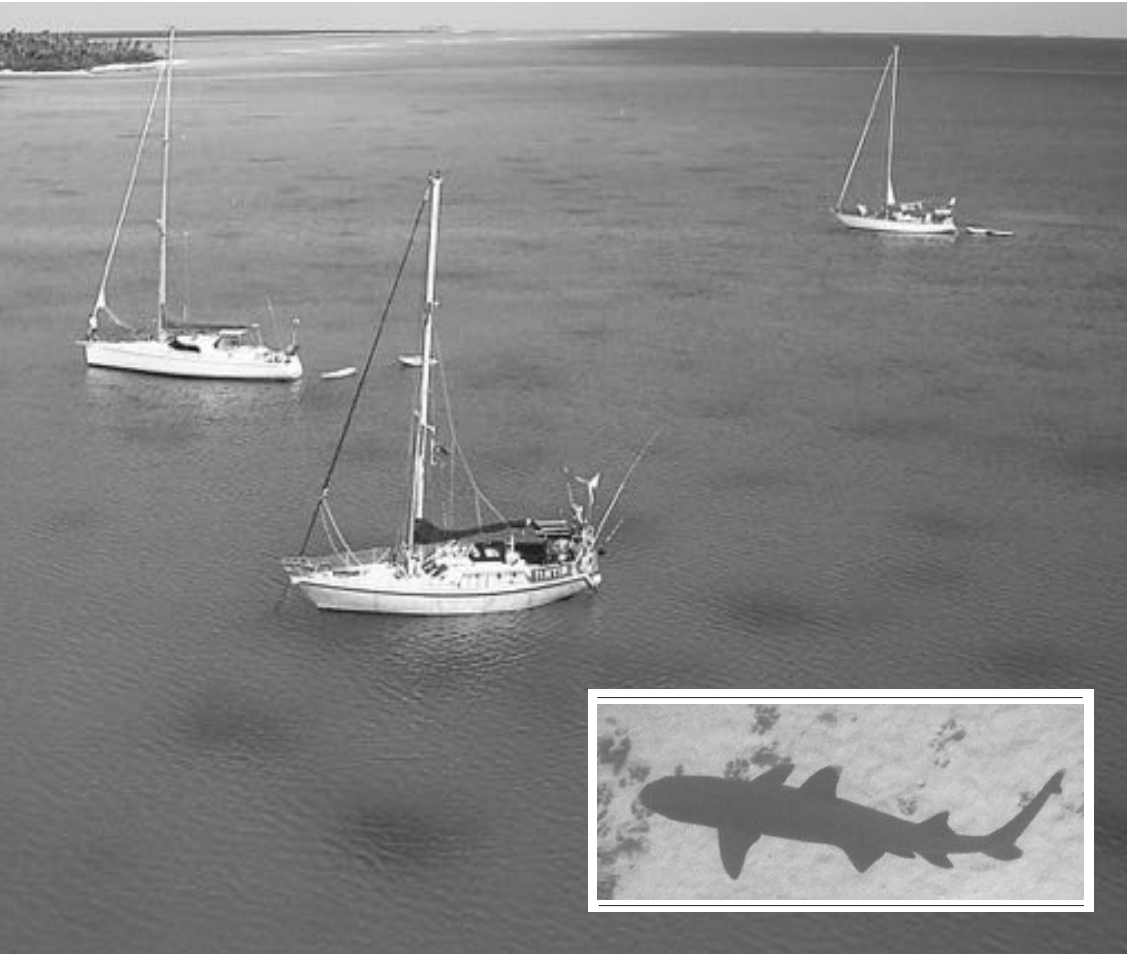
Daniel, a 78-year-old local, who shared the fruits of his land with us — coco aqua, more coconuts, pamplemousse (something like a gigantic, sweet grapefruit), limes, breadfruit, bananas, and mangos. Daniel now wears *Latitude 38* T-shirts!

After a few more stops in the Marquesas, we were off to Manihi in the Tuamotus. The Tuamotus are also known as the 'Dangerous Archipelago', because the atolls are no higher than a palm tree, only 600-1500 feet wide, and surrounded by coral reefs. A dangerous environment in which to navigate, the reefs are littered with the remains of ships, fishing boats, and sailboats.

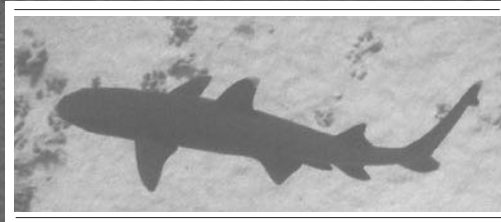
These atolls were created when ancient volcanos sunk into the sea and the lip of their caldera became the surrounding reef. The lagoons have many coral heads, which it's best not to hit. The passes into these lagoons are extremely tricky to navigate because of the large volumes of water that flow in and out creating tidal rips, whirlpools, and waves that can turn a boat the size of *Sea Bear* sideways.

Manihi and Ahi are two atolls where pearl farming is a big industry. The farms, which sit on stilts over the lagoon, may have as many as two million oysters in

IN LATITUDES



COURTESY INTERLUDE



Three signatures of the Tuamotu Archipelago:
1) Wide-open, clear water anchorages, 2) Coco palms on the motus, and 3) Sharks.

the water. The many coral reefs of these atolls made for great shell collecting and beachcombing. We also snorkeled around the coral heads, where there was 60-foot visibility and innumerable tropical fish of every color imaginable. The black-tipped reef sharks are said to be shy, but still looked ominous to us.

We departed Rangiroa for Tahiti on flat seas — and with some concern about not having enough fuel. We need not have worried, as we had 30 hours of 30 to 46-knot winds, with waves crashing over the boat and the cockpit sometimes awash. It was a most uncomfortable ride for the crew.

At 3 p.m. of the second day we were abeam of Tetiaroa, the island once owned by the late Marlon Brando. We'd planned to anchor there until we heard a loud crash from the engine room. It turned out that a coupling we'd just had made in January had fractured in three places! So we carried on toward Tahiti without benefit of an engine. We were close by midnight, but once we got in the lee of the island, the last five miles took 7.5 hours!

And we still needed a tow for the last mile. The tugboat captain looked like Mr. T of the *A Team*, as his bald head was covered with Marquesan-style tattoos.

After our ignominious arrival at Papeete, we Med-tied at the main quay — where there have been a few problems. For example, there was an unpleasant incident one night on the *Tucker Thompson*, a 90-ft Baltic Trader from New Zealand that was headed to Seattle to be part of a tallships event on the West Coast. It's kind of a barefoot charter thing, with people paying to sail on a square-rigger and sleep on deck. Well, with seven crew sleeping on deck, a local came aboard and tried to rape a passenger. The crew fought him off and he escaped.

And while we took our dinghy to the marina for lunch, a thief pried open our galley hatch, then stole our computer with all our photos of the trip, Tommy's movie camera with all the film, five other cameras, sunglasses, watches, and money. He (they) were very thorough opening and closing the drawers. They also took my ATM card and hit five banks in one day.

So I told my story to three newspapers and was on television one night offering \$100,000 CPF reward for the photos. So much for a low profile. The gendarmes said the reward wasn't such a good idea

because the crooks might come back to the boat at night looking for my reward money! So now I can't leave the boat day or night. It sure gets hot here in the tropics with all the hatches closed!

Last week's newspaper had several articles, including one from Moorea, about graffiti. "Tourists go home!" It says. Another article showed six charter guests in the cockpit of a catamaran holding up their disposable cameras. Their better cameras had been stolen.

We'd also heard that French Polynesia was expensive. Well, it is. A Big Mac, fries, and Coke — supersize, please — is \$10 U.S. A bottle of gin is \$40. I wondered how people can afford it. Then I got a bill from the computer repairman, who charged \$110/hour for labor. The outboard repairman charged \$200/hour for labor.

I'm looking forward to heading west.

— dennis 05/15/05

Moonshadow — Deerfoot 64 George Backhus & Merima The Queensland Coast Of Oz (Sausalito)

We're in Darwin, Australia, having just sailed 'over the top' from Cairns on the Queensland coast. My partner Merima and I had a blast on the Great Barrier Reef, and the 1,500 miles of sailing was terrific, as we carried the spinnaker 60% of the time. At the moment, we're chilling out in a Darwin marina preparing for the annual Darwin to Kupang (Indonesia) Rally which starts in late July. It will be fun to head to an exotic destination.

I've been cruising in Australia for two years, but would have to say that the last year on the Queensland coast offered some of the best cruising I've ever experi-

George Backhus at the wheel of 'Moonshadow'. After two years in Oz, he says he's now "eleven years into a five-year circumnavigation."



COURTESY MOONSHADOW

CHANGES



Thanks to lots of wind aft of the beam on the Queensland coast, Merima was often able to drive with the chute up.

enced. Sure, there were a few minor drawbacks. There's lots of shallow water and a big coral reef, so you have to be diligent about navigation. But the cruising guides and charts are reasonably accurate, and there are plenty of navigation aids. The heat, humidity, and stingers of summer aren't so much fun. But at least you can cruise the entire coast in one season, or if you want to stick around for two, put the boat in a marina for the summer. And while there are numerous small chandleries, it was hard to get any special parts. But these were minor problems and completely overshadowed by the positives.

In fact, there were so many great things about cruising Queensland that I can only list a few of them:

— An abundance of good marinas and anchorages. From Brisbane to Cape York — which is over 1,200 miles of coast — you never have to do an overnight! We never had to cover more than 80 miles in one day.

'Moonshadow' as seen at the start of the Auckland to Noumea Race several years ago. She's now about to rally to Indonesia.



— Good and easy provisioning. There are various cities and towns along the way where you can get nearly everything you need — and it's not too expensive. Plus, Australian wine is excellent!

— There's plenty to do, both in and out of the water. There's hiking, biking, cycling, swimming, diving, regattas, festivals, wining and dining, and just beachcombing — Queensland is a giant playground and has it all.

— Good weather. The winter weather is settled, pleasant, and predictable, and there is plenty of weather information easily available to the mariner. The southeast tradewinds are fairly reliable and usually blow from 10-20 knots. We flew a spinnaker much of the time.

— Great people. The Australians in general, and Queenslanders in particular, are friendly, helpful and usually have a quirky sense of humor unique to Australia. We met lots of terrific people and made many good friends along the way.

— There are no language or significant cultural barriers, and the officialdom of Oz was easy to understand and work with. We're going to miss it as we now head to Indonesia.

— george 07/18/05

Bobcat — Crowther 38 Cat Bob Wilson All-Female Crew (Northern California)

I flew to Australia to buy a cruising cat, sail up the East Coast of Oz, and then cruise the South Pacific. I found just the cat I was looking for in Melbourne, so I bought her. On March 19, my crewmember Simon and I set sail for Sydney, Brisbane, and the Great Barrier Reef. Thanks to light winds, I soon learned that my new boat could motor at five knots



while burning less than half a gallon of fuel.

