

# Latitude 38

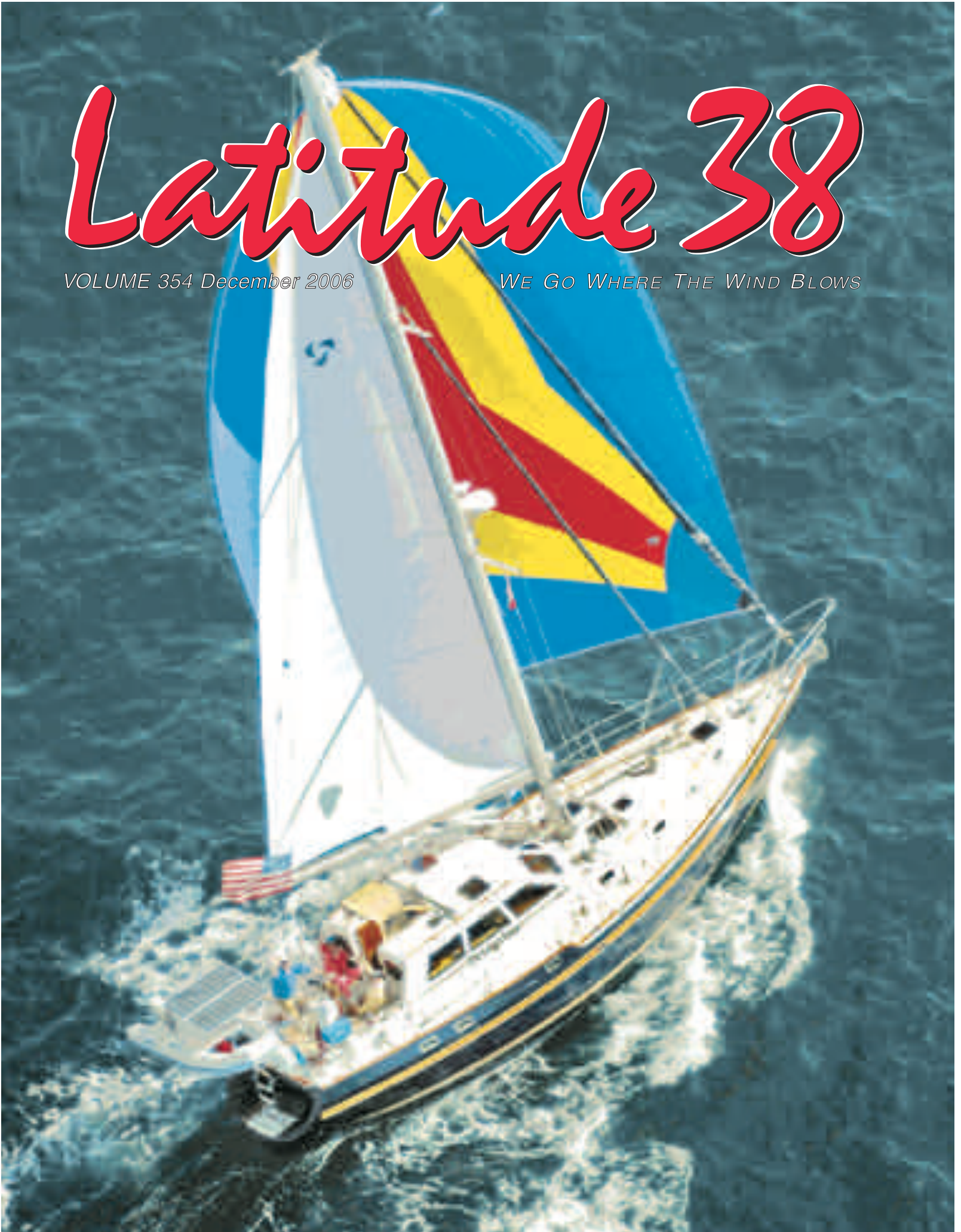
VOLUME 354 December 2006

WE GO WHERE THE WIND BLOWS

Latitude 38

DECEMBER 2006

VOLUME 354



# *Season's Greetings from the Grand Marina Team*

**At Grand Marina, we believe in hospitality, honesty and genuine services. These are just a few of the things you can take for Grand-ed when you stay with us. Grand Marina: Where every day is a holiday!**

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- Ample Parking available
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- Excellent customer service
- Monthly informative newsletter

## **DIRECTORY of GRAND MARINA TENANTS**

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*We have also re-opened our waiting list for liveaboard status.*



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# Opus Won

★  
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Holidays  
from all of us  
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We'll be closed from  
December 23 through  
January 1.

*Bloom County* was designed and built by naval architect Dave Mancebo for the Ondry family in 1984. Named after a comic strip and understanding the importance of humor, the goal was a fast, fun boat for competing in MORA, San Francisco's "Midget Ocean Racing Association" for boats under 31 feet in length. The boat's first sails were Pineapple Sails and she has been Powered by Pineapples ever since.

Tony Basso joined the crew in 1988 and four years ago went from dedicated crew to proud owner. He sees his job in each race as keeping the boat speed up and doing the bow, and generally lets his crew take turns driving. Last year he put two new Pineapple spinnakers on the boat, a ½ oz. he describes as a "killer sail" and a 1 ½ oz. for the windy ride in under the Golden Gate Bridge, and added a Carbon/Kevlar #1 genoa. *Bloom County* won the season that year and this year gave a repeat performance.

A new Carbon #3 jib from Pineapple Sails is on its way for 2007.

Call us today for that same Pineapple Power for your boat. [We do gift wrap!]



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

*Bloom County\**

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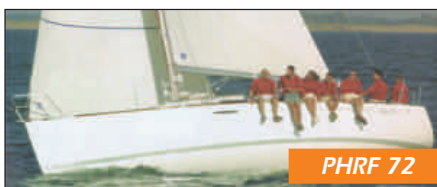
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PHRF 72

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Shown by appt.

**Beneteau 523**



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*Charles Tobias*  
Charles Tobias, Chairman

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Cover: Peregrine wings her way south with the Baja Ha-Ha 13 fleet.

Photo by: Latitude 38/Annie

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



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OUR DOCK

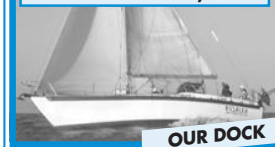
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2005 Catalina 320	\$139,000	2002 Jeanneau SO 37	\$149,999	1999 Hunter 410	\$169,000	2005 Jeanneau 49 SO	\$377,000
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2005 Hunter 33 Oxnard	\$115,900	2005 Hunter 38	\$209,000	1996 Hunter 42	\$169,900	2001 Jeanneau 52.2	\$379,999
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1998 Hunter 340	\$79,000	1998 Catalina 38	\$135,000	2002 Jeanneau 43 DS	\$259,000	2004 Custom Kernan	\$549,000
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Photo: Francoini / Azzura Marine

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## Latitude 38

*"we go where the wind blows"*

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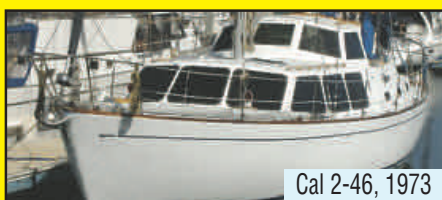


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**OPEN BOAT WEEKEND • DECEMBER 9-10**



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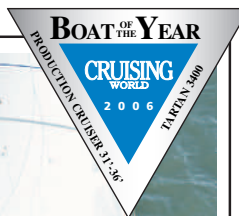
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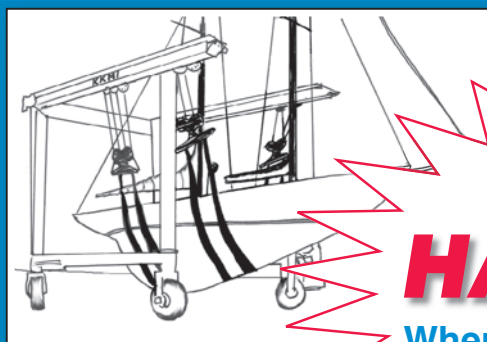
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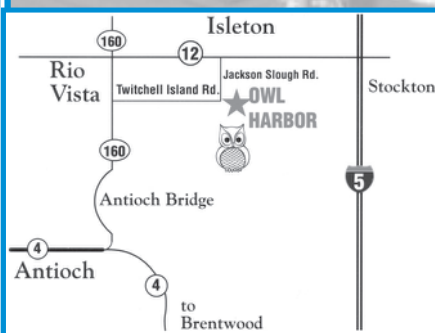


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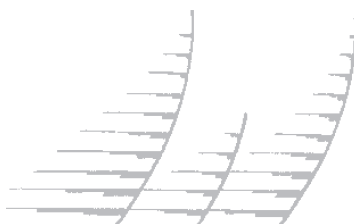
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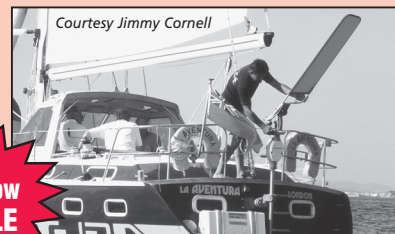
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Christmas in the 50's



Lighted Boat Parade

December 16, 2006

- \* Refreshments with Santa - 5 p.m.
- Lighted Boat Parade - 6 p.m.
- Parade will take place weather permitting



Get into the holiday spirit with a blast from the past in  
"Christmas in the 1950's"

Sit outside on a crisp winter evening, bundle up drinking hot cocoa  
and watch the decorated boats sail through the Marina.

Free guest berthing available December 15 & 16.

Award presentations will follow the parade in the Spinnaker Yacht Club

**Award Categories:**

Best Yacht Club • Best Power Boat • Best Sail Boat • Best Diving • Best Use of Theme • Best Stationary Boat • People's Choice

## Boat Entry Form

Contact Person: \_\_\_\_\_

Telephone: Day \_\_\_\_\_ Evening \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Boat Name: \_\_\_\_\_

Length \_\_\_\_\_ ☐ Sail ☐ Power ☐ Other \_\_\_\_\_

Yacht Club or Organization: \_\_\_\_\_

Will you need guest berthing? ☐ Yes ☐ No

Entry form must be submitted  
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Mail or fax entries to:

San Leandro Marina  
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Fax: 510/332-0489

For more information,  
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## CALENDAR

### Non-Race

**Dec. 1** — Northern High Lights presentation by Beth Leonard at OCC School of Sailing & Seamanship in Newport Beach, 7-9 p.m., \$20. Info, [www.occsailing.com](http://www.occsailing.com).