A couple of days later, we had great fun playing with lots of dolphins, who seemed to like to scratch their backs on the tulip-shaped bows that are characteristic of Crowther designs. Then the rain closed in so thick that we couldn't see more than 50 feet in any direction — and it got dark. Thanks to the radar, depthsounder, and GPS — and lots of prayers to the silicon chip gods — we made it through a clump of islands into Oberon Bay. Working our way into a strange anchorage on a strange boat with almost no visibility was not the brightest thing I've ever done. I got away with it even though I didn't deserve to.

On a later 45-mile run off the beach to Gippsland Lakes entrance, we finally got a chance to see how *Bobcat* sails. In 15 knots of wind on the beam, we did nine knots. That afternoon I dropped the main and put up the kite. Thanks to the help of some waves, we saw 18 knots a couple of times. Bless you, Lock Crowther, for making the cat as quick as she is nimble.

On April 3, we arrived in Sydney, which has a wonderful setting for a city.

IN LATITUDES

When Jim Marco of the Northern California-based Crealock 37 'Intention' sailed beneath the Golden Gate and past the Marin Headlands for the Marquesas on May 11, he was escorted by a flock of cormorants flying in formation. 'Intention', with Darla and John as crew, arrived in Hiva Oa after a 24-day non-stop passage. After visiting several other islands in the group, they continued on to the Tuamotus, the Society Islands, and by now should be in Fiji. Marco and 'Intention' had visited Papeete together 15 years before. The lovely photo was taken by Paul Elliot of the Pacific Seacraft 44 'Valis' who escorted Marco and crew out the Gate, and later spent two weeks with them in the Marquesas.



It sprawls out around a harbor that has branches and bays in all directions. Almost half the housing has water views. Sydneysiders are almost as friendly as the Melbourne types, although one has to make the effort at first contact.

After 10 days in Sydney, I was all set to sail for Brisbane and the Great Barrier Reef — when my crew Simon suddenly informed me that, having been seasick everyday underway, he was signing off. But what a good fellow, as before disembarking he lined up two seemingly delightful young ladies to replace him! Julie, from the U.K., is about the age of my oldest daughter, while Jenny, from Sweden, is a couple of years older than my middle daughter. Both had some sailing skills. In fact, Julie had already cruised extensively in the South Pacific and is a candidate for her master's license. The girls got the whole port hull to themselves while I got starboard.

You can imagine the grin on my face as I set sail from Sydney with two young women as crew. And they were good crew who spoiled me rotten. For instance, Julie shot a practice approach to a mooring

buoy on her first chance, and then confidently drove us over the bar for the next leg north. As we continued on, Julie and Jenny acquired a taste for surfing *Bobcat* in the breakers over the bars at the entrance to harbors, may God have mercy on my soul! But I must admit, riding a five-ton surfboard does have its moments — even for the onlookers on the breakwaters. Otherwise, the crew assiduously protected the boat from the sun's harmful ultraviolet rays through the ultimate sacrifice — interposing their lightly-clad bodies.

We took turns cooking and had a mild

competition to see who could prepare the most delicious meals. The girls liked my bread and ratatouille, I liked Jenny's pancakes, and Julie did a great shepherd's pie. After helping another bloke with his docklines, he tossed us about a 6-lb bass that I filleted and Jenny grilled with lemon. Conversation faltered as we fell on it like sharks. As I was slaving away down in the galley the next day making pizzas, while the crew were again shielding the boat decks with their bodies, I had to

Jenny — who often protected 'Bobcat's' decks from the harsh rays of the sun with her body — unfortunately had to return home to Sweden.



COURTESY BOBCAT

CHANGES

ask myself if it was all worth it. Without a doubt, it was!

Our routine was to cruise 40 to 60 miles a day, then stop to anchor in this cove or take a mooring in that harbor. The only time we took a slip was when we had to do some shopping. Once I entertained the marina onlookers by tucking *Bobcat* neatly into a double 26-ft slip — a neat trick for a 38-ft boat. In reality, the cat handles so easily that almost anybody could have done it.

On this occasion, the dockmaster slotted us adjacent to charter boat row. So when the girls later stretched out on deck to work on their tans, all the young studs on the charter boats nearly fell into the water. I could have stripped naked and painted myself blue and no one would have noticed. Later, one of the blokes from the charter cat *Imagine* came aboard for an Aussie-style hoedown. He'd developed a respectable skill with the didgeridoo, and held forth for quite a while. Teaching it was a different story, as Jenny couldn't blow it for more than five seconds before cracking up.

While anchored in a Byron Bay roadstead the next night we had a Chinese fire drill when Murphy sent a brief but strong squall at 2:30 a.m. that broke the inadequate anchor bridle. Cats horse around to their anchor without a bridle, and tend to break out the anchor at the end of the arcs. With the wind and girls shrieking, I was roused from my bunk to a cold foredeck to recover the hook, clear the wreckage of the old bridle, replace it with a new bridle, and replant. Of course, by the time I was finished, the squall was gone.

Our next stop was Surfer's Paradise at Broadwater Sound. I spent a few nights

Crew are like buses; if you just wait awhile, new ones come along. So after Julie and Jenny left, Bob wasn't going to be lonely for long.



COURTESY BOBCAT

dancing at the neighboring clubs. I had to choose between dancing with the ladies my age — their husbands beaming happily because it meant they didn't have to dance — who knew how to dance well, and young bimbos falling out of their wiggle dresses who didn't know how to dance at all.

Then we motored up to Brisbane and the sloughs and river channels of the Broadwater — with scenery remarkably similar to the San Joaquin Delta. I'd learned enough in the Delta to have an easy time of it, never touching the bottom.

All things must change, and a few days later I regrettably had to ask Julie to leave the cat. Although she had several years experience in crewing on yachts in these waters, I just couldn't build a workable relationship with her. In my estimation, she had become self-centered, disrespectful, argumentative, and disobedient. Without Jenny as peacemaker, I might have strangled Julie weeks before. In any event, Julie left in a storm of bitter insults and recriminations for my allegedly having failed to appreciate her. I think she took the ship's cellphone to punish me. So any time I feel the need for more criticism, I can always call her up.

As Jenny had to get off to finish her trip in Queensland before having to return to Sweden, I was alone again. But what a great crew she'd been! Although an inexperienced sailor, Jenny had a knack for being in the right place just before she was needed. Plus she was well-educated, a good conversationalist, and a first-class cook. If she had been 50 rather than 30, I would have slapped a leg-iron on her and chained her down in the Master's Cabin. Or granted her any other terms that she could be persuaded to accept.

Ah well, a few more glasses of rum in the sunshine and I'll be back in working order again!

— robert 06/06/05

Cruise Notes:

We recently received an email from a **female reader** who reminded us of just how difficult it can be to trust people these days. More than a year ago, she'd read an article in *Latitude* about a guy who had just lost his boat — and just about everything else — on the rocks of an island in the Pacific. The woman felt sorry for the shipwreck victim, so she contacted him. To her thinking, they hit it off well. "I figured that I'd found 'Mr. Perfect'," she remembers. One of the reasons is that he seemed to be so sensitive. When she told him that she'd lost her husband, she says



he wrote back and expressed empathy: "I know how you feel, I lost my wife two years ago." If you're like the woman, you probably assumed this meant the guy's wife had died. *Au contraire*. His very much alive ex-wife contacted us to say that he'd 'lost' her because of repeated problems with alcohol.

Although the 54-year-old shipwreck victim was considerably younger than the supposedly new woman in his life, the woman confesses she was blinded to any problems. "I was 63 going on 17," she admits. Enthralled, she began sending him money and gifts. When she mentioned having found a hurricane-damaged sloop in the Caribbean that might be suitable for them to cruise together, she says he thought about it, then encouraged her to buy it. She did — with \$15,000 of her own money. But once they got together on the boat, it seemed like a bad dream. She no longer saw him as "sweet, cooperative, wonderful, and fun." So in short order, the woman returned to the States, leaving Mr. Shipwreck on her hurricane-damaged boat in the Caribbean. Where it goes from here is unclear. But the woman — who would like to remain anonymous — feels it won't have been for naught if other women

IN LATITUDES



LATITUDE/RICHARD

As horrible as the hurricanes can be in the summer, is there any better place to sail in the winter? Not in our opinion.

like her learn to become more cautious.

You have to feel for **Grenada**, the Catalina-sized island/nation that is the southernmost in the Eastern Caribbean. Last year this island, its 90,000 people, and the 1,000 sailboats that were mostly stored for the summer were almost totally devastated by a direct hit from very powerful hurricane **Ivan**. It was reported that it was the first hurricane to hit the island in 150 years. Grenada has always been considered to be south of the 'hurricane zone' — even by insurance companies. At least when the hurricane passed, residents and boatowners could feel reasonably confident that the island wouldn't get hit again for a long time. But you just can't trust hurricanes. On July 14, Grenada was hit for the second time in less than a year, this time by hurricane **Emily**. Fortunately, she was only blowing about 75 knots at the time, so few if any boats were seriously damaged, and the still-battered island came through fairly well.

(Readers Mike and Keri O'Barr dispute the claim that Grenada hadn't been hit by

a hurricane in 150 years, saying that *Janet* hit the island in '55. In any event, it's been a long time between hurricanes.)

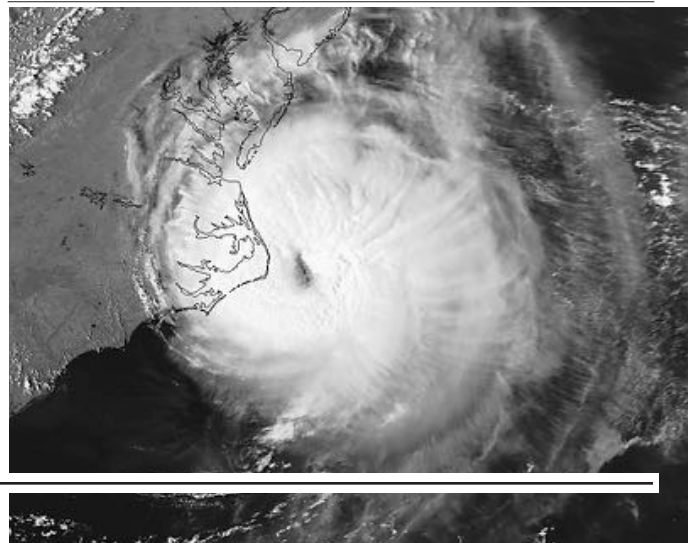
Just recently we got an email from Ken Burnap and Nancy Gaffney of the Santa Cruz-based Amel Super Maramu 53 **Notre Vie**, who had been enjoying some summer cruising in the Caribbean when they found themselves in *Emily*'s path. They took shelter at Carriacou, a 13-sq mile dependency of Grenada. "As it got dark," Nancy reports, "the wind continued to increase. Somehow I managed to sleep for 90 minutes. At 10:30 p.m., the wind was 35 knots on our port side. A loud popping noise brought us on deck to watch as a jib on one of the charter boats unfurled itself and flapped to pieces. Despite being across the channel and 20 boats down, it sounded as though it was right next to us! The roar of the wind and the creaking, clanking sounds were nerve-racking. The force of the wind continued to increase, and didn't peak till 2 a.m., when we saw 67 knots. But it backed

off after that, and there wasn't too much damage."

As most of you know, *Emily* gathered strength as she continued across the Caribbean Sea and whacked the Cozumel-Cancun-Isla Mujeres area with winds of up to 115 knots. J.R. Reyes and Lupe Dipp of Puerto Vallarta just happened to be at an Isla Mujeres marina with their new-to-them Catana 47 cat **Moon & Stars** when the approach of *Emily* left them nowhere to go. Fortunately, there was a relatively well-protected boatyard that was able to haul their cat. Six hours before *Emily* made a direct hit, Lupe emailed us to report that they were scared but confident — and noted that some people were still lounging by the pool. A few miles away on the mainland, some 50,000 tourists had either been taken inland or were herded into stifling gyms and other shelters. *Emily* hit hardest about midnight. Lupe was thankful they'd gotten the boat out of the water, because there were 15-ft seas and lots of damage. Miraculously, there weren't any reports of deaths. When **Gilbert** hit the same area in the late '80s, there had been 300 deaths — despite the fact the area only had 25% of the tourists they have now. The improvements in hurricane predictions and tracking have made all the difference in the world.

"What a strange Atlantic-Caribbean hurricane season it's been already," writes John Anderton of the Alameda-based Cabo Rico 37 **Sanderling** from his summer base in Trinidad. "This early in the season hurricanes normally form in the central Caribbean and move toward the Gulf of Mexico. But last year *Ivan* made history by being a major hurricane below the 12° 40' line, and it wiped out Grenada. But at least that was in September. On July 5 of this year, **Dennis** became a

'Emily' was a nasty hurricane, sowing destruction from Grenada to Jamaica, the Cayman Islands, Cancun, and the Gulf of Mexico.



CHANGES

tropical storm as he crossed through the southern Windwards. And now we've had *Emily*, too! Hurricanes aren't supposed to hit this far south, they're not supposed to form in the Eastern Caribbean until September, and it's the only the middle of July and there have already been five Atlantic-Caribbean named storms. Grab on with both hands and hold tight!"

Meanwhile, it's been very quiet on the hurricane front along the coast of **Mexico**. There has been one 70-knot hurricane and four tropical storms, all of which were short-lived and offshore. Let's hope it stays that way and that the Atlantic-Caribbean gets a respite.

"Just wanted to let you know that **Windy Dancer**, the Cal 2-46 we sailed in the 2004 Ha-Ha, is now in Guatemala's Rio Dulce," writes John Brandes. "I'm home in Seattle now, but will return to the boat in November. We had a great trip with very few problems."

"We're now in Honolulu following a 15-day, 1-hour passage from Raiatea," reports Paul Biery of the Emeryville-based Catana 431 cat **New Focus**. "My crew of Leno Petteys and Mark Purdy — whom



LATITUDE/JR

The Seattle-based Cal 3-46 has covered a lot of ocean — and transited one Canal — since the start of the Ha-Ha late last October.

I got from my ad in 'Lectronic Latitude — worked out great, as they were very compatible and qualified. At times the crew was so busy fishing — successfully — and playing very hard-lined cribbage

tournaments that my wife wondered who, if anyone, was on watch. Light winds kept us motorsailing for the first 36 hours, then we broad-reached for two days with spinnakers in light air, which was followed by about a week of great sailing with the wind about three points ahead of the beam. We hit the ITCZ about 5° north, and spent the next couple of days dodging storm cells. Thanks to these cells, the wind would go from five knots to 30+ knots in less than two minutes, and change direction 180° just as quickly. Needless to say, we were kept on our toes. But *New Focus* handled the fitful conditions like a dream. We exited the ITCZ at about 9°N, then started hitting the easterly winds where we again enjoyed great sailing conditions. Two days out of Hawaii, the winds shifted from the east to the north, and we got the wind on the nose. It was a little bouncy, and we finally motored the last day to make port before nightfall. We're currently docked at the Waikiki YC Marina, where we've been shown great hospitality. The docks are in superb shape and the facility is being well



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IN LATITUDES

run by Harbormaster Bill Foster. Once we get the saltwater washed off, rest, and reprovision, we'll set sail for Vancouver."

"We read in another marine publication that SEMARNAT, Mexico's Department of Environment and Natural Resources, has closed certain fuel sources in Turtle Bay," write Peggy and Neil Brand of the Dana Point-based Catalina 320 **Peggy Sue**. "As such, the only option is to Med-moor to the pier in order to fuel, and even that service might not be around too much longer. Have you any reports that this will be a permanent arrangement? It would really hinder our plans for heading south in the fall."

There is quite a list of reasons why we're not worried about the fuel situation in Turtle Bay. First, in the more than 15 times our boats have stopped in Turtle Bay on the way from San Diego to Cabo, we've never needed to get fuel. Second, we fully expect fuel to be available at the pier, for if it isn't, where are the Mexican fishing boats going to fuel up? In the unlikely event fuel won't be available at the pier, one of the many enterprising locals

will surely offer to get it from the Pemex station in town and deliver it out to the boats. If the station were to mysteriously disappear, members of the Ha-Ha and Mexican fishermen have always been happy to sell diesel to those who need it. And if all those options were somehow negated, we'd just sail a few more miles down the coast to Ascuncion, where Shari, a former Canadian cruiser on **Sirena**, and her husband Juan, would be happy to help. Say, here's a message from Shari now!

"*Hola todos* from lovely **Bahia Ascuncion**! I want to thank all the cruisers who stopped in to see us, as we had a terrific time showing you our area, visiting your boats, and sharing many activities. Many of you came out to our beach house in



LATITUDE/RICHARD

If you arrive in Turtle Bay and find you need some diesel, enterprising youngsters like these will be happy to take care of you.

San Roque and enjoyed the archeological hike through fossil valley, where some found petrified shark's teeth, coral, clams, and so forth. Some of the men went out lobster fishing with Juan in the panga, while some of the ladies stayed with me and learned to make tortillas and *empanadas*. But we had the most fun with



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the cruising kids! They stayed with us at the house and rode our horse, played games, watched movies, met the kids in town, went to baseball games, parties, and dances, boogie-boarded, and generally had a blast while their parents got some private time on their boats. Bahia Ascuncion is an awesome village with great stores, a fabulous internet café, inexpensive laundry service, an impressive church, some super nice people, and a safe anchorage. We've got diesel, and are working on making it more readily available to boats. We are currently building a little yacht club *palapa* where we can all get together. Anyone wanting to contact us in advance, or to come down and visit either by boat or land cruiser, can email us at whales@intecnet.com.mx — or even call us at 01-52-615-160-0289. We also monitor 16."

"Check out the photo of our boat at anchor in the lagoon at Penrhyn Atoll in the Cook Islands," suggest Mike and Robin Stout, vets of the '02 Ha-Ha with their Long Beach-based Aleutian 51 **Mermaid**. "A tropical island, a nice sunset, and a great anchorage — what more could you



ROBIN STOUT

'Mermaid' in the Cook Islands. We're told that sunsets in the South Pacific don't have so much purple because they don't have much smog.

want? *Mermaid* is now back in Long Beach awaiting her next adventure."

"I just got back from Mexico City on July 13," writes **Tere Grossman**, president of the Mexican Marina Owners Association. "While there, I talked to the

Director of the Merchant Marine, Lic. Jose Tomas Lozano. I learned that it's final; 'domestic clearings' can be done either via VHF radio or by filling out a form such as the half-page one used by the port captain in Mazatlan. In addition, mariners cannot be required to use an agent when they clear in or out of the country. Lastly, the Director Lozano asked me to send him any complaints about port captains who ask for anything else or charge fees. If anyone has a complaint with a port captain, I would need to know which port captain and what date."

We think what Grossman means is that if a port captain says it's all right to clear by VHF, it's all right. But if he says you need to fill out a half-page form at a marina or his office, you would have to do that. But you don't have to pay a fee or use a ship's agent. One couple wrote us to complain that they had been charged **API fees** in La Paz and Cabo San Lucas, and wondered if the port captain was doing something wrong. These are port fees — very modest ones — that are charged in some of the developed ports such as

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Puerto Escondido, La Paz, and Cabo. They have never had anything to do with clearing, and do have to be paid where applicable.

With everything sounding wonderful, we got the following note from Chuck and Cheryl Stewart of **The C's**: "We read that we should email you if we were charged a fee by a port captain. Well, the port captain at Punta Penasco in the northern Sea of Cortez didn't charge us anything when we arrived on May 5, but he charged us a 163-pesos fee — which we paid to Banamex — when we checked out on July 4. He also wanted us to use an agent to check out, but he finally did the paperwork himself when he couldn't reach the agent and knew we were leaving the next day. The port captain insisted that the fee and having to use an agent were the proper procedure."

We have Tere Grossman looking into this situation as we go to press, but she's wondering if Chuck and Cheryl trailered their boat to Puerto Penasco, in which case they would have to clear the boat into Mexico. However, a ship's agent should

never be required. We have a report in the next issue on how this all shakes out.

While Mexico has wisely been eliminating red-tape for cruisers, the same can't be said for **Croatia**, which is foolishly headed in the opposite direction. When a boat arrives in Croatian waters, her crew is required

to take the shortest route to the nearest customs office to clear in and obtain a one-year cruising permit. So far, so good. But get this: when you clear in, you must complete a crew list — *with the names of all the individuals who are going to be on your boat for the next year!* Obviously, Croatian officials aren't aware that nobody really knows who their crew is going to be until they step aboard the boat. Yet there's more nonsense. The total



BUREAUCRATIC PHOTOS

Croatia is a spectacular place to cruise, but they don't have a clue about how to treat visitors by boat. There's trouble ahead.

number of crew in that one-year period is limited to twice the number of berths on the boat plus 30%. So if your boat has six berths, the limit is 16 people during the year. And no, you can't get more than one cruising permit per year to allow for additional guests. So if you're taking your boat cruising in Croatia, for your sake let's hope you don't have very many friends. In addition to the cruising permit, you have

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CHANGES

to show a certificate of competence from the country that flags your boat. What do you do if you're from the U.S. and they don't have such things? You also have to show proof of third-party insurance. We can only assume that Croatia — which has seen an explosion in nautical tourism since the war stopped — is trying to use absurd regulations to try to limit the number of visiting boats.