**Dec. 2** — Advanced Offshore Seminars by Beth Leonard at OCC School of Sailing & Seamanship. Topics: Sailhandling, weather forecasting, onboard communications, and heavy weather — take one or all four. \$30/seminar or \$105 for all with lunch. Info and registration, [www.occsailing.com](http://www.occsailing.com).

**Dec. 2** — Sail-A-Small-Boat Day at Richmond YC, 11 a.m.-4 p.m. A free and fun opportunity to test sail more than a dozen different dinghies. Info, (510) 237-2821.

**Dec. 2** — 30th Annual "Winter Wonderland" Lighted Yacht Parade on the Oakland/Alameda Estuary, starts around 5 p.m. Presented by Encinal YC, Oakland YC and Marina Village Yacht Harbor. Enter your boat at [www.encinal.org](http://www.encinal.org) or [www.oaklandyachtclub.com](http://www.oaklandyachtclub.com), or call (510) 522-3272.

**Dec. 2** — South Beach YC Lighted Boat Parade from McCovey Cove to the Ferry Building, Chili and hot buttered rum at the YC after. Info, [www.southbeachyc.org](http://www.southbeachyc.org).

**Dec. 2** — Vallejo YC Lighted Boat Parade. Info, Matthew at (707) 643-1254 or [vallejoyachtclub@sbcglobal.net](mailto:vallejoyachtclub@sbcglobal.net).

**Dec. 3-31** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Dec. 5** — Full moon on a Tuesday night.

**Dec. 6, 13, 20, 27** — Yachtsmen's Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker every Weds., \$12. Any YC members welcome. Contact Ron Young at (415) 601-3227 or [ron.young@sbcglobal.net](mailto:ron.young@sbcglobal.net).

**Dec. 6, 20** — Pt. Fermin Single Sailing YC invites singles to two monthly meetings. 6 p.m. at Acapulco Restaurant in San Pedro. Info, (310) 427-4817 or [www.pfsyc.com](http://www.pfsyc.com).

**Dec. 8** — 18th Annual Sea Music Concert Series continues aboard *Balclutha* at Hyde St. Pier. Shay Black, the eldest sibling of Ireland's famed Black Family of singers, performs, 8 p.m. Tickets are \$14 (\$12 for SF Maritime Park members). Call for info at (415) 561-6662 ext. 12.

**Dec. 9** — Celebrate "Christmas at Sea" aboard *Balclutha* at Hyde St. Pier. Join the Dogwatch Nautical Band as they perform sea chanteys with a holiday twist then stay for ornament-making and refreshments before the Big Guy arrives via boat. The Living History Players will take you back to Christmas 1901 at 6 p.m. Admission is \$5 (free for kids 15 and under) for the event, starting at 3 p.m. Reservations required for the Players. Call (415) 447-5000 for more info.

**Dec. 9** — 19th Annual Boat Decorating Contest at Pillar Point, beginning at 6 p.m., with a party following at Half Moon Bay YC. Info, [www.hmbyc.org](http://www.hmbyc.org) or (650) 725-2120.

**Dec. 9** — Petaluma River Lighted Boat Parade, begins at the marina at 6 p.m. Clam chowder at Petaluma YC after, \$7.50. Info, (707) 775-3636.

**Dec. 9** — Sausalito YC Lighted Boat Parade, starts at 6 p.m. with viewing along the waterfront. Info, (415) 331-7204.

**Dec. 9** — Berkeley YC "Christmas from Around the World" Lighted Boat Parade, from Berkeley Pier into the marina, 6 p.m. Info, Tom Jeremaison at [tom@sailingcamelot.us](mailto:tom@sailingcamelot.us).

**Dec. 10** — Cal Sailing Club will give free sailboat rides at Berkeley Marina, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**Dec. 14** — If you want to meet other single sailors, learn to sail or need crew, Single Sailors Association's monthly meeting is at Oakland YC, 6:30 p.m. Info, [www.singlesailors.org](http://www.singlesailors.org).

**Dec. 16** — San Leandro Marina's 15th Annual "Christmas in the 50s" Lighted Boat Parade starts at 6 p.m. with refreshments and a Santa visit at 5 p.m. Info, (510) 357-7447.

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**J/100, '05 #4 Faster Horses**  
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### J/109s

The ultimate Racer/Cruiser:  
'03, *Queen Bee*, carbon rig and luxurious interior, this boat has every option available;  
'04, *High Flyer*, (Marina del Rey)  
Clean and priced to sell.  
Make us an offer!

### J/120s

Outstanding one-design fleet, and comfortable performance cruiser:  
'98, *Hot Tamale*, turnkey race boat beautiful cruiser;  
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### J/105s

Incredible one-design fleet and perfect daysailer:  
'01, Hull #443. Very light use, on our sales dock;  
'01, *Taboo*, #375, race ready;  
'00, *Tenacity*, #357, could be a tax deduction;  
'00, *Out of Options*, #298, just listed.

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46' Elliott Tourer, *Bravado* • 37' Express, *Boomer*  
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## CALENDAR

**Dec. 16** — Loch Lomond YC's Lighted Boat Parade and Souper Supper. Info, (415) 459-9811.

**Dec. 21** — Winter solstice, the shortest sailing day of the year. They only get longer from here!

**Dec. 25** — Only 364 shopping days 'til Christmas.

**Dec. 30** — Join a SF Maritime Park Ranger for a free tour of the unique collection of small craft berthed on Hyde Street Pier's floating docks, 2-2:45 p.m. Info, (415) 447-5000.

**Jan. 5-14** — Northern California Boat Show at the Alameda County Fairgrounds in Pleasanton. Adults, \$10; Kids under 15 free. Info, [www.ncma.com](http://www.ncma.com).

**Jan. 9, 10, 16, 17** — Boat Smart Class, Marin Power & Sail Squadron in Novato, 7-9 p.m. Info, (415) 883-6777.

**Jan. 13** — Amateur Ham Radio Class at Coyote Point YC, 8 a.m. This all-day study session conducted by the Bay Area Educational Amateur Radio Society ends with the test. Graduates earn a Technician License. Reservations required, \$30 fee. Info, [rossbowling@sbcglobal.net](mailto:rossbowling@sbcglobal.net) or [www.baears.com](http://www.baears.com).

**Jan. 23** — Boating Safety class taught by the Santa Clara Power Squadron. Wilcox HS Library in Santa Clara, 7-9 p.m. \$30 text fee. To register, call DeWayn at (408) 255-6097 or go to [www.usps.org/localusps/santaclara/PE.htm](http://www.usps.org/localusps/santaclara/PE.htm).

**April 18-22** — Strictly Sail Pacific, Jack London Square. As the West Coast's really big all-sailboat show, this is a must-see for sailors. Info, [www.strictlysail.com](http://www.strictlysail.com).

### Racing

**Jan. 1** — Master Mariners' New Year's Day Race, Chili Potluck and Tacky Trophy Exchange, San Pablo YC. (415) 364-1656 or [www.mastermariners.org](http://www.mastermariners.org).

**Jan. 15-19** — 20th Acura Key West Race Week, the best regatta in the country. Info, [www.premiere-racing.com](http://www.premiere-racing.com).

**Jan. 20** — Richmond YC Little Daddy Regatta. Big Daddy isn't until March 10-11. Info, (510) 237-2821.

**Jan. 21-27** — US Sailing's Rolex Miami Olympic Classes Regatta (OCR), a Grade 1 ISAF event with competition in 13 Olympic and Paralympic classes. Info, [www.ussailing.org](http://www.ussailing.org).

**Jan. 27** — Three Bridge Fiasco, one of the oddest and most entertaining races ever invented, the first SSS event of the season. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**Apr. 5-9** — Grenada Round-the-Island Easter Regatta. Info, [www.aroundgrenada.com](http://www.aroundgrenada.com).

**July 9, 12, 15** — 44th L.A. to Honolulu Race, better known as 'The TransPac'. Info, [www.transpacificyc.org](http://www.transpacificyc.org).

### Midwinter Regattas

**ALAMEDA YC** — Estuary Midwinters: 12/10, 1/14, 2/11, 3/18. M.L. Higgins, (510) 748-0289.

**BERKELEY YC** — Midwinters: 12/9-10, 1/12-13, 2/9-10. Bobbie Tosse, [bobbie@ifcbat.com](mailto:bobbie@ifcbat.com).

**BERKELEY YC** — Chowder Races: Sundays through March except when it conflicts with above. Paul, (510) 540-7968.

**CORINTHIAN YC** — Midwinters: 1/20-21, 2/17-18. Info, (415) 435-4771.

**ENCINAL YC** — Jack Frost Series: 1/20, 2/17, 3/17. Charles Hodgkins, [rearcommandore@encinal.org](mailto:rearcommandore@encinal.org).

**GOLDEN GATE YC** — Seaweed Soup Series: 12/2, 1/6, 2/3, 3/3. Gary Salvo, (916) 215-4566.

**OAKLAND YC** — Sunday Brunch Series: 1/7, 1/21, 2/4, 2/18, 3/4. Craig, (510) 522-6868.

**REGATTAPRO** — Winter One Design: 12/9, 1/13, 2/10. Winter Keelboat: 11/4, 12/2, 1/6, 2/3. Info, (415) 595-8364 or [info@regattapro.com](mailto:info@regattapro.com).





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## CALENDAR

**RICHMOND YC** — Small Boat Midwinters: 12/3, 1/7, 2/4, 3/4. Kers Clausen, (510) 237-1307.

**SAN RAFAEL YC** — Midwinters: 12/16, 1/20, 2/17, 3/10, 3/24, 4/14, 4/28. Info, (650) 759-1134.

**SANTA CRUZ YC** — Midwinters: 12/16, 1/20, 2/17, 3/17. Info, (831) 425-0690.

**SAUSALITO YC** — Sunday Midwinters: 12/3, 1/7, 2/4, 3/4. J. Rigler, (415) 332-6367.

**SOUTH BAY YRA** — Midwinters: 12/2, 1/6, 2/3, 3/3. Larry Westland, (510) 459-5566.

**SOUTH BEACH YC** — Island Fever Midwinters: 12/9, 1/13, 2/10, 3/10. Nancy, (415) 409-1071.

**VALLEJO YC** — Midwinters: 12/9, 1/27, 2/24. Info, (707) 643-1254.

### Mexico, The Season Ahead

**Dec. 3** — Subasta at Marina de La Paz. This annual auction is held by Club Cruceros as a fundraiser for local charities and *colonias*, the poorest communities in the area. Anyone heading to La Paz is encouraged to bring marine and household items, as well as clothing, as a donation to the Subasta. Info, [www.clubcruceros.org/subasta06.html](http://www.clubcruceros.org/subasta06.html).