"A reader asked about good dentists in Puerto Vallarta," writes Al Burrow. "I recommend Fernando Penalva, who is located in the stand-alone white building at the corner of the Marina Plaza shopping center just south of the airport. Penalva is U.S.-trained, speaks good English, and has better equipment than my dentist here in Alameda. He's done two bridges for me as well as various cleanings — at about half the U.S. prices. He may not be the least expensive dentist in Mexico, but he's one of the best."

"In response to your *Lectronic* inquiry about which of the Mexican cruising guides is the best, we used all of them, but didn't depend on any one," writes Jimmie Zinn of the Pt. Richmond-based



LATITUDE/ANNIE

The dentist in La Cruz didn't have the most modern equipment — just kidding — but the results were good and the price was right.

Morgan 38 **Dry Martini**. "Why? Compare the description and drawings of the tricky little passage between the Los Candeleros just south of Puerto Escondido and you'll see they don't agree. In general, Gerry

Cunningham's guides seemed the best for the areas around San Carlos, Sonora, and the northern Sea of Cortez. *Charlie's Charts* has the best drawings of anchorages, especially for the mainland south of Mazatlan — but it's becoming increasingly dated. Jack Williams' guide is good for both coasts of the Baja peninsula. The Rains' *Mexico Boating Guide* has a lot of good pictures, but we found enough error in both text and drawings to make us distrust it overall."

Just to show there was no consensus on the cruising guides to the Sea of Cortez and Mexico, here are the other responses we received:

"For the Sea of Cortez, *Charlie's Charts* are the best," says **Mike Hatcher** of Del Mar. "For the mainland, the Rains' have a small lead over *Charlie's*, but only because I believe Margo Woods hasn't seen that area in a long time."

"In our eight seasons in Mexico, we've found that for the Sea of Cortez, Cunningham's sketch charts seem to be the best," writes Dave Parker of **Carlota**. "The photos from the air and from afloat

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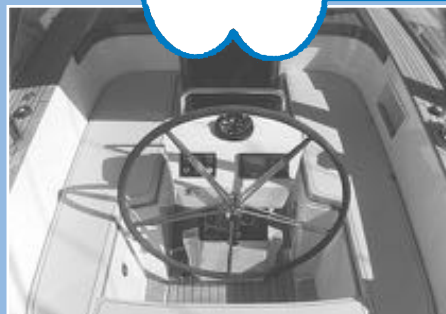
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IN LATITUDES

in William's guide are a great help for the first time you're finding some of the anchorages."

"We prefer *Charlie's Charts*," writes Gordon and Kaysea Ray of **Snow Leopard**. "Rains' guide is o.k. for additional information, but seems to be far behind the times."

"We use both *Charlie's* and the Rains' guide," writes Tom Collins of **Misty Sea**. "We prefer *Charlie's* for better detail on the anchorages, and Rains' for the passage-making. But we find that by referring to both, we seem to get a better overall picture. We definitely wouldn't use just one, and we warn people to use all the guides with caution. We have found errors in both of them that could have put us into serious trouble had we not also been using government charts and our eyes."

"I like Rains' guide the best," says Mike Schacter of **El Sobre del Mar**, "but also carry *Charlie's* and reference both of them. I found Rains' to be more accurate."

"As you know, the regular charts suck, so we generally used all the cru-

ing guides," writes Sara Johnson of the Alberg 35 **Pelican**. "The three rarely agreed, but after combining all the info, we'd eventually figure out where we were. I can't wait to dust them off again in '08."

"For the Sea, nothing compares with Cunningham's guides and charts," say Stan and Rhea Strebig of the Morgan 41 **Magari**. "For the rest of Mexico, we use them all, but use Rains' the most and then *Charlie's*."

"We hit most of the anchorages between P.V. and Zihua, and found that we could probably get by with either *Charlie's* or Rains', but liked having both," report Bruce and Bobbie McPherson of the Sau-



LATITUDE/RICHARD

There are a number of guides to the Sea of Cortez and/or all of Mexico. Nobody seems to agree on which is the best, although we think all will do.

salito-based **Music**. "The different styles of diagrams for the anchorages compliment each other, as do the descriptions. If we had to pick one, I think I would go with Rains' — although Bobbie leans toward *Charlie's*."

"Cunningham's guides are by far the best — the Bible — among cruisers we interacted with during our four months

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in the Sea of Cortez," writes Jeff Drake of the Sceptre 41 **Magenta**.

"We used all the cruising guides, and usually had all of them out in our cockpit when trying to make sense of a new harbor entrance," writes Richard of **MR Destiny**. "I like the Rains' guide the best. We found it to be the most accurate, although we did find errors. But it was up-to-date and the easiest to understand. Our next favorite was Jack Williams', and lastly *Charlie's* — which had too many errors, was outdated, and was sometimes hard to follow. I like Cunningham's books and CD, but never really had the chance to use any of them."

"1) Rains'. 2) Rains'. 3) Rains'. 4) *Charlie's*." So says Dave Fullerton of **Mudshark**.

"I found that we really needed both Rains' and *Charlie's* as they cover different details about each locations," says Michael Moore of **Ayu**. "Between the two sets of chartlets — which differ quite a bit on details — you can get a reasonable picture of each location."

"I consulted both Rains' and *Charlie's*, but when there was a discrepancy be-



LATITUDE/RICHARD

Battered and outdated, the 'Baja Sea Guide' nonetheless still has some good information that can't be found elsewhere.

tween the two — and there often was — I trusted Rains' more," says **Mike Fulmor**.

"If I had to go with just one guide, it would be Rains'," says Jamie Rosman of

the Taswell 49 **Tardis**. "That said, I really liked having multiple guides since I found them more complementary than duplicative. Using multiple guides definitely made things easier and less stressful. By the way, my trips to Mexico were in '95, '96, and '99, so I haven't used latest editions. While I think *Charlie's* is probably the weakest overall, I would still feel quite comfortable if that was my only guide."

We're a little surprised that nobody cast a vote for Leland Robert Lewis's and Peter Eric Ebeling's **Baja Sea Guide**, the 382-page hardbound book that's by far the most colorfully written and romantic of the guides. For example, it's the only one that includes the information that in 1870 the American steamer **Golden City** sank in nine fathoms north of the Baja Ha-Ha stop at Bahia Santa Maria, and that none of her millions of dollars of gold and silver bullion and specie were ever found. It also has interesting personal accounts of things like boats being driven right onto the beach under spinnaker because of navigation errors. Furthermore, it includes detailed information about

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IN LATITUDES

Mexico's offshore and oceanic islands. Alas, it was last published in 1973, so it's a little out of date. In fact, its aerial photo of Cabo San Lucas shows the old airport where the Inner Harbor has been for the last 15 years, and just one hotel — now gone — on the beach.

We've found that given a healthy degree of skepticism, you can get along in Mexico pretty well with just about any of the guides — including the old **Mexico Chart Guide West**, which is another one that's no longer in print. But the more guides you have, the better overall view you get — and the better you get at understanding the shortcomings of each. In our opinion the most accurate of them all to date has been the latest stuff **Gerry Cunningham** has done on the Sea of Cortez. We have similarly high expectations for the newest version of John and Patricia Rains' **Mexico Boating Guide**, which we're told will be available before the start of the new cruising season.

"I would love to be the coordinator of all the 'kid boats' in this year's Ha-Ha," advises Jerry McArdle of the Oceanside-

based Pearson Alberg 35 **De La Sol**. "My 12-year-old son — who like me has been sailing since before he was born — is very excited about the journey. When we sailed back to Oceanside from Catalina the other week with the gennaker up, I couldn't get him off the wheel! He's also excited about meeting the other kids in the Ha-Ha. Reading in *Lectronic* that the Pleson family will be sailing with their 12-year-old daughter Marina and nine-year-old son Niko, is what prompted me to volunteer. So it would be great if anyone planning on doing the Ha-Ha with a youngster would email me at: gkm_001@hotmail.com. Thank you. We'll also be at the Isthmus at Catalina on August 13 for the Ha-Ha Preview!

That's right, there will be a casual **Ha-Ha Preview** at Two Harbors on the after-



LATTITUDE/RICHARD

Based on past experience, kids seem to have a pretty good time on the Ha-Ha. This is the group from 2001. Wonder where they are now?

noon and evening of Saturday, August 13. We'll meet in the bandstand area around noon, have some very informal mini-seminars and question and answer sessions starting about 2 p.m. Around 5:30 p.m., we'll get the BBQ pit going for the potluck. Just a reminder to Ha-Ha first-timers, you always bring more to a potluck than you'll

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eat, plus your eating weapons. Later on we'll have a bonfire and then show slides from the last several Ha-Ha's. While this is primarily intended for folks doing this year's Ha-Ha, we're obviously not going to exclude those who won't be going for another year or two. The Preview is free, and there is no sign-up list.

On July 6, the Miami-based Coast Guard Cutter **Campbell** was on routine patrol 50 miles south of Cayos de Albuquerque, Colombia, when somebody seemed to be dumping bales from the 65-ft Honduran fishing vessel **Ocean Mistery**. So the cutter went over to investigate. The fishing boat refused to stop during what turned out to be an hour-long chase, which surely raised suspicions further. Finally, the cutter fired warning shots across the bow from her 50-caliber machine gun. Who would have thought, but those bales were full of cocaine. The Coasties recovered 6,700 pounds of the stuff, which they say would be worth \$220 million on the streets of the U.S., which is where it was ultimately headed.



The inspirational Jasper and Flo — who proved once again that the key ingredient to fulfilling cruising dreams is not money, but passion.



This month's **Cruising Question**. You're about to head across the Pacific, but your budget is limited to the extent that you can either have an EPIRB or a Iridium Satphone. Which do you choose and why?

"Dreams are for dreamers; goals are for doers," is one of Flocerfida Benincasa's favorite mantras. Thanks to a large bosom and an streak of giggly exhibitionism, many will remember the young Filipino woman from the '03 Ha-Ha. Not quite as many will remember her husband Jasper, of course, who prefers a lower profile. The two met in biology and chemistry classes in Las Vegas, worked in that glitzy city for a couple of years, and just about went out of their minds. Knowing there was more to life and not willing to settle for mediocrity, they — despite very limited sailing experience — decided to do the Ha-Ha and sail across the Pacific aboard their humble gas-powered Columbia 34 **Flocerfida**. And proving once again that money is not the major obstacle in successful cruising, they had wonderful adventures all the way to New Zealand. So why are they back in Vegas selling real estate? They had so much fun, they want a bigger boat for their next cruise.

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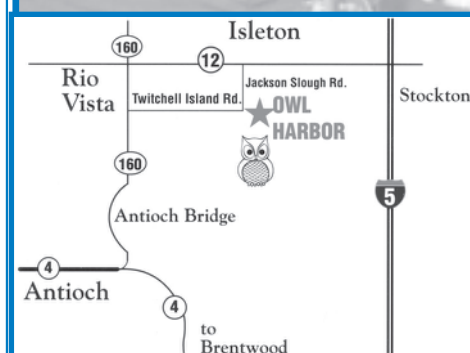


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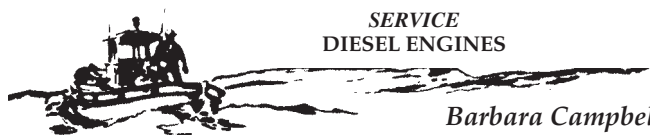
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IT'S HA-HA TIME!

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 165 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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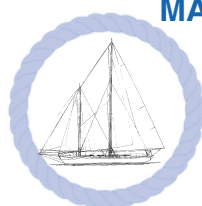


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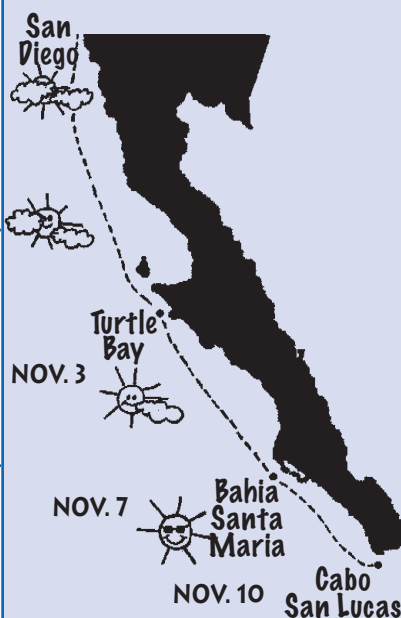


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IMPORTANT DATES

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.

Baja Ha-Ha Inc.

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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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CAL 25 Mk II, 1978 in very good condition with transferable San Francisco Marina slip. Yanmar diesel. Too many upgrades to list. Best offer. Email: cal25sf@gmail.com now for more information or call (510) 504-0565 after August 8th.

ISLANDER 26, 1977 & SCHOCK 26, 1965 both with trailers, both always in freshwater in Tahoe and much equipment. No corrosion or rust. \$3,500/obo/each. Barry (805) 440-5651.

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MacGREGOR 26, 2004. 50 hp outboard, stern rail seats, GPS, VHF, stereo, depth, stove, trailer. Ready to go. \$26,000. (707) 812-4003.

ERICSON 28, 1987. One owner, documented, well maintained, 7 sails (North, Pattison, UK), new mainsheet traveler, tiller steering, new canvas, beautiful teak interior, 6'1" headroom, 6 berths, Universal diesel, shore power, battery charger. \$24,000/obo. Tom (714) 826-3652.

ALBIN 25, 1971. 21D Albin engine. No trailer. Needs TLC, all original. V-berth, stern cabin, head, galley, Runs good. Seaworthy. A very cool boat. \$6,500. (707) 374-3201 or ontheslew@aol.com.

CATALINA 25. One owner, fresh water only. Honda 8 hp four-stroke, Tillermaster steering, cruising spinnaker, 110, 150, drifter, etc. Tandem-axle trailer. Located Delta. Only \$7,000. A real beauty. (916) 777-5510.

TANZER 7.5 (24' 7"), 1980. shoal draft. Clean pocket cruiser and double-axle trailer with new tires. Great for Bay, Delta, or Tahoe. Ready to sail or drive away. Call Bill and make offer. (805) 710-0917.

ERICSON 27, 1972. Two boat owner needs to sell to finance world cruise. Great day/coastal cruiser. Too much new equipment to list. New running and standing rigging, gas tank, shaft, spreader brackets, boom, all lines led aft. \$11,500. (415) 259-8626.

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. \$4,500/obo. (209) 586-9557.

MacGREGOR 26, 1989, \$6750, with trailer. Well kept, always trailered. Berths for 2 adults and 2 children. She has been a great boat, but we have bought a larger boat and need to sell her. Comes with mainsail, jib, genoa, sail covers, Raymarine ST60 speed/depth, VHF, solar panel, anchor with chain and rode, four PFDs, Porta-Potti. Almost new rudder, trailer tires. Located in Maxwell, hour north of Sacramento. No outboard. Call (650) 620-0065 or email: edwin_hoogerbeets@yahoo.com.

CATALINA 25, 1980 in very good shape. Pop-top with canvas surround provides more headroom at anchor and better visibility underway. Rig sound, fixed keel, genoa, main with reef points, gimbalede stove, cockpit cushions, 9 hp engine, VHF, more. \$4,700. (925) 457-4100.

29 TO 31 FEET

MT. GAY 30 RACER, 1997. Santa Cruz Yacht built, water ballast, 9 hp diesel, asymmetrical, main, #1, #3. IOR offshore rated. Swept rod rigging, running aft stays, carbon pole. Needs minor bottom work. On hard. \$40,000/obo. Email: willmcbriiggs@yahoo.com.

NEWPORT 30, 1978. In good condition. Located in Stockton. Two mainsails, three jibs, dodger, good running Atomic Four. Very comfortable boat. Not using it, she needs a home. \$8,935/obo. Call (209) 479-1769 or jriong@mail.com.

NANTUCKET CLIPPER, 1979. LOA 31.8'. Beam 9.2'. Yawl rig, full keel, FG, inboard Volvo 14 hp diesel. Head, stove, frig, 110 genoa, main, mizzen, storm tri-sail, roller reefing main. Excellent condition. Head room, liveaboard. \$12,950. Alex (415) 269-1823 or ja2rheda@yahoo.com.

ERICSON 29, 1973 with slip in MDR. Recent refit. All new cushions, teak and holly cabin sole, new running rigging, new Profurl with 135% genoa, Raymarine bi-data instruments, strong running Atomic 4 with new electronic ignition and new alternator, 2-speed self-tailing winches, new Jabsco head, Richie compass, full engine instrumentation, Sony AM/FM/CD/MP3, lifeline netting, new Awlgrip hull, Buy the refit, get the boat for free. Pics at: <www.ericsonforsale.blogspot.com> \$17,500. (818) 262-5368 or stephensmail@earthlink.net.

CAL 29 SLOOP, 1971. Excellent condition, large sail inventory, heavy ocean rigged, lots of hardware, cabin sleeps 6, galley, head, navigation, inboard gas Atomic 4. Cruising and racing. Great family boat or liveaboard. \$10,000/obo. Call Larry (304) 376-5425 or email: robertslaw@rcbhsc.wvu.edu.



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.

CATALINA 30, 1976. Roller furling, autopilot, tiller, electrical head. Atomic 4, needs repair. 2004 bottom job, good boat. Asking \$10,000/obo. (415) 296-0396 or (415) 828-3166.

NEWPORT 30, 1979. Wheel, Universal diesel, VHF, knot, depth, pressure water, battery charger, like-new main and jib, very good 150 genoa, Autopilot, 3-burner with oven LPG stove. \$16,500, trailer available. Located New Mexico. Call (505) 312-6313 or sandf@valornet.com.



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).

CAL 2-30 1970. Atomic 4, new batteries and VHS. 5 sails. Sleeps 6. Great boat for SF Bay. \$7,000. Call John (510) 864-7886.

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

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).



ERICSON 30, 1978. Pressure h/c water, CNG range, wheel steering, GPS, Yanmar diesel. Interior new in 2003. Main, 3 jibs, gennaker. Stockton Sailing Club. \$17,500. Call (916) 359-6955 or email: jabjnelson@aol.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. Email: mtown@att.net or (925) 998-5577.

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. \$15,400/obo. Call Dave (510) 498-1123 or John (415) 740-4629.



HUNTER 28.5, SLOOP RIG. Beam 10'6", draft 5'6". Yanmar 2GM20F diesel. Private aft cabin and forward berth, sleeps 6. Enclosed head with shower, galley, h/c pressure water. 12v ice box, 2-burner stove, microwave. Nav station desk, stereo AM/FM, VHF radio. Mainsail with battens, 2 reefs, Harken furling jib, extra jib in bag, anchor, BBQ, dodger, new batteries, 2-stage charger, 35" ss wheel, 3 self-tailing winches, swim ladder, much more. Located Coyote Point. \$17,000. Jim (707) 586-2835.

CLIPPER MARINE 30 SLOOP, 1975. Brisbane Marina. Well maintained, clean, 6' headroom, fixed keel, lead shoes. Fiberglass hull, 1 tiller, transom-hung rudder. New standing and running rigging. New Harken roller furler. Yanmar 2GM20FV diesel, less than 200 hours. Shore power, 2-burner stove, ice box, self-contained portable toilet. See: <http://lolltech.com/Clipper> (case sensitive). \$13,500/obo. Bob (650) 355-5166 (lv msg) or (650) 996-4631 (cell).

NONSUCH 30, 1979. Wishbone rigged catboat. Volvo diesel, huge interior, great headroom, fast. Being rebuilt. Interior needs finishing. Much new equipment, wiring, etc. \$29,500. (925) 934-1580.



CATALINA 310, 2002. Raymarine GPS, knot, wind, depth, autopilot. Sirius sat. radio and CD player. New bottom paint Dec 2004. 120 hours on diesel. Spin, all sails and boat in great shape. Mission Bay. \$79,900. Chris (951) 551-0995.

ERICSON 30+, 1984. Immaculate. Completely refit and well-maintained, with many extras. Perfect for daysailing, coastal cruising, or club racing. See website for details and pics: <http://www.jamesw.com/arae> \$35,000. Call (510) 748-9712 or email: jlw_@yahoo.com.

CAL 29, 1974. Good condition throughout. New deisel engine, 20 hp, s/s fuel tank. Epoxy bottom, no blisters. Daysailed only, rigged for singlehanded sailing 2 anchors, autopilot, spinnaker, genoa and main in good condition. \$12,850/obo. Call (707) 217-9843.



MARINER 31 KETCH. Beautiful vessel, gorgeous cabin. Liveaboard available, Moss Landing permanent slip. Perkins 104, 521 hours. 110 and 155 genoa. Well-maintained gem. \$28,000. Wayne (831) 633-6456 or raynesurf@aol.com.

CATALINA 30, 1982. Excellent condition. Loaded. Wheel steering with pedestal mounted Autohelm, GPS, depth, and knot indicator. Universal diesel with low hours. Dodger, hot and cold pressure water, refrigerator, gimbalede stove, holding tank with macerator pump, 2 water tanks. Standing rigging and dinette upholstery 3 years old, bottom job last year. Sails: 2 mains, 2 jibs. Brightwork done recently, plus more I'm probably forgetting to mention. \$26,000/obo. Charles (415) 420-3957.