**December, 1984** — From an article titled *A Typical Cruiser's Day in La Paz* by Vern Rathfelder:

The thing about outboards is that they usually go bad little by little. When no amount of cussing, cajoling and hand-cranking will start them, when you have changed your last spark plug and when even a shot of ether from a can of Thrust squirted into the air intake won't start them, you've no other alternative but to face reality. It's time to haul the sucker aboard and do all of the things to clean up the problems that have been making your life miserable every time you jumped into your dinghy. Then maybe your old, decrepit, corroded outboard will serve you faithfully for another month — if you're lucky.

I pulled the cord, the engine roared, and I sighed with relief. Relief because I had invited three hefty ladies to come to the boat the next night for a drink and to watch Old Sol take a header in the west. I had met them while dancing to a great band at the Gran Hotel Baja — in front of which I was moored on the Bay of La Paz.

The ladies must have grossed 450 pounds, which is quite a load for my four-man Achilles inflatable. I sure didn't want to row them back and forth against the tidal current. With the motor running it would be a nice sunset visit.

Guess what. You got it! Halfway to shore to pick up the ladies, the Evinrude quit and wouldn't start for love, coaxing or scatological abuse. I also broke the pull cord. So I gave up, put one lady in the bow and the other two side by side in the stern to give me elbow room. I rowed out and back with the Evinrude getting more free rides. After again rowing to the boat for the last time that evening, I fell exhausted into my bunk and swore to haul the blankety-blank outboard to the *señor* who has 235 junk outboards next to the 15 he's currently repairing.

The car I loaded the Evinrude into is a 1963 Chevy II with three brakes and a bashed-in trunk. It's passed from yachtie to yachtie for \$200, has old California plates and hasn't been registered for three years. The upholstery on the front seat is shredded down to the wire mesh and it's dragging its right rear leg because one day, while going down a winding mountain near the little pueblo of San Antonio, I tried to apply the brakes but had none. I finally stopped by using the hand brake and throwing the transmission into reverse. Upon removing a rear



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## CALENDAR

wheel and brake drum, I found that the brake cylinder was squirting brake fluid.

Three locals in a 1974 LTD stopped to help and said "No problema, señor." One of them went to a nearby fence, pulled a nail, cut off the head and put it in the coupling to the hydraulic line, plugging the flow of brake fluid to that wheel. They filled my master cylinder from *their* can of brake fluid, replaced the wheel, and handed me a plastic shopping bag full of brake shoes and parts.

They smiled and said "Ahora tiene tres frenos. Vaya con Dios, señor." (Now you have three brakes. Go with God.) Being concerned, I asked "¿Pero no esta peligroso?" thinking it might be dangerous to drive with only three brakes. "No, no, señor. It's not dangerous. My LTD has only had three brakes for two years."

Thanking them, I drove to Cabo San Lucas and returned to La Paz with three brakes and "no problemas." Damned ingenious, these Mexicans. They have little so they learn to repair with a bit of nothing.

At the outboard motor junkyard, I was impressed with the *mechanico*. He checked everything I'd already checked then checked the compression with his finger in the spark plug hole. It must have had low compression because he removed the cylinder head and showed me the crack in the head gasket. He installed a new head gasket, replaced the cylinder head and tried to start it. It wouldn't start.

After replacing the capacitor, cleaning the points, dismantling the carburetor and putting it all back together again, it still wouldn't start. He finally took the flywheel off again (for the third time) and replaced the high-voltage ignition coil, reassembled the engine and, *voilà*, it started right up.

"Es lista," he beamed as he charged me 2500 pesos (\$7.50) for three hours work and parts. 1500 pesos is a day's wages for a local here. He's happy, I'm happy.

Back at the dock, the Evinrude started on the first pull. What a nice feeling! But at the end of the dock, which is about a third of the way to the boat, it quit! I hung on to the dock with one hand and tried to start it with no luck. I unscrewed the low-speed control valve and found no gas in the carburetor. Did I forget to open the fuel valve? No, the float valve was sticking again. To free it, I must disassemble the carburetor when I get to the boat. But not tonight, with the wind blowing up a chop and the boat rolling. *Mañana!*

I wish I could find another intelligent, compatible lady to share with me this wonderful, relaxing, sometimes frustrating, but always fascinating life on the Sea of Cortez.

**Jan. 31-Feb. 4** — 6th Annual Zihua Sail Fest in Zihuatanejo, Mexico. Five days of parties, contests, potlucks, races, BBQs, auctions and chili cook-offs are what attracted over 100 boats to last year's event, but the real payoff was raising money for the Netzahualcoyotl School for indigenous children. These kids, many of whom are orphaned, can't attend Mexican schools until they learn to speak Spanish. Last year nearly \$57,000 U.S. was raised — thanks in large part to matching funds raised by the Bellack and Underwood Foundations. To join in the fun and help some needy kids — even if you can't make it to the parties — go to [www.zihuasailfest.com](http://www.zihuasailfest.com).

**Late February** — Pacific Puddle Jump Kick-Off Party. Latitude 38, Paradise Marina and the Vallarta YC team up to host a final get-together for South Pacific-bound cruisers. It gives everyone a chance to compare notes and finalize radio skeds one last time, and also gives Latitude's Andy Turpin a chance to interview you and take your photo for the magazine. Open only to poeple who are Puddle Jumping this year. For details, email [andy@latitude38.com](mailto:andy@latitude38.com).



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## CALENDAR

**Sometime in March** — Pirates for Pupils Spinnaker Run for Charity, Punta Mita, Banderas Bay. *Latitude* and others host this 12-mile spinnaker run — one of the most pleasant in the world — to Paradise Marina to raise money for the schools in the village of Emiliano Zapata in Punta Mita as well as other schools around Banderas Bay. Sail your own boat or make a donation to sail on someone else's. But watch out for the whales! For info, email [richard@latitude38.com](mailto:richard@latitude38.com).

**Mar. 22-25** — The 15th Annual Banderas Bay Regatta is three days of 'friendly racing for cruising boats' and three nights of fun. The sailing conditions and the Paradise Marina venue couldn't be better. Everybody plays it safe because they are sailing their homes, and entry is free. It's the perfect time and place to have family and friends fly down and join you in the tropics. In fact, you'd have to be nuts to miss this one. The Regatta is part of the month-long Festival Náutico Vallarta. For details, visit [www.banderasregatta.com](http://www.banderasregatta.com).

**April 13-15** — La Paz Bay Fest. This will be the third year for this descendant of the (in)famous La Paz Race Week. After Race Week died, Club Cruceros created a new event for area cruisers that includes races, potlucks, cruising seminars and lots of other fun activities for the whole family. More info on Bay Fest 2007 will soon be found at [www.clubcruceros.org](http://www.clubcruceros.org).

**May 3-6** — Loreto Fest. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers for Ham tests, dinghy and other water activities, the Candeleros Classic race, and lots of participant created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit [www.hiddenpartyachtclub.com](http://www.hiddenpartyachtclub.com).

Please send your calendar items by the 10th of the month to [calendar@latitude38.com](mailto:calendar@latitude38.com). If you're totally old-school, mail them to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941 or fax them to us at (415) 383-5816. 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.

### December Weekend Currents

date/day	slack	max	slack	max
12/02Sat		0116/2.6E	0428	0726/3.2F
	1018	1337/5.2E	1733	2038/4.0F
	2356			
12/03Sun		0212/2.4E	0518	0812/3.1F
	1100	1425/5.5E	1823	2131/4.3F
12/09Sat		0141/3.4F	0508	0714/1.7E
	1034	1309/1.8F	1547	1913/4.0E
	2319			
12/10Sun		0231/3.2F	0555	0807/1.7E
	1140	1409/1.6F	1646	2004/3.5E
12/16Sat		0037/1.7E	0358	0652/2.2F
	0944	1259/3.9E	1708	2011/2.8F
	2320			
12/17Sun		0127/1.7E	0440	0732/2.2F
	1020	1342/4.2E	1750	2055/3.1F
12/23Sat		0023/3.7F	0400	0603/1.9E
	0857	1154/2.2F	1428	1808/4.9E
	2201			
12/24Sun		0108/3.7F	0444	0653/2.2E
	0959	1249/2.1F	1524	1858/4.5E
	2246			
12/30Sat		0609/2.8F	0902	1225/4.8E
	1630	1938/3.6F	2253	
12/31Sun		0104/1.9E	0406	0702/2.7F
	0950	1319/5.1E	1723	2034/3.8F
	2352			





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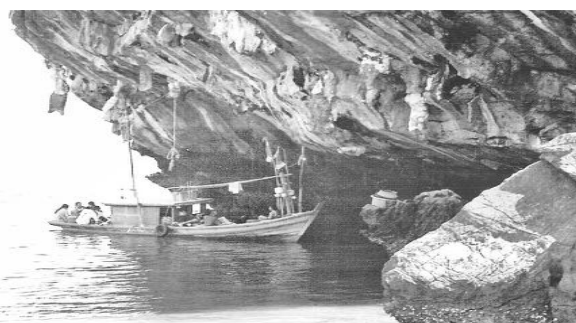
**Thailand 2007** Our third trip to the land once known as Siam. The Belize 43 is the vessel on which you will receive your ASA 114 Cruising Multihull cert. This trip includes a sail across the border to Langkawai, Malaysia. If you have never been to Southeast Asia or you want to go back, this trip offers it all.

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**Leg 1: (Feb 1 to 11) Phuket to Langkawai**

**Leg 2: (Feb 14 to 24) Langkawai to Phuket**



**Greece 2007** There is something very special about this trip. The region we will be sailing around has been determined by archeologists as the original site of Ithaca. We plan on two one way legs of 10 days each. One leg starts in the north at Corfu and we take our time sailing south to Lefkas. Then the second leg returns in 10 days back to Corfu.