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

GO CRUISING IN THIS LIFETIME. Rare Sausalito-built Triton 28.5-ft heavy-built fiberglass, full keel. Sisterships have done many circumnavigations. Featured in many books. 5 sails, 6 anchors, medical/survival gear. Charts, Mexico to Australia. First \$8,900 takes. (619) 277-0593.

ERICSON 30+, 1980. Performance cruiser, excellent condition. Universal 16 hp diesel. 5 sails including spinnaker. Autohelm instruments including wind. Mast and boom rebuilt. Roller furling jib. New lifelines. Many extras. Photos available. \$23,000. Call (650) 348-7389 or (650) 533-0840 or sharin6@hotmail.com.

CATALINA 30, 1982. New sails, tilt-away mast and winch, wheel steering, Atomic 4 but 2 cyl 18 hp Yanmar diesel ready. Excellent condition but diesel not yet installed. Blister job completed 8/04. As is \$13,500. Call (510) 830-7982 (eves).

HUNTER 29.5, 1997. In excellent condition. Fully equipped. Lazyjacks, roller furling, Yanmar diesel, Autohelm, AM/FM stereo, etc. \$41,000/obo. Please call (510) 632-2370 or (510) 614-9817 (eves).

ERICSON 30+, 1982. MUST SELL. Inboard Universal diesel, galley, head. Needs some TLC. Berthed at Port of Redwood City. \$15,000/obo. Call (650) 367-8184.



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.

CATALINA 30, 1980 with wheel, new GPS/depth/knot log, standing rigging, roller furling, 130 RF jib, Garhauer traveler, battery charger, swim ladder, interior cushions and upholstery, refrigerator, hinged teak hatch doors and cockpit C-cushions. Much more. \$16,995. (530) 470-0511.

HUNTER 29.5, 1996. In excellent condition. Fully equipped. Bottom paint 6/05, asymmetrical spinnaker and 2 mainsails. Yanmar diesel, Autohelm, AM/FM stereo, etc. See: <<http://www.geocities.com/janusztus/boat.html>> \$39,000/obo. Please call (925) 672-7682.

30-FT KNARR. Fiberglass, Sausalito berth, best racing class on the Bay, best social group on the Bay, former class championship boat. \$14,900. Call (949) 244-6838.

CATALINA 30, 1985. Universal cyc diesel, wheel steering, self-tailing winches, H/C pressure water, new starter, alternator, runs excellent, documented vessel. Need sails, TLC, illness forces immediate sale. \$16,900. (415) 568-5508 or (415) 221-2765.

PACIFIC SEACRAFT 31, 1986. Cutter, loaded with factory options and extras. Great condition. Windvane, autopilot. Radar, EPIRB, 3 VHF's, 2 GPSS. CQR and Fortress. Solar, refrigeration. Low diesel hours. Avon and 3.3 Merc. Ventura. \$89,500/firm. <<http://www.members.cox.net/ps31capella>> (805) 895-4189 or ps31capella@bigfoot.com.

CAL 29, 1978. Upgraded, ready to sail. Roller furling, wheel steering, fresh rigging, bonding coat, 2 props, other extras. Pressure water, shower, excellent Yanmar 2 cyl FWC diesel, refrigeration, stove, oven. 2 sets sails. \$11,000/obo. Partnership possible. Roger (415) 331-5251.

32 TO 35 FEET

HUNTER 33, 1961 with a liveaboard slip. Slip fee is \$400 per month. Twin Chrysler engines, good running condition. Mahogany plank. Call Frank (650) 952-0333.

TARTAN 10, 1980. Classic S&S design. Farymann diesel, complete sail inventory new standing rigging, all records, spare parts, due for haulout. \$12,500. Call (831) 247-7013 or email: danb@mbari.org.

CORONADO 34. Motivated seller. Great Bay/coastal cruiser. New mainsail with Dutchman, recent jib. Many extras including refrigeration, propane stove and heat, GPS, h/c pressure water, windlass, cockpit cushions, dodger. Spacious interior with huge V-berth. \$18,000/obo. Call (209) 531-6596 or wigles@sbcglobal.net.

CALIBER 35 LRC (Long-Range Cruiser) wanted for extended coastal cruising. Call Jim (480) 893-3464 or email: synergy1 at compuserve dot com.



MARCHAN, 2001 BENETEAU 331. Has been a very popular boat within OCSC fleet, and professionally maintained by OCSC staffs. In-mast furling main, furling genoa, Yanmar 27 hp, Raytheon ST60 Tridata, GPS, Horizons VHF, fridge, propane stoves, microwave, hot shower both in cockpit and at transom, JVC stereo, etc. Beautiful. \$80,000. Call (650) 793-3803 or email: emorita@comcast.net.

CORONADO 35, 1971: CHEAP. Custom davits, clubfooted self-tacking jib. No other extras. No real problems except that Atomic 4 is dead. Good basic cruiser or liveaboard. Bulletproof. \$7,500/obo. Trades considered. Owner carry considered. Capt. Scott (760) 223-0628.

J/105, 1992. Blackhawk is a fast pre-Scrimp model with numerous trophies in this competitive one design class. Wheel, B&G instruments, mast display, GPS, Simrad internal Autohelm, extensive Quantum sail inventory. Faired bottom. No brokers, please. Sausalito. \$89,500. Call (415) 435-3573 or deanj105@comcast.net.



PEABODY 35 WOOD SLOOP. Project to finish up. Alaskan yellow cedar, teak inside, less than 30 hours on rebuilt Mercedes OM636 with new heat exchanger. Raw water strainer, water pump and dry lift exhaust, Heart 30 inverter, Link 2000, two 8d batteries, new AC/DC panel, not wired. Out of water 12/93 for seam filling/painting, added transducer for Simrad depth, chartplotter. Edson steering, 46' fir mast not stepped, double spreaders need to be rigged, Merriam gooseneck. Lots of winches, boat cover, turnbuckles, dorade boxes, brass cowls, etc. Out of time, money. \$3,500. Moving, need to sell now. Paul (415) 596-5852.

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.

CATALINA 34, 1987. Well equipped, maintained, three headsails, furling self-tacking jib, newer dodger, full sunshade, weather cloths, refrigeration, propane stove, heater, wind and depth instruments, reliable diesel, CD, upgraded 12v, beautiful teak interior, many extras, recent excellent survey. \$49,500. (650) 969-9327.

CAPE DORY 33, 1980. \$59,500. Bristol condition with 4 new sails, canvas covers, dodger, refrigeration, electrical panel/wiring, standing rigging, lifelines, stereo, VHF, ultraleather interior cushions and more. See at Brickyard Cove Marina, B17. (775) 332-1761 or larry.mace@gt.com.

YAMAHA 33. This boat was completely upgraded over past two years at cost of \$15k in preparation for Singlehanded TransPac. Now I must move out of state. Rebuilt Yanmar with 30 hours, new standing rigging, lifelines, radar/chart, SSB, chainplates, Harken furling, solar panels. Wheel steering, newish dodger, autopilot with backup, monitor, emergency rudder. Too much to list. Ready to go anywhere. I love her and it shows. \$35,000. John (415) 302-2324.

TURNKEY, NICELY OUTFITTED Pearson 35. Fast, safe, seakindly 1976 Pearson with dotting owners. Mexico, Hawaii vet 2001. Cape Horn self-steering, oversized ground tackle: Bruce 40, 5/16 HT chain, Lofrans electric windlass. Furuno radar, new aluminum fuel tank, Racor filter, rebuilt injection pump, injectors on reliable Westerbeke diesel. Hauled, painted, and surveyed in February. \$27,000. Please call Matt (650) 906-5177 or email: matthew.shore@gmail.com.

HUNTER 33, 1980. CHERUBINI DESIGN. New mainsail, headsail with furling system, new head, interior updated, LectraSan onboard just needs to be installed, set up for pressure water needs to be installed. Topside paint needed. \$17,500. (925) 980-1771. Call for pictures and more specs.



CS 33, 1981. Cruiser/racer. New Yanmar diesel 1998. Thoroughly refitted 2003-05. New stuff includes rigging, mainsail, genoa, wind generator, propane barbecue, instruments, GPS, stereo, 500w inverter. Re-wired, re-upholstered, refrigeration, batteries. Fast, beautiful yacht, Berkeley Marina. \$30,000. Call (415) 676-1518.

PEARSON ALBERG 35. Excellent condition and great brightwork. Boat has been well maintained and has many upgrades. She needs a new engine and bottom paint. Owner is retiring. Great price at \$14,700. (510) 528-0562.

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. \$28,000/obo. Duncan (415) 902-0771.



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. Price reduced: \$31,500. Call (510) 331-7899.



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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.

36 TO 39 FEET

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



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, 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.



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

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.

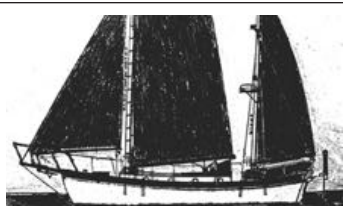


39-FT X-YACHT, 1989. Thoroughbred racing yacht with many wins to its credit. Carbon hull, 4 spreader fractional rig, Ockam instruments, good sail inventory. Trade considered. \$34,900. Call (360) 366-0304 or (360) 354-3407 (eves).

UNION 36 CUTTER, 1978. Project boat. Universal 5-432. Three sails, wood mast and boom. Good solid boat, needs paint, etc. On the hard in Seattle. \$36,000. Mike (253) 232-3599 or email: smithgonow@hotmail.com.

PACIFIC SEACRAFT MARIAH. Double-ended, cutter rigged sloop. Bowsprit, etc. 2 cyl Yanmar, basic equipment. Boat needs misc. work. Best offer over \$25,000. (510) 409-9735 or boatbrain@aol.com.

IRWIN 37 Mk V, 1980. Center cockpit. 40' LOA, 11'6" beam, 6' draft. 50 hp Perkins. 2 heads. Baja Ha-Ha vet. Two years Mexico. \$30,000 refit in 2003, loaded for cruising. New sails, stainless arch davits, electrical, windlass, ST6001 Gyro autopilot, much more. 200 gal water, 65 gal fuel. Will consider trade plus cash for larger sailboat. Asking \$63,000. Tim (707) 324-9608 or sylvunasea1@yahoo.com.



TAHITI DREADNOUGHT 38 OA KETCH. Double fiberglass, cored. Classic global bluewater cruiser. New in 1992: 2003 Volvo diesel, smart charger, refrigeration, water heater, electric panels. Long list recent inventory, hauled surveyed and painted in 2005. 7 sails, multiples of: Anchors, GPSs, radios, extinguishers, depthfinders, autopilots. 2 x 4 galvanized, welded, steel skeleton throughout with triple-reinforced steel in epoxy/metal full 6,500-lb keel. Skipper's age and new location oblige sale. Berth 336, Alameda Svendsens. Offers: (530) 477-5007 or fax (530) 274-8662.

PEARSON 365 KETCH, 1976. Excellent liveaboard/cruiser. Walk-in bathroom/shower, U-shaped galley, lots of room and storage. Just hauled, surveyed and bottom painted. Diesel, radar and much more. For pictures go to <www.asdwindsurfing.com> Motivated seller \$37,000/obo. (650) 921-1513 or (650) 348-8485.



LANCER 36. Excellent liveaboard, sleeps 6. Lots of beautiful teak inside, 3 sails in good condition. \$25,000/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.

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 2003. \$84,000. Dan (808) 293-2251.

HUNTER LEGEND 35.5, 1989. \$46,500/obo. Excellent condition. New paint in April. Two-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.



CUSTOM 37 SLOOP, 1977. 37' x 11.5' x 6.5'. Yanmar, strong, beautifully built world cruiser. 14 tons. Warm mahogany interior. Sleeps 5. Hydrovane self-steering, 6-man Avon liferaft. Wind generator, windlass, all chain 3/8", Delta, CQRs. 12 custom bronze opening ports. Lovely galley, 2 ss sinks, Force 10 with oven, refer, lots of cruising charts and gear. Recently returned from Med and Carib. Comfortable liveaboard berth, Sausalito. Safe world cruising for \$29,500 for quick sale. Don't think of paying more. (415) 847-1741.

CHEOY LEE LUDERS 36, 1969. Beamish, repeat winner of SYC Cheoy Lee regatta. Teak cabin sides. Perkins 4-108 diesel. Roller furling jib. Estate sale. Asking \$17,500/obo. Call Sarah Fairchild (530) 292-3585 or ndpalmer@earthlink.net.



CATALINA 36, 1983. Windchime. Excellent condition, well equipped, very well maintained. Priced at \$48,500. See details and picture in May *Latitude*. For more info and pictures call Dave (916) 826-1714 or drvii@hotmail.com.

TAYANA 37, 1987. Moving to mountains. Boat in Florida, ready to sail back to Caribbean. Original owner, continuously maintained. New Awlgrip. No teak decks, no cast iron tanks. \$115,000. Photos/info: <www.tayanalaes.com> or call (904) 891-6744.

HUGHES 38 SLOOP, 1970 with Monterey slip. S&S design, built in Eastern Canada. New Universal diesel engine, 60 hours. Pictures available. \$38,000. Call (831) 915-4984 or (831) 775-2475 (wk).



37-FT ZEELAND YAWL. Dutch steel, round bottom, full keel, pretty lines. 27 hp Yanmar diesel, 2 speed s/t winches, new main mast and rig 1994. \$28,000, reasonable offer, possible trade for small trailerable and cash. (209) 482-2453.

MORGAN, 382, 1980. Well equipped, good electronics, GPS, hard dodger, Perkins 4-108, Autohelm, Monitor windvane, electric windlass, Adler-Barbour. Asking \$62,500. For specs please call (213) 500-0009 or (213) 999-1450 or email: oukiva80@hotmail.com.

CATALINA 38, 1981, HULL #180. S&S design, white hull with blue sheer stripe. Best value under \$60k, replacement over \$150k. Fast Bay racer, PHRF 114, perfect Delta cruiser. CNG stove and pressure water, Yanmar 3 cyl diesel with very low hours. Heavy duty #48 Lewmar 3-speed winches, wheel, roller furler genoa, spinnaker, etc. 3rd owner. Newport Beach only since new. Photos and survey available. Price reduced to \$49,995, includes delivery to Alameda. Hurry. (949) 533-5317 or (714) 545-4537.

ISLANDER FREEPORT 36, 1981. Plan B. Pathfinder diesel, electric windlass. Excellent condition. Great for cruising or liveaboard. \$63,000. (925) 825-2026.



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.

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ISLANDER 36, 1985. Very clean, well maintained. Great boat that sails well. \$63,500. <http://www.parkwebdesign.com/islander.htm> (619) 977-9584.

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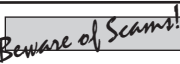
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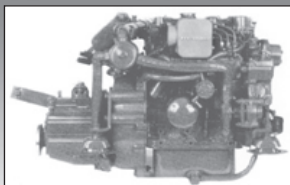


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CSY 44 FIBERGLASS CUTTER, 1979. Exceptional local/long-distance cruiser, 3 cabins. 62 hp Perkins diesel with spares. Windlass, XL anchor tackle, windvane, huge cockpit with hard dodger, sailing dinghy. Kid-friendly. Newport Beach, CA. \$79,000. Call Bruce (360) 966-7374 or nashira_sail@hotmail.com.



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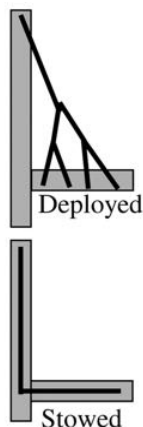
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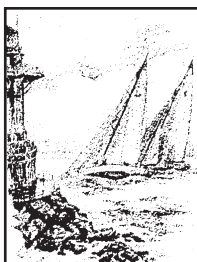
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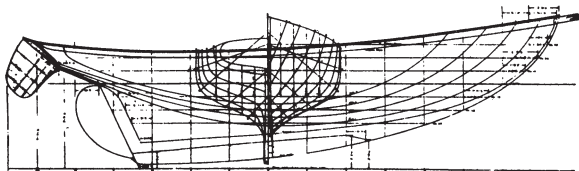
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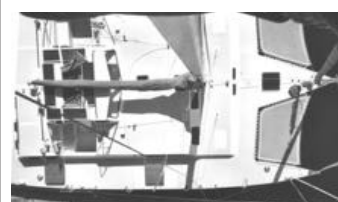
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SEARUNNER 34 TRIMARAN. Pro built, foam core, cutter rigged. Seven sails, new Yanmar 2GM diesel, less than 26 hours. Radar, 2 GPSs, inflatable dinghy and 5 hp Nissan outboard. VHF receiver, The Captain nav program, many spares. Nicest 34 around, strongly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



CROSS 42 Mk II PILOTHOUSE SLOOP trimaran, 1976. LOA 47', beam 24', draft 4'2". 90 water, 90 fuel, autopilot. New 18" self-adjusting 3-bladed prop, 1-1/4" ss shaft. Haulout 4/05, two coats bottom paint. Surveyed 4/05, glowing report. New standing/running rigging, bigger, stronger. Windlass, Perkins 4-108, 7 batteries. 4 solar panels, roller furling, custom swimstep. Refrigeration, unlimited hot water, pressure system. 4 queen beds, 2 heads, 1,000 sq ft deck. Stable, fast, beautiful. Financing available to right party. \$129,000. (530) 277-9507.



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34-FT SEARUNNER TRI. Price reduced to \$32,000/obo. Pro-built epoxy/mahogany in 1989. New rig and mast LPd in 1999. 5 solar panels, wind gen, GPS linked to radar, SSB, VHF, LORAN, 2 CPT autopilots, 406 EPIRB, windvane, opening wind screen, cockpit enclosure, awning, 2 stoves, cabin heater, Isotherm reefer, many spares. 3 anchors, windlass, 275 HT chain, drogue, para-anchor, bridles, rode. 8 bags sails, good to new condition. Universal diesel. 2-boat owner must sell. trigeorge@hotmail.com or (916) 505-3397.

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UNION 36 CUTTER, 1980. Perkins 4-108. Profurl, radar, ICOM710 Ham/SSB, GPS, Avon RIB, 8 hp o/b, EPIRB, Muir windlass, solar panels, 5 anchors, Heart inverter/charger. Cruise equipment, spares, etc. \$65,000. Sailingman68@yahoo.com.

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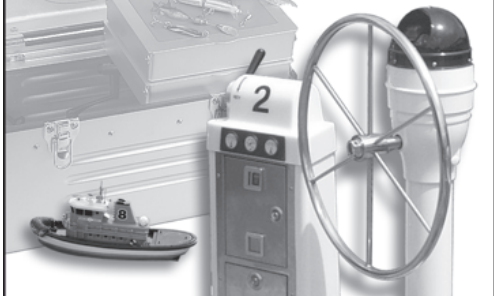


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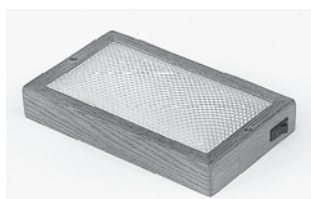
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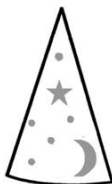


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ISLANDER BAHAMA 24	\$500	ISLANDER 21, 2 headsails, Standard Horizon fatho	\$500
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32' WESTSAIL cutter, '75	47,000
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35' BENETEAU OCEANIS 351 sloop, '95	105,000
35' PEARSON ALBERG sloop, '64	27,500
35' CORONADO CC sloop, '74	30,500
36' ISLANDER sloop, '75	29,000
36' UNION POLARIS cutter, '77	62,000
37' ENDEAVOUR Plan B sloop, '78	52,500
37' HUNTER cutter-rigged sloop, '80	34,900
37' PEARSON sloop, '89	69,500
38' HUNTER 380 sloop, '99	119,500

38' ISLANDER FREEPORT sloop, '85	89,950
39' HUGHES COLUMBIA CC cutter, '81	79,900
39' WILLARD CC ketch, '58	35,000
40' CATALINA 400 sloop, '95	139,000
40' COLUMBIA cutter-rigged sloop, '64	55,000
40' IRWIN CITATION sloop, '79	42,000
41' COOPER 416 pilothouse sloop, '79	109,000
41' CUSTOM German steel sloop, '82	SOLD!
41' MORGAN O/I ketch, '78	69,750
42' CASCADE CC ketch, '65	47,500
42' CATALINA Mk II sloop, '97	159,900
42' CHEOY LEE CLIPPER ketch, '70	69,500
43' TANTON cat ketch, '84	145,500
44' GAFF-RIGGED cutter ketch, '61	25,000
44' KELLY PETERSON CC cutter, '78	115,000

45' MORGAN 452 CC ketch, '78	99,500
46' CAL cruising 3-46 CC sloop, '74	119,900
46' PAN OCEANIC CC cutter, '85	149,000