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**Leg 1: (April 14 to 24) Corfu to Lefkas**

**Leg 2: (April 27 to May 7) Lefkas to Corfu**

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ASA Bareboat Charter \$795 (BBC) .....Dec 1- 3

ASA Catamaran Course \$595 .....Dec 9-10

#### Calendar Of Events

Radar Class \$165 .....Dec 16

Coastal Nav. Class \$295.....Dec 5-7,12,14

Farallones Day Trip \$185 .....Dec 16

RYA Courses .....Jan 13 - 24, 2007

#### CLUB SAILS (open to all)

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## LETTERS

### AN UNUSUALLY HAPPY ENDING TO A HA-HA

We had the pleasure of sailing in the 2006 Baja Ha-Ha aboard Andrew Vik's Beneteau 38 *Sea Fox*. After planning this trip for about a year we were very excited when, this past month, it finally came to fruition. We would like to share our story because our experience was truly an adventure of a lifetime.

Fredrik, a native of Sweden, grew up sailing the archipelago outside of Stockholm. Jennifer, a 'California girl', was introduced to sailing a year and a half ago when Fredrik started taking her out on the San Francisco Bay. She soon came to share Fredrik's passion for the sport and it wasn't long before she took over the helm.

The Baja Ha-Ha was to be our first extended sailing excursion and was a much anticipated 'leisurely coastal cruise'. Leg one ended up being something entirely different with high seas and strong winds fifty miles offshore. Jennifer was a real trooper and realized that her hopes of sailing in a bikini would soon be replaced with the reality of sharing the night shifts in her biggest down parka. Nevertheless, spirits endured, the true 'adventure' portion was accomplished and we were able to enjoy an additional half day in Turtle Bay.

"Smooth sailing" became our mantra for the rest of the trip. Legs two and three were filled with warm weather, beautiful anchorages and great parties. Our dream of sailing downwind with our colorful spinnaker flying in the gentle breeze finally came true. Stellar moments included dancing to the live band on the bluff at Bahia Santa Maria, eating fresh baked cookies with milk while sailing under the stars and watching amazing sunsets with green flashes.

Arriving in Cabo was a wonderful feeling, and we were definitely ready to celebrate. We had a blast with the rest of the Ha-Ha cruisers at the 'I Cheated Death Party' and the following day at the Mango Deck Beach Party. Saturday we all set sail aboard



COURTESY SEA FOX

**Fredrik popped the big question off the Friars in Cabo — Jennifer accepted.**

everyone had gathered on the front of the boat to take in the spectacular and romantic scene. Fredrik seized this perfect moment by getting down on one knee in front of Jennifer and proposing — she, of course, accepted. As it turns out this incredible voyage marked the beginning of the amazing journey we will share together for the rest of our lives.

Jennifer Goller & Fredrik Håkanson  
*Sea Fox*, Beneteau 38  
San Francisco

*Jennifer and Fredrik — Congratulations! With a reasonably long ocean passage under her belt, do you think that Jenny might be interested in doing the Puddle Jump for her honeymoon?*



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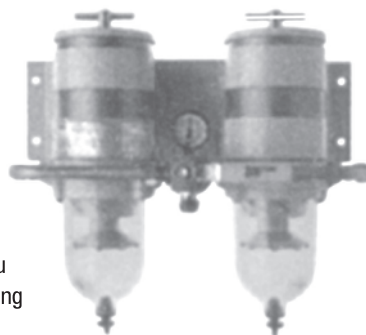
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## LETTERS

### ↑↓ IT'S JUST A DETOUR

I'm sitting in a cushy chair here in California getting my first chemo treatment. Across from me is a man who is also getting chemo. But he's on his last treatment, and is talking about sailing around the world aboard his Portland-based Catalina 42. He says a circumnavigation is something he's wanted to do his entire life, and it's taken cancer to motivate him to actually do it. How lucky is that, living through cancer to be able to start your dream?

It's ironic for me to be sitting across from a man who is ending his cancer treatments to go cruising, as my husband and I have been lucky enough to have cruised for six years and 25,000 miles before I had to start my treatments. As the blood-red Adriamycin flows into my veins, I close my eyes and listen to the man's stories of how he is going to sail down the coasts of Oregon and California to San Diego and start his trip with the Baja Ha-Ha. I smile at remembering it wasn't that many years ago that I told my friends that I was retiring, that my husband of 20 years and I were selling our home and all our possessions, and we'd be taking off on the adventure of a lifetime. And what an adventure it's been! Did I really see all those beautiful places, meet all those incredible people from all walks of life, experience things that most people can't imagine? Yes, I did!

I was one of those who said that I was going to follow my dream — and did. It wasn't easy, as it meant that I would be sailing away from my five children and three grandchildren, as well as all our friends. But we sold our six-acre place, got rid of our horses, cattle, dogs and cats, and auctioned everything else off lock, stock and barrel. After a big *bon voyage* party, off we went. Instead of continuing a career in which I was my own boss, I became the captain's first mate, and moved into accommodations that were a heck of a lot smaller than our former home.

Do I have any regrets about my decision to go cruising? No. Actually, it would be more accurate to say "hell no!" I missed my children, of course, but thanks to SailMail and coming home at least once a year, it wasn't as bad as it might have been. But I'd go cruising again in a heartbeat.

So how did I end up here with this blood-like substance flowing into my arm, a process that leaves me very sick and losing my beautiful, long blond hair? Like hundreds of thousands

of other women — and men — I have breast cancer. I assumed that I would be about the last person to get it, as cancer doesn't run in my family, I haven't smoked, I eat healthy foods, I exercise and, except when we run into bad weather, I've had little stress in my life.



COURTESY SUSAN LEVY

**Susan Levy, who became known as the 'Martha Stewart of Cruising' during the '02 Ha-Ha, reads a 'Latitude' during her first chemo treatment. Her many friends in the cruising community wish a speedy recovery.**

Every year when I came home, I had a mammogram. This year they saw something, did a biopsy and it tested positive. We did a lumpectomy and a sentinel lymph node biopsy. They found more cancer. The next course of action was a mastectomy of one breast, a lymph node dissection, and reconstruction. Because my cancer is very aggressive, I need chemotherapy. I will be taking Heceptin, a new drug



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FOR THE RECORD

**2006 Rolex Big Boat Series**

**1D35... 1, 2, 5, 6**

**Exp37... 3, 6**

**IRC A... 1, 4**

**IRC B... 1\*, 6, 7**

**IRC C... 1, 2, 3, 4, 6, 9**

**J105... 1\*, 4, 5, 6, 8, 10**

**J/120... 1, 2, 3, 8, 10**

**Sydney 38... 2, 6**

ABOVE: J105 class storms off the line at the 2006 Rolex Big Boat Series, held on San Francisco Bay.

North equipped boats finished 1, 4, 5, 6, 8, 10 in the class. J.H. Peterson photo





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## LETTERS

that targets my HER-2/neu-type cancer for about a year. So here I sit, getting the first of three chemo drugs that I will be taking for the next 18 months while I dream of my life sailing the Pacific.

For those of you with dreams, remember that they can't come true without your health. So take good care of yourself and get regular medical check-ups. After telling my story to our Aussie friends, one of them went back to Oz and got a mammogram. She learned that she had breast cancer also. Luckily they found it early, so she won't have to have a mastectomy.

I will return to my life at sea, as this cancer is just a little detour in my life. In the meantime, I'll get to see my children and grandchildren, and my husband and I will be getting another little place with horses. As they say, "when life sends you lemons, make lemonade."

For those of you who just started out with the Ha-Ha, I say "Good on ya," like they say Down Under. For those of you who are dreaming about doing it some day, enjoy every day!

I hope that my story can help somebody else. Please ladies, get your mammograms!

Susan Levy, Ha-Ha Class of '02  
C'est La Vie, Catalina 42  
Sacramento / Boat in Australia

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Last month Frenchman Lionel Lemonchois sailed the 60-ft ORMA trimaran *Gitana II* to a new La Route Du Rhum record. He covered the 3,510-mile St. Malo, France to Guadelupe, French West Indies course in just 7 days, 17 hours — an average of 19.1 knots.

This was one of the greatest sailing achievements in a very long time. The guys who race these 60-ft trimarans are true geniuses, being able to singlehand purebred Formula One boats across the Atlantic Ocean at speed. I admire these sailors and are proud that they are French. Where are the Americans?

Jean Vaury  
A Frenchman In San Francisco

*Jean — We couldn't agree with you more. Averaging 458 miles a day singlehanded, Lemonchois would have covered the San Francisco-to-Oahu West Marine Pacific Cup course in about 4.5 days.*



**Frequently sailing on just one hull, Lemonchois averaged 19 knots across the Atlantic.**

*Although 60-ft ORMA trimarans have been around for awhile, and have a history of being subject to complete destruction in very heavy weather, in our opinion they are the most exciting class of boat in the world. As for their skippers, they are some of the most brilliant and courageous sailors ever. As Americans we're sort of embarrassed that we are so far behind the French in this area of sailing.*

#### PROHIBIT KITE AND BOARDSAILING?

I'm responding to J.C. Martin's November letter titled *Kiters, Boarders, and Bubbly-Sipping Sailors*, in which he

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## LETTERS

defined kiteboarding and sailboarding as two separate activities. He also made the argument that kiteboarders should be restricted due to the high number of them that require assistance in making it back to shore, while sailboarding should have no limitations because of the relatively small number of them that need assistance.

In 2005, statistics show the U.S. Coast Guard recovered 78 sailboarders and 65 kitesurfers who had launched from either Crissy Field or Fort Baker. This statistic invalidates Martin's argument, and should open a discussion about prohibiting both activities in the area due to: 1) The high number of boarders and kites who require assistance, 2) The resources and personnel hours expended by the U.S. Coast Guard, 3) The navigational problems boaters and kites pose to both recreational and commercial traffic.

Amy Davidian  
Northern California

*Amy — The idea of prohibiting kite and boardsailing seems draconian to us. We recognize that there are safety issues that need to be addressed, but the last thing we'd like to see is kite and boardsailors being given the boot from the best parts of the Bay.*

### ↑↓ I HOPE MY SPRING LINES WRAP IN YOUR PROP

My letter is to the scum who stole the spring lines that help keep our trimaran tied to the dock. You know who you are, and I suspect that you're enjoying yourself in Cabo at the moment. Fortunately for us, we take our boat out fairly regularly, so we discovered the loss of our springs before the bow line chafed through on the piling. The springs you 'liberated' from our boat are what keep her from moving forward on her side-tie — where the bow line can chafe on the piling — or moving backward and bouncing against the transoms of the cat behind us. Those spring lines weren't just for decoration or put their by some crusty sailor being overly cautious by using more than two lines to tie up his boat. The shape of our trimaran, the way we fit our side-tie and good seamanship require that we use a bow line, a stern line, and fore and aft springs.

While I have extreme confidence in the splices I put into those lines myself — and trust me, if I'm walking the dock in Puerto Vallarta this spring and you're using them to hold your boat to the dock, I will recognize them — I hope that you use them as a snubber on your anchor, and some night when it's blowing 50 they part suddenly with a nice rocky shore right behind you. Or maybe the end of one of the springs will fall off your boat and wrap your prop shaft. I know the splice will hold, so either the shaft will bend or the cleat will pull out. If I'm lucky, both will happen.

Anyway, I sure hope you read this and think about it each time you use those lines. Was stealing the lines to save \$50 really worth it?

P.S. Having done a quick loop through the Pacific, we're back in Pt. Richmond, landbound once again.

Don Sandstrom  
Anduril, Cross 40 trimaran  
Marina Bay, Richmond

*Readers — If Don sounds a little rocky, it might be because the theft of the spring lines put at risk the trimaran his family built and sailed around the world twice.*

### ↑↓ I CAN'T LEAVE CALIFORNIA FAST ENOUGH

Of all the places I've been in the world, Southern California

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## LETTERS

is the most inhospitable to visiting mariners. Ft. Lauderdale is a close second. In a large part it's because the Coast Guard shirked its responsibilities in the '80s by not taking control of the anchoring laws and regulations of the federal navigable waters.

Back in the early '80s, there was a woman in Stewart, Florida, who risked having her boat confiscated by almost singlehandedly fighting off the most ridiculous anchoring ordinance ever, legislation that had been concocted by the elected clowns of Stewart. Eventually, this group joined with one in California, but neither was heard from again.

At the time, the Commander of the Coast Guard announced that it was their intention to shirk their responsibilities of regulating the federal navigable waters of the U.S., falling back on excuses such as they were "too stretched out" because of having to conduct drug interdictions. Nonetheless, they still seemed to have plenty of time to harass ordinary citizens. Interestingly enough, it appears that in Washington state, at least, the Coast Guard also has the time to be the state's tax collectors, making sure even federally documented vessels have paid their state boating sticker taxes.

The bottom line is that, because there is no federal authority regulating anchoring, every little podunk town, village and hamlet in America has now created their own set of anchoring regulations. There is no rhyme or reason to many of them, no continuity from one place to the other, and no way for the traveling mariner to know if he will be able to find shelter at a destination in order to sleep. In addition, the enforcement agencies in the various places often 'enforce' nonexistent local ordinances, as well as real ones. As such, they serve as the town bullies to get transient mariners to move on.

Some may say that the problem is just with the local officials, but I say 'bull' to that! It was the local resident lame-brains who elected the lame-brain officials who wrote the anchoring ordinances! And yes, it does reflect on all of you Californians, as it tells visiting mariners: "We don't like you, we don't want your business, we don't want you around." Anyway, I got the message, and can't leave California soon enough!

Our greatest enemy is not the terrorists of the world, but our own politicians and civil servants, both Republican and Democrat. Our forefathers warned of this but, alas, we as a nation have ignored their warning.

Capt. Ken Stump

*Ken-I-Go II*

Leaving California As Soon As I Can

*Ken — It would have been very helpful if you would have stated which changes you would like to see in which places. Based on our considerable experience moving from port to port in Southern California, we think that, overall, the local governments are reasonably hospitable to transient mariners — including those on budgets. For example, there are low cost/no cost places to anchor, moor or berth for two weeks or more at Santa Barbara, Oxnard, all the Channel Islands, Marina del Rey, Newport Beach, Dana Point, and San Diego. The exceptions are Ventura, Long Beach and Oceanside, where the prices are a little higher — but nothing like comparable urban centers on the East Coast.*

### ↑↓ TRYING TO PRESERVE MEXICO'S NATURAL WONDERS

I'm a regular reader of *Latitude* and usually find it to be lots of fun, as you have great articles about exotic places and adventures at sea. And during the past few years, I've been impressed by what you've published about Americans trying

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## LETTERS

to help preserve what's left of Mexico's declining fisheries. This is why I was surprised and discouraged when I read, on page



BOB KOCHENDERFER

**Environmental organizations say the Cedros to Abrejos lobster fishery is being worked in a sustainable and responsible manner.**

198 of the November issue, the letter from a Canadian woman providing tips on how to buy illegal lobster on the Baja peninsula.

The Mexican Fish & Game folks are short of funds and have a hard enough time trying to preserve their natural wonders without *Latitude* showing people how to support poaching in their country. If you are buying illegal lobster in Mexico you are not just *part* of the problem, you *are* the problem. If you are considering buying poached lobster in Mexico, just ask yourself how you'd feel about Mexican tourists buying poached abalone from the California coast, because it's the same thing.

The writer mentioned about always leaving something "para los niños." Why don't we think about leaving them with an intact eco-system?

Bob Kochenderfer  
Cupertino

Bob — The Cedros to Punta Abrejos lobster fishery is currently worked by about 500 fishermen belonging to nine fishing cooperatives and spread over 10 villages. Legislation for the fishery was first drawn up in the 1940s, during which time fishing rights were allocated to cooperatives. The fishery is managed by the Sub-Delegation of Fisheries in cooperation with the National Fisheries Institute and government research bodies. Management involves a combination of limited entry, strict delineation of cooperatives' fishing areas and community-based self-regulatory measures. Regulatory measures in place include area closures, minimum legal size, fishing gear restriction and protection of gravid females. The Total Allowable Catch (TAC) is approximately 1,300 tonnes. Ninety percent of the lobster is for export to Asia, France and the United States, while only 10% is sold domestically, mainly to restaurants.

Your basic assumption seems to be that the red rock lobster (*panulirus interruptus*) fishery of Baja — like that of the abalone in California — is in great danger. According to the experts such as the World Wildlife Foundation, you couldn't be more wrong. In April of '04, the WWF announced that Baja's red rock lobster fishery was the first Latin American fishery, and the first fishery in the developing world, to be recognized by the Marine Stewardship Council eco-label as a sustainable fishery. In order to have achieved that status, it had to pass a rigorous, independent review for compliance with global criteria for sustainable and well-managed fisheries — meaning that "their seafood product was caught in an environmentally sustainable and responsible manner, helping solve, not contribute to, crises facing the world's fisheries."

To us, this means when some pangañeros come to you and offer lobster — as happened to Profligate the minute she entered Turtle Bay during this year's Ha-Ha, and has hap-



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## LETTERS

pened to us each of the 20 or so times we've taken our boats to Mexico — the potential victim is not the lobster fishery itself, but rather some nearly infinitesimal bit, say 1/5,000,000th, of the cooperative's share of income from the fishery. For what it's worth, we didn't buy the lobster offered to us and, indeed, we haven't bought any for many years.

During each Ha-Ha, we explain to the fleet that the only legal way for a non-Mexican to have a lobster in their possession is when it's on a plate in a restaurant. But we're not dumb or blind, so we know that each year there are a number of sportfishing guys, cruisers and other mariners who do buy or trade for the bugs on the Baja coast. While this is against the letter of the law, there are three reasons we don't lose a lot of sleep over it: 1) The fishery is not in danger; 2) The quantity is all but negligible; 3) Most important of all, there is a long and deep bond between all who go to sea, and trading and bartering between cruisers and pangañeros is often a way of expressing friendship and respect.

The author of that letter you refer to is Shari Bondi, who was born in Canada and did some cruising. A number of years ago, she married a Mexican fisherman and settled down at Ascensión village, which is just south of Turtle Bay. It's our impression that Bondi has been a sort of one-woman Canadian Peace Corps volunteer in that area, busting her ass to improve the lives of all those who live in and around Ascensión. If you want to second-guess or disagree with the comments of a community volunteer on the scene in Ascensión from your place in Cupertino, it's your right, but we thought her comments were worth hearing.

What to do when offered lobster in Mexico? We suggest asking for fresh tuna or dorado instead, as both are legal and taste better than lobster.

In a distantly related topic, we're please to announce that Greenpeace has finally dispatched one of their ships to the Sea of Cortez to try to help preserve the many fisheries there. This is a really important endeavor, and we wish them the best of luck.

### ↑↓WE'RE NOT SAYING IT CAN'T BE DONE BUT . . .

I own a 1981 Catalina 25 with a tiller, swing keel and standard rig. I'm wondering if you folks know of anybody who has sailed one of these from San Diego to Hawaii.

Larry James  
San Diego

Larry — No, we don't know of anybody. But if you called Frank Butler at Catalina Yachts, we're pretty sure he'd tell you that the 25 was designed and built for relatively protected waters, not ocean crossings.

### ↑↓PURE SFB SEAMANSHIP

Regarding the skipper sailing *Macondo* through the crowd of recreational boats anchored for the Fleet Week Air Show, I've got to agree that it was a fine piece of sailing on his part. On the other hand, it was pure SFB seamanship.

We were also on the hook in the front row in the center of the north side of the box for that event. The tide changed from flood to ebb in about 10 minutes, and pretty soon we had a 3.5 knot current pushing our speed log. Boats were dragging all over the place, fiberglass was getting crunched here and there, and the freshening breeze was kicking up a pretty good chop against the current. I was standing at the helm chewing on a rib and watching the chaos in the fleet when I looked over my shoulder and saw this guy sailing *Macondo* under spinnaker alone. He was doing a commendable job of weaving

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## LETTERS

through the crowd, passing within Grey Poupon reach of us and the tiny skiff that had anchored to our port.

So what's the big deal? As a competent skipper, he was clearly able to tell which of the boats he was bearing down on were anchored and which were trying to hold station against the tide. And, of course, his many years of old salt experience allowed him to know which of those skippers holding station were paying attention to him and who might have been a little distracted. And finally, he knew his boat and his crew and, should it actually have become necessary to make an evasive maneuver that would have put him beam-on to the current and wind, he clearly had a plan for managing his only sail in the 20-knot gusts without losing control.

I have nothing but admiration for sailing skills, but the first rule of seamanship is to try to avoid situations that might take all of your seamanship skills to get out of. Just because you can do something doesn't mean that you should.

By the way, having completed our circumnavigation aboard *Manu Kai*, Jen and I have sold her to a delightful guy who is fixing her up for a voyage to Fremantle, Australia, which will be her new home. We are now dirt dwellers, and are bumming boat time from friends while planning our next adventure.

Harley Earl  
Boatless for the first time in 12 years  
Sausalito

*Harley — Since we didn't see the incident in question, it's hard for us to comment intelligently — other than to make the general observation that sailors have dramatically different 'comfort zones'. For example, sailors with lots of racing experience think nothing of passing within 10 feet of other boats at speed and having to continuously monitor the courses and possible abrupt course changes of a dozen or more other boats in close proximity. Indeed, it's these things — along with almost always having to be ready to make sudden major changes in course — that make racing so much fun. Non-racers think this is complete insanity, of course, and prefer much larger comfort zones. Since Fleet Week is a non-racing event, it seems to us that those sailing in and around the gathered recreational boat fleet should have recognized and respected the preferences of the non-racing majority.*

### ↑↓ A REAL CHARTER FROM HELL

You asked for reports about "real charters from hell."

"Better than new" was the description of the boat we were going to charter from a private party in La Paz in the Sea of Cortez. The price was incredibly reasonable for seven days in that gorgeous setting (red flag #1). We had looked into getting a boat from the larger charter companies but, after speaking to the owner of this boat, decided that it sounded too good to be true (red flag #2). After traveling awhile in Baja, we arrived in La Paz, found a small hotel near the marina, and went for a stroll to see the boat. If memory serves us correctly, we were to be the first charter of the season. We found the boatyard/mooring area and looked everywhere for the "bristol condition, better than new" sailboat. But all we could locate was a sailboat encrusted with bird-droppings floating amidst the wrecks of a previous hurricane (red flag #3). Maybe you see a theme here. We wish that we had.

We met with the owner the next day, and he explained that he'd been too busy to have the boat cleaned, but assured us that she'd be in perfect condition for the start of our charter the next day. He also told us there would be a dinghy with a great motor, as well as two sea kayaks. So off we went to the CCC market to provision.





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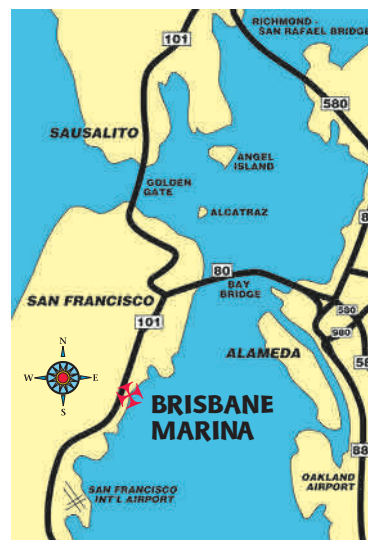
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## LETTERS

On the morning of our scheduled departure, the owner was still working on the boat with two maintenance people. The boat had been cleaned, and we spent some time going over systems and equipment, such as the engine and electronics. We were so excited about the upcoming charter, we failed to ask many of the right questions. We loaded the boat with food, beer and wine, and headed out. It was a beautiful day to sail, and we ended up in a picture-perfect anchorage. Everything was right with the world — or so we thought.

Going below to make up the spacious master cabin aft, we found that, in their zeal to clean the boat, someone had neglected to close the large hatch over the aft cabin berth. As a result, all the bedding and cushions were soaked. But no matter — the sun was out, cocktails were flowing, we were on holiday and the cushions and bedding were drying in the sun (red flag #4).

That evening one of us went below to use the forward head and found someone had beat us to it! In fact, maybe a party of four had beaten us to it. Of course, it was plugged up and the macerator pump didn't seem to want to work (red flag #5).



CYNDEE MCDANIEL

***Despite frequently having to get his hands dirty, greasy and bloody by repairing the "better than new" charter boat, John McDaniel still had a great time.***

We managed to fix it somehow, but the odor did linger longer than we would have liked.

The next day we enjoyed the anchorage by snorkeling, kayaking, hiking on the island and lounging in the sun. But in the middle of the night we awoke feeling as though we were rounding Cape Horn. But we had no way to find out what the weather was doing because the VHF didn't work! The wind was blowing over 30 knots, big rollers were coming into the anchorage and we were on a lee shore. Going forward to check the anchor before starting the engine, we discovered that there were no spreader lights or anchor light. Hell, there weren't any lights at all on the exterior

of the boat. We set up an anchor watch for the rest of the night and were happy when morning came.

(When we finally returned the boat to the owner, we learned that he had disabled all of the running lights and the anchor light. He didn't want the boat used after dark because it was too dangerous!)

Having survived the night, we decided to sail north as the winds had shifted and become more favorable. The sun was out, making all concerns of the night fade away — as did the wind a short time later. So we started the engine for our trip to Isla San Francisco. After motoring for a couple of hours, an alarm on the control panel suddenly sounded. The engine was overheating (red flag #? — too many to count by now). John headed below to find the problem and, fortunately, the engine compartment was big enough to allow him to wade right in. He checked the raw water strainer then noticed that the pulley on the water pump was MIA. Oh shit! Figuring it must still be around, a diving foray was made into the rather dirty-looking bilge. It seems there was an oil leak, too.

Sure enough, the pulley was down in the most remote corner of the bilge. Luckily, the shaft was OK, but it was missing the keeper nut for the pulley. John found a couple of nuts in a locker and got the pulley back on. But now there was no way



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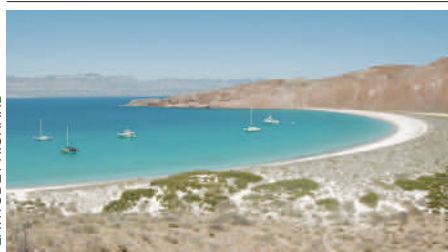
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## LETTERS

of adjusting the arm on the pulley. So after a lot of cussing, swearing and blood-letting, the engine started. All the while, Cyndee was having a wonderful time on deck luffing along in a three-knot breeze, wondering how we were going to get into the next anchorage without an engine or lights. It was already getting dark. Did we mention that the depthsounder — a valuable navigation device when entering anchorages with shallow areas — had also gone on strike?

We got into the anchorage and did exactly what Jack Sparrow would have done — celebrated getting there with a healthy dose of grog all around. The only excitement that night



LATITUDE / RICHARD

*There were many places in the Sea of Cortez that were like heaven during the Charter From Hell.*

was when a boat next to ours dragged their anchor, so we decided to start the engine and move. John went forward to pull up the anchor and discovered the windlass didn't want to work. After getting a little exercise pulling up the anchor by hand, we moved and were soon comfortable on anchor watch once again.

As usual, the next day we had a wonderful time exploring, kayaking and hiking. We took the dinghy for a spin and discovered that it wouldn't run over 1,000/rpm. And that there weren't any oars. No worries, we got back to the boat in time for sundowners.

Fresh water is always important on a charter, and, luckily, we had ample bottled water, as the boat's freshwater foot pump didn't work, meaning we had no access to the water in the tank. Tracking down the problem, we found that one of the hoses on the pump had come loose, so every time the pump came on, the water would fill the bilges. At least that explained why the bilge pump kept coming on. We also found that the water heater wasn't working, but we fixed that, too. We weren't worried, however, as we knew how to heat water and had also brought a solar shower. Besides, we're old climbers and have spent ample time living in less luxurious conditions.

After a couple of days in this anchorage, we decided to head back south toward La Paz. We could see the wind was strong outside the anchorage — remember, there was no VHF for weather or communication — but we did have our own GPS with barometric and charting functions. Having previously discovered that the sails had no reef points, we decided that it would be safest to motor south. We tentatively nursed the engine, frequently adding vital fluids. During the four-hour trip we were joined by dolphins that played in the large swells behind us. That night we reveled in a secluded, beautiful anchorage. As we toasted the sunset and later howled at the full moon, we easily forgot all the problems of the week. We could have stayed out there forever.

Back at the charter base — and we use that term loosely — the next day, the owner swore none of our problems had happened. All the problems had to have been our fault, etc., etc. We did more travelling in Baja by car and arrived home wonderfully rested and changed. Now — not quite two years after our charter from hell — we can prove that the trip really did change us. We have sold everything we don't want, the house is on the market, and, as soon as she sells, we're



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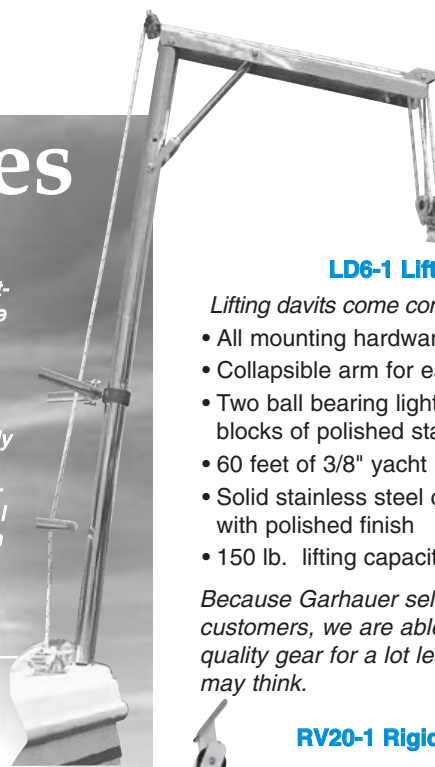
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## LETTERS

out of here on our boat. The weblink for our house is [www.greenhomesforsale.com](http://www.greenhomesforsale.com); click on the house in Terrebonne. The sooner we sell it, the sooner we can be out there.

It may have been the charter from hell but it was a great trip too, and we managed to find a piece of heaven.

John & Cyndee McDaniel

Aradia

Bend, Oregon

*John and Cyndee — Based on your report, you did have a genuine charter from hell. But thanks to your positive attitude, you overcame it to have a great time. Congratulations.*

*By the way, the blow you got at the island that night was almost certainly a normal coromuel, something you clearly should have been warned about. They come up at night after the most beautiful days and fizzle out the next morning just when you think you're going to have a fine sail. As for the VHF, there is no weather service you could have tuned into for a forecast, although you might have been able to get one via a cruising boat.*

### ↑↓ WHY DOES THE PUBLIC HAVE TO KNOW?

While I enjoy *Lectronic Latitude* and *Latitude 38*, I feel compelled to say that your *Lectronic* report on the grisly details of the unfortunate demise of the Thomas and Jackie Hawks was out of line. Why, pray tell, does the general public have to know that Mrs. Hawk was trembling while signing over their boat and was desperate to be able to see her grandchild? I am a veteran and a cruiser, and I don't see the need to publish every soldier's last words and the grisly details of how each one of our soldiers passed away over in far off lands. I would implore you to rise above sensationalistic journalism and stick to what might help people avoid the Hawks situation.

David S. Rowe

United States Marine Corps 1986-1991

*David — We didn't publish anything that the L.A. Times and other respected mainstream publications didn't publish. As gruesome as the testimony was, it explained how and why the murders happened, and demonstrated that the alleged perpetrators seemed to be devoid of even the most minimal human feelings. We don't think the coverage was comparable to reporting the last word's of every dying soldier, as deaths are expected in wars, and this was something entirely different.*

### ↑↓ THIS ONE IS FOR MAX EBB

What a surprise to see our boat *Surprise* used as a centerfold in November's *Max Ebb* feature. But wait, it's almost as though she was presented as a posterchild for eco-terrorism!

We couldn't agree more that the Rolex stickers for the '05 Big Boat Series seemed to have some design flaws in that they often came apart and fell off after a few races. Those of us on the foredeck kept finding bits of green vinyl everywhere. Our research indicated that it was the water, not the wind, that caused them to shred. But, based on our non-scientific observation, the stickers represented a small fraction of the litter that was deposited in the Bay during the series compared to spinnaker cloth. Perhaps there should be a referendum on banning spinnakers.

By the way, were the Rolex stickers improved for this year's Big Boat Series?

Regarding the second theme of Max's November article, is it doubly politically incorrect to sail with shredded stickers and an all-male crew? We think *Surprise* was a poor choice of boats



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## LETTERS

to illustrate the topic of GI, or Gender Inequality, as she sailed with a crew of six women and seven men. Melinda Erklens drove, Liz Baylis called tactics, Sally Honey trimmed, Sarah



MAX EBB

**Some Rolex stickers from the Big Boat Series did, unfortunately, show up during Coastal Cleanup Day.**

Deeds did the hal-yards, Sutter Schumacher trimmed, and Stella dela Vega was on the bow. We finished second in our division after a close race with perennial winner *Scorpio*. I

say that crew weight is highly overrated but talent is not.

*Surprise* is off to the south to start cruising. Our trip will take us to Mexico, the South Pacific and New Zealand. We left our stickers behind, so people will have to follow us via [www.sailblogs.com/members/surprise/](http://www.sailblogs.com/members/surprise/)

Steve Chamberlin  
*Surprise*, Schumacher 46  
 Pt. Richmond

*Steve — The Rolex stickers failed again at this year's Big Boat Series.*

### ↑↓ CATALINA/CANADA — THEY ALMOST SOUND ALIKE

I'm anchored here off Puerto Los Cabos, 15 miles east of Cabo San Lucas, reading the November *Latitude*, and some things are now becoming clear to me. When I first spoke to the Grand Poobah to ask permission to enter my Flicka 20 in the Ha-Ha — even though the minimum length for boats is 27 feet — he asked about my sailing experience. "I have a Flicka that my son and I have sailed from Stockton to Catalina and back, and we had winds to 48 knots on the nose while heading north around Point Conception," I replied. The Poobah



LATITUDE/RICHARD

consulted with the Honcho of the Ha-Ha, and my entry was accepted.

When someone told me that I'd been mentioned in *Latitude*, I read the article that mentioned my extensive offshore experience. "Who, me?" I thought to myself.

**"You mean the Grand Poobah thought I sailed the Flicka to Alaska?"**

Assuming that it was just part of the Grand Poobah's humor, I let it slide. But that should have been clue #1.

I got clue #2 at the Ha-Ha award ceremony, when the Poobah mentioned that I'd sailed the Pacific Northwest. "Hmmm," I thought to myself, "San Francisco is in the western part of the North Pacific, so O.K."

Clue #3 came when I was reading a November letter from the owner of a Coronado 25 who wanted to enter next year's Ha-Ha, and the Poobah's response was that I'd been allowed to enter the Ha-Ha because of my passage to Canada and back. That's when everything became clear, because I guess



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## Sailing Schedule

SPRING 2007



### VOYAGES FROM THE USA EAST COAST

#### EAST COAST USA TO MEDITERRANEAN

Port Everglades	03/07	→	Palma de Mallorca	03/07
Port Everglades	04/07	→	Palma de Mallorca	03/07
Port Everglades	05/07	→	Genoa	06/07
Port Everglades	06/07	→	Toulon	07/07
Newport	06/07	→	Toulon	07/07
Newport	06/07	→	Marmaris	07/07

#### EAST COAST USA TO CARIBBEAN

Newport	05/07	→	St. Thomas	05/07
Port Everglades	03/07	→	St. Thomas	03/07
Port Everglades	03/07	→	St. Thomas	04/07
Port Everglades	04/07	→	St. Thomas	05/07
Port Everglades	06/07	→	St. Thomas	06/07

#### EAST COAST USA TO PACIFIC WEST COAST

Port Everglades	02/07	→	Ensenada	02/07
Port Everglades	03/07	→	Ensenada	04/07
Port Everglades	02/07	→	La Paz	02/07
Port Everglades	02/07	→	Vancouver	03/07
Port Everglades	03/07	→	Vancouver	04/07

#### EAST COAST USA TO SOUTH PACIFIC

Port Everglades	12/06	→	Brisbane/Auckland	01/07
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### VOYAGES FROM THE MEDITERRANEAN

#### MEDITERRANEAN TO EAST COAST USA

Palma de Mallorca	03/07	→	Port Everglades	04/07
Palma de Mallorca	04/07	→	Port Everglades	05/07
Palma de Mallorca	06/07	→	Port Everglades	06/07
Toulon	07/07	→	Port Everglades	07/07

#### MEDITERRANEAN TO CARIBBEAN

Genoa	04/07	→	Martinique	05/07
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### VOYAGES FROM THE CARIBBEAN

#### CARIBBEAN TO EAST COAST USA

St. Thomas	04/07	→	Newport	05/07
St. Thomas	05/07	→	Newport	05/07
St. Thomas	05/07	→	Newport	05/07
St. Thomas	03/07	→	Port Everglades	03/07
St. Thomas	04/07	→	Port Everglades	04/07
St. Thomas	05/07	→	Port Everglades	06/07

#### CARIBBEAN TO MEDITERRANEAN

Martinique	01/07	→	Genoa	01/07
Martinique	04/07	→	Genoa	04/07
Martinique	05/07	→	Palma de Mallorca	05/07
Martinique	06/07	→	Toulon	06/07

#### CARIBBEAN TO NORTHERN EUROPE

Martinique	12/06	→	La Rochelle	01/07
St. Thomas	06/07	→	Cherbourg	07/07

### VOYAGES WITHIN EUROPE

#### NORTHERN EUROPE TO MEDITERRANEAN

Cherbourg	07/07	→	Marmaris	07/07
Cherbourg	07/07	→	Toulon	07/07

#### NORTHERN EUROPE TO CARIBBEAN

La Rochelle	01/07	→	Martinique	02/07
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#### MEDITERRANEAN

Toulon	07/07	→	Marmaris	07/07
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### VOYAGES FROM THE SOUTH PACIFIC

#### SOUTH PACIFIC TO EAST COAST USA

Brisbane/Auckland	01/07	→	Port Everglades	03/07
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#### SOUTH PACIFIC TO MEDITERRANEAN

Brisbane/Auckland	01/07	→	Palma de Mallorca	03/07
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#### SOUTH PACIFIC TO PACIFIC WEST COAST

Brisbane/Auckland	01/07	→	Ensenada	02/07
Papeete	12/06	→	Ensenada	02/07

#### SOUTH PACIFIC

Brisbane	01/07	→	Auckland	01/07
Papeete	12/06	→	Brisbane/Auckland	01/07

### VOYAGES FROM PACIFIC WEST COAST

#### PACIFIC WEST COAST

Ensenada	02/07	→	Golfito	03/07
Ensenada	02/07	→	Vancouver	03/07
Ensenada	04/07	→	Vancouver	04/07
La Paz	02/07	→	Vancouver	03/07
La Paz	05/07	→	Vancouver	05/07
La Paz	05/07	→	Golfito	05/07
Vancouver	03/07	→	Golfito	03/07
Vancouver	05/07	→	Golfito	05/07
Vancouver	04/07	→	La Paz	05/07
Vancouver	05/07	→	La Paz	05/07

#### PACIFIC WEST COAST TO MEDITERRANEAN

Ensenada	02/07	→	Palma de Mallorca	03/07
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#### PACIFIC WEST COAST TO EAST COAST USA

Ensenada	02/07	→	Port Everglades	03/07
Vancouver	01/07	→	Port Everglades	02/07
Vancouver	03/07	→	Port Everglades	03/07
Golfito	03/07	→	Port Everglades	03/07

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## LETTERS

Catalina and Canada sound a little bit alike.

A few tidbits from our Ha-Ha. Matt Gardner, my crew, broke a tooth eating tortilla chips on the second leg. He's very excited about it because, as a self-employed artist, he couldn't have afforded to have that kind of dental work done in the United States. But since it happened in Mexico, he's taking a wonderful bus trip to La Paz where he expects to get the tooth fixed at a fraction of stateside prices.

After anchoring here at the breakwater of Puerto Los Cabos — which still doesn't have an opening to the sea — the marina security yelled at me and a couple of other skippers to leave. That would have driven most mariners away, but not us. I motored close enough to yell to the security folks that I knew Jim Elfers, harbormaster at the yet-to-be-opened marina. It's true, as I'd met him in San Diego prior to the start of the Ha-Ha while he was signing his new book, *The Baja Bash II*. When I purchased a copy of his book, I'd asked him if he'd take a look at my boat to see if he thought she was ready. He looked her over, said she looked fine — and said that I could anchor inside of the Puerto Los Cabos Breakwater when I got to the cape.

After I mentioned Elfer's name to the security folks, they got on the two-way radio. I assumed they were calling for reinforcements, but I guess I was wrong. The skippers of our three



**Despite lots of hard work, Puerto Los Cabos still hasn't been opened to the ocean.**

boats got into a dinghy and went ashore, at which time the security folks started walking away. We caught up with them at the marina office. Elfers wasn't there, but a security official and I were given a ride in the bed of a truck to the main security office. Gabriel, the second in command, asked if I knew Elfers personally. I showed him my copy of the book he autographed and said, "yes." Gabriel, who was very professional and pleasant throughout, said that we could anchor where we were for two nights.

Gabriel also told us about a local restaurant called The Fish Store. We all had a wonderful meal there and then accepted a ride back to the anchorage from our waiter, who I think was also the owner. He was very interested in us, as we were the first of what will surely be a lot of skippers and crews to arrive by boat in the coming years. Puerto Los Cabos is going to be a wonderful stop for anyone heading from Cabo to La Paz. Tomorrow we are going to do a little exploring in the area with the same gentleman from the restaurant serving as our tour guide. What a wonderful place and what wonderful people!

I'm sure glad I was allowed to enter the Ha-Ha, as it was one of the best experiences of my life. The people I met in the fleet, the advice I received, the hammerhead shark we caught and ate, and everything else was fantastic. The bottom line is that the Grand Poobah, the volunteers from *Latitude*, the people in the Ha-Ha fleet and the people of Mexico are the best! I encourage anyone considering doing the Baja-Ha-Ha to just do it!

Randy Ramirez  
Dulcinea, Flicka 20  
Stockton



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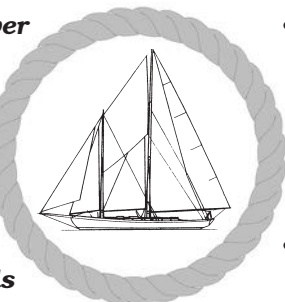
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### ***It's a Mariner's Fact:***

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## LETTERS

Randy — That's pretty funny, our hearing Canada when you said Catalina. When we pitched your case to Lauren Spindler who, as the Honcho of the Ha-Ha, has to make all major policy decisions, she asked several times whether you had sailed to Canada and back. When we replied "yes," she said that was good enough for her. In reality, we think it would have been good enough for her that you sailed your 20-footer from Stockton to Catalina and back.

Anyway, we're glad that you were able to participate and had such a great time. As for your making friends with the owner/waiter of the restaurant, and his giving you rides and tours in his car, that's typical of Mexico and is just one of the many reasons why it's such a great place to cruise.

### ↑↓ **WHOSE FAULT WAS IT IF THEY DIDN'T LIKE IT?**

I'd like to take this opportunity to thank all the Ha-Ha folks for a very well-run event. *Latitude* and the volunteer Ha-Ha staff made every effort to make sure that all boats were accounted for and arrived safely at Turtle Bay, Bahia Santa Maria and, finally, Cabo. All of the parties were great, giving us the opportunity to make a lot of new friends that we will stay in contact with during our extended cruise.

I'd also like to say that the Poobah's description of Cabo was right on the money. We can't wait to get out of here! But we can't leave yet because we are waiting for some mail to catch up with us.

We plan on crossing to Mazatlan and then working our way south to be in Z-town for Zihua Sailfest, summer in Puerto Vallarta, then continue south next fall to Central America and through the Canal.

If anybody didn't have a great time on the Ha-Ha, it was their own fault. Thanks once again.

Mike & Marylyn Morehouse, with Bear the boat dog  
Ladyhawke, Mariner 50  
Santa Cruz

Mike and Marylyn — Thanks for the kinds words — and the wahoo — but we have to remind everyone that *Latitude* is merely one of many sponsors of the Ha-Ha, which is a completely independently owned and operated event. True, the Grand Poobah, Assistant Poobah and Chief of Security all work for *Latitude*, but they are merely unpaid volunteer holdovers from the days when *Latitude* did own the event.

We can't exactly remember how we described Cabo, probably "a cheesy tourist hellhole." While it might seem like that to folks who have sailed down the nearly uninhabited coast of Baja, it's actually a somewhat unfair description. After all, Cabo does serve a purpose in that it provides Americans with a pretty nice place for a quick vacation and Mexico with a big source of income. It's just a shame that the tourist center had to be located at Cabo, which is one of the most naturally beautiful places in Mexico.

If you're planning to summer over on your boat in Puerto Vallarta, you may want to talk to others first. Unless you love heat, humidity and lots of rain, you might want to think twice about it.

### ↑↓ **WE'VE GONE TO THE DOGS, BUT ARE STILL YOUNG**

In October of last year, the four of us set sail from Emeryville for Mexico aboard our Freeport 36. Our four consisted of Mark, who is from California and who thought he was about to fulfill his cruising dream, Kali and Darwin, his two wonderful dogs, and me, a Belgian native doing my best to be good crew and not suffer from seasickness. We'd been working on the boat for eight months and living on her for five months





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## LETTERS

getting her as ready as possible for the journey south. Our plan was to cruise down to the Canal, do the transit, then turn either right or left. As it turned out, our cruising dream lasted two full days.

During our brief time out on the Pacific, we watched with pain in our hearts as Kali and Darwin suffered. They would stand in the cockpit for 12 hours straight, paws spread wide, panting, unable to move, eat or drink. It turns out that the ocean is no San Francisco Bay.

Upon reaching the safe harbor of Monterey, we made the decision that Kali and Darwin's happiness was more important than Mark's cruising dreams. So in five weeks time, we sold our fully equipped Islander Freeport 36, bought an '02 Ford F-350 pick-up, purchased a secondhand camper to go into the bed of the truck in Arizona and did our travelling overland.

We've been on the road for almost a year now and have visited many wonderful places and met many wonderful people in Central America. Mark even managed to catch a ride as

a line handler aboard a yacht transiting the Panama Canal. We also camped on the beaches of the Sea of Cortez and the Caribbean coast. It sure was easier on the dogs, as all we had to do was open the door and let them jump out. There was no need to get the dinghy ready first. There's also less maintenance needed on a truck than a boat.

Nonetheless, there are things we miss about not being on our old boat — among them the amazing sea life, enjoying the solitude of a deserted anchorage, having enough space to walk around and to store provisions, using the wind to reach our destinations, taking sun showers while naked and hanging out with other yachties. It's during moments like now at Guatemala's Rio Dulce or Placencia, Belize, when we listened to the veteran cruisers, admired all the sailboats and realized that we could have been one of them. And now another Baja Ha-Ha has gone south without us. But we're only in our early 30s and are enjoying what we do at the moment. It's just a different way to travel.

Liesbet Collaert  
Ex-F/Our Choice/s, Islander Freeport 36  
Emeryville

*Liesbet — Different folks, different strokes. We'd have given the dogs away long before we'd sell our cat.*

### ↑↓BEST SPEED WAS WITH AN EMERGENCY RUDDER

You asked for reports on firsthand experiences with the construction and use of emergency rudder systems. I was part of the crew of the Newport 30 *Waterpick* in the '92 West Marine Pacific Cup, and we lost our rudder about 400 miles from Hawaii. We deployed our emergency system and not only sailed the remaining miles to Oahu but actually recorded our fastest speed of the trip while using it.

My business is repairing broken fiberglass boats, so it was decided that I would be delegated to design and construct the required emergency rudder system for the Pacific Cup. The process began with a discussion among the owner and crew as to what kind of design we wanted. Did we want an emergency rudder that would allow us to continue to race or

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## LETTERS

one that would just eventually get us to Hawaii? If I remember correctly, that question was first posed by Dan Newland.

It was decided that we'd build a cassette-style — think of the rudder shape as a giant Laser daggerboard — rudder system. The board would drop into a trunk that would be secured to the transom with large — huge, actually — pintles and gudgeons. The trunk is fitted to the transom at the dock and is carried on the boat for the duration of the race.

The trunk was fabricated of fiberglass with foam stiffeners laminated onto its sides. The rudder was a two-inch-thick foam board carved into a crude foil shape, wrapped in a fiberglass shell, and finished with epoxy. The hardware was custom made by a metal shop to my design.

Deploying the rudder system was easy. We removed the lashings securing the trunk, lowered the board into place, attached the tiller and resumed racing.

If somebody only desires to eventually get close to their destination, the design could be much less robust. There are other options to consider. For several years, Paul Kamen has promoted his design of a 'soft' rudder which, upon inspection, looks to be more than capable of steering a vessel. And there were any number of small transom-mounted emergency rudders visible on Pacific Cup boats that were no doubt custom made. The Scanmar system *Latitude* mentioned looks like a very reasonable design to me, and the cost is well in the range of realistic value. The Scanmar rudder actually looks to be large enough that it might be reasonable to expect some performance. And at the last Pacific Cup seminar series, Jim Antrim had a drawing — along with construction suggestions — for a generic emergency rudder.

The questions everyone needs to ask before selecting an emergency rudder system are: 1) What are the performance goals of the system? 2) How many dollars are to be dedicated to the system? And 3) how long does it need to last?

There are also a couple of considerations everyone should take into account. For example, if you are using a back-up rudder, it either means the ship's rudder is gone or, far more likely, it's bent and frozen in place. In our case, the rudder blade spun on the shaft, meaning the blade would swing from side to side as the stern of the boat shifted over every wave. This had a tremendous effect on the balance of the emergency helm, as the two rudders ended up working against each other.

Secondly, as emergency rudders are commonly well aft of the ship's rudder, the helm will have a significantly different balance. The system on the Newport 30 had so much weather helm that, at hull speed, we needed to rig lines to the end of the tiller and lead them to sheet winches in order to hold the load! So you can imagine the loads on the hardware for the emergency rudder. These factors need to be considered during design and construction. Remember that you'll really want the system to work but you'll never really get a chance to test it under realistic conditions.

I hope my perspective is useful. Thanks for your work on the magazine, as it's a constant source of fresh air.

Mel Morrison  
Nicole, Morrison 35  
Sacramento

*Mel — Thanks for the kind words, but it's because of so many great contributors such as yourself that the magazine works. Your report on emergency rudders was very informative. For example, we never would have remembered that an emergency rudder