POWER

21' TROPHY 2052 walkaround, '01	28,500
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25' SKIPJACK sports cruiser, '87	40,000
28' CHRIS CRAFT Amerosport cruiser, '88	22,000
28' SKIPJACK flybridge sportfisher, '90	45,000
31' TIARA 3100 Express sportfisher, '93	140,000
37' HATTERAS convertible sportfisher, '77	119,900
38' BERTRAM sedan SF, '76/'01	145,000
42' GRAND BANKS classic trawler, '76	175,000
44' TROJAN F-44 MY, '78	144,000
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40' O'DAY SLOOP, '86. Queen of the O'Day fleet! Drawn by Philippe Briand, it was first built as the Jeanneau Sun Fizz 39. The legendary C. Raymond Hunt's firm was called to redesign it as the O'Day 40/Jeanneau Sun Fizz 40. This is a nice, cruise-equipped example. She's quick on every point of sail, stable and sea kindly. Below, she's very roomy, even an aft master stateroom with a queen-sized berth. **Plan your trip to San Carlos now! \$77,500 USD.**



43' MASON CUTTER, '79. Masons are lovely semi-custom boats – and this one is unique. Featured in 1984's action adventure hit, *Romancing the Stone*. She's been cruising Mexico for the past several years. Her long-term owners have decided to move ashore. Nice shape, well equipped and currently in dry storage. Plan your trip now to check out a movie star, then cast yourself in the role of skipper and sail off into your very own sunset! **\$130,000 USD.**



34' BAHIA 340 KING CAT S/F, '95. Speed, stability, economy...this sportfishing cat does it all! Huge cockpit, custom chairs, she has all the bells and whistles. She has been recently upgraded and tweaked to make her an even better value. A proven tournament winner. Why not make her yours? And check out a price reduction of over \$10K...this owner wants your offer! **\$132,000 USD**



NEW ERA yachts



51' JEANNEAU
 Bruce Farr design, four cabin layout, diesel, furling main & jib. **\$190,000.**



47' BRISTOL, 1992
 Ted Hood design, solid craftsmanship, furling main & jib. Extensively equipped. **\$439,000.**



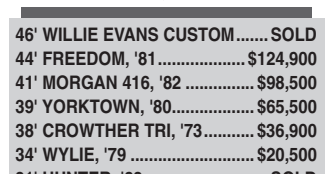
47' VAGABOND KETCH, 1981
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 Loaded. **\$138,000**



46' HUNTER 466 SLOOP, 2004
 Loaded. **\$255,000**



42' HUNTER SLOOP, 2003
 Loaded. **\$241,000**



38' BENETEAU OCEANIS 381, 1998
\$135,000



37' HUNTER SLOOP, 1998
 Loaded. **\$119,000**

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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

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**



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**

NEW LISTING



See at:
www.marottayachts.com

41' SCEPTRE raised cabintop performance cruiser, 1989. Deep, comfortable cockpit, step-thru transom, keel stepped mast, skeg hung rudder, wide decks with deep anchor well. Beautifully constructed in Vancouver, BC, powerful sailer, in very nice shape, lying in transferable Sausalito slip. **\$169,900**



See at:
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. **\$144,000**



See at:
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/sea kindly under power/sail. Lovely solid teak inter. built to H.C.'s exacting standards. More than \$50k spent on her past several years. **\$124,000**



See at:
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! **\$119,000**



See at:
www.marottayachts.com

37' TAYANA PH CUTTER, 1988 One of the few built as a pilothouse, she feels MUCH more spacious below decks and in the cockpit than the regular version! Never cruised, she's had only two owners. Shows very nicely: the interior looks and smells new. Low time on diesel, recent canvas, more. By appt. **\$95,000**



See at:
www.marottayachts.com

33' WAUQUIEZ GLADIATEUR, 1984 Classic European sloop in fantastic condition above and below, shows much newer than actual. Major refit '97 including repower, electronics, windvane, sails, dodger, etc. Interior shows as new, no teak decks but teak in cockpit looks new. Transferable Sausalito YH slip. **\$64,900**



See at:
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:
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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**



See at:
www.marottayachts.com

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

NEW LISTING



See at:
www.marottayachts.com

FLICKA 24, 1976 Never cruised, this Bruce Bingham-designed classic shows Bristol. Finished to Pacific Seacraft's high standards, one of the nicest late model Flickas on the market today. Rebuilt 9hp Yanmar dsl, new fuel tank, new interior, refinished brightwork, rewired, new dodger/canvas, new roller furler. **\$43,500**



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25' PACIFIC SEACRAFT, 1976 Don't be deceived by her size—like the Flicka, these boats have crossed oceans. With her full keel, she's right at home in typical Bay conditions, and with lines led aft she's easy to singlehand. She's in fine shape in and out, shows much newer than her actual age. **\$21,500**



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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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38' CABO RICO, '78
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CATALINAS: 42', 3 Stateroom, 1989, loaded.
34', 1987, \$54,000 (pictured)
30's, one w/Monitor & SSB, 2 from \$29,900



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



30' PEARSON 303, 1985
Little use, Sausalito slip.
\$30,500



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



41' MORGAN OI, 1979. Second owner, ketch rig, Webasto diesel heater. Nice Sausalito slip. Seller moving. **\$60,000**



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ERICSON 29, ISLANDER 28 (pictured), 30' S-2, 29' GULF PILOTHOUSE, and more!



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

SAIL			POWER		
66' LOD Kt.....	'78	349,000	36' Islander (3)....	'76-'78	49,500
57' Alden yawl.....	'31	244,000	36' Steadfast.....		49,500
55' Marco Polo.....	'83	40,000	35.5 Hunter.....	'94	72,000
52' Hartog schooner...	'99	195,000	34' Catalina.....	'87	54,000
51' Baltic.....	'80	249,000	34' Islander.....	'75/'85	31,500
51' Jeanneau.....	'94	190,000	34' Hunter.....	'85	41,000
50' Gulfstar, Mex.....	'77	89,000	33' Newport.....	'84	36,500
49' Gus March Cust....	'91	195,000	32' Nantucket yawl....	'71	19,500
48' Hughes yawl.....	'72	Offers	32' Pearson Vanguard	'63	24,000
48' C&C.....	'73	199,000	31' Hunter.....	'98	58,000
47' Vagabond.....	'80	150,000	30' Catalina.....	2 from	29,900
43T Hans Christian....	'90	221,500	30' Isl. Bahama.....	4 from	20,000
43' Cabo, cert.....	'71	63,500	30' S-2 CC.....	'78	26,000
43' Swan.....	'86	235,000	30' Pacific.....	'71	15,000
43' Slocum.....	'84	149,500	30' Catalina.....	'83	29,900
42' Custom schooner	'72	39,000	30' Pearson 303.....	'85	34,000
42' Bavaria.....	'05	235,000	30' Nonsuch.....	'82	57,500
41' Newports.....	'79	60,000	30' Baba.....	'79	60,000
41' Morgan OI.....	'79	60,000	30' Pearson.....	'85	34,000
41' CT ketch.....	'71	45,000	29' Gulf Pilothouse....	'84	23,000
40' Brewer PH.....	'88	129,000	29' Van der Stadt....	'69	16,000
40' Cheoy Lee MS.....	'75	89,000	28' Islander.....	'78	19,000
40' Newporter.....	'62	25,000	28' Isl. Bahama.....	'82	19,000
38' Ingrid ketch.....	'76	85,000	28' Herreschoff Sloop...		10,900
38' Ericson.....	'81	45,000	25' Pacific Seacraft....	'78	18,000
38' Ingrid.....	'74/'84	95,000			
38' Colin Archer.....	'51	58,000	86' Pacific Tender.....	'45	325,000
37' Irwin CC.....	'80	40,000	65' Pacemaker cert....	'72	499,000
36' Hartog.....	'92	24,500	62' Elco Classic MY....	'26	450,000
			58' Hatteras.....	'73	360,000
			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 SF.....	'81	97,000
			40' Pacemaker.....	'76	149,000
			38' Stephens.....	'48	36,000
			38' Californian.....	'76	69,000
			38' Hatteras MY.....	'69	49,900
			38' Bayliner.....	'87	106,000
			34' Tollycraft.....	'79/'80	59,500
			34' Tollycraft.....	'73	29,000
			34' Bayliner Avanti....	'87	38,500
			34' Uniflite.....	'77	25,000
			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
			29' Silverton.....	'85	26,000
			28' Fiberform.....	'76	12,000
			27' Sea Ray... '83, '88	from	14,000
			26' Calkins.....	'63	15,900
			26' Star Fire.....	'86	25,000
			26' Lobster Boat.....	'86	35,000
			24' Olympic.....	'97	Call
			24' Bayliner.....	'98	24,000
			24' Regal 242, trailer..	'98	37,000



JEANNEAU 51, 1994
Fast, safe, dependable cruiser. **\$169,500**



40' MARINER KETCH, 1974
Garden design, Perkins, Roberts AP, Furuno GPS.
\$57,800



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



HYLAS 47, 1986
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3 staterooms. Newer Perkins 85 hp and dodger.
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HUNTER 35.5, 1994 (pictured)
Real close to a 10. **\$72,000**
Also: 34', '85...\$41,000
31', '98...\$58,000



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53' GRAND BANKS (pictured)



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Two 34' TOLLYCRAFTS
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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**



50' GULFSTAR KETCH. Center cockpit. Loaded w/cruising gear, much new—too much to list. Dsl, dodger, genset, radar & much more! A big, comfortable bluewater cruiser in great shape w/all the amenities! **Ask \$124,500**



35' CONTESSA Sloop by Doug Peterson. Famous for great sailing & high quality. English-built performance cruiser w/dsl, furling, 2 spinn, good inventory, dsl heat, radar, etc. Computer w/nav. programs, more. **\$39,000**

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

29' ERICSON. 1/B, lots new. 12,500

29' C&C Sloop. Diesel, dodger, wheel. VERY NICE! Asking 14,000

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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

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

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32' loa, ALDEN MALABAR JR. Lovely classic auxiliary sloop by John G. Alden. 1/B, mahogany, bronze & oak. Cut away forefoot, full keel, full lifelines. Rare offering of a famous design by a master. **Asking \$17,000**

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



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

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*Fully restored Chinese
Junk readies for launching*

From the teak decks to the finely finished hull, this masterpiece of craftsmanship is the work of Nelson's Marine tenant Fred Anderson of Anderson Woodworking. In collaboration with Fred, Jack Scullion replaced and upgraded the entire electrical system. The Nelson facility hosted the restoration and added the recently installed generator and engine to the project.

It's a fine example of the breadth of services available at the Nelson Marine complex, which includes sailmakers UK/Halsey, Rooster Sails, Hansen Rigging, Metropolis Metal Works and Drake Marine Services. Our expansive facilities and large indoor work areas combine with an extensive list of skills available from the Bay Area's best collection of marine service businesses. From the well-finished bottom to a complete restoration, Nelson's Marine has the facilities to serve you best.

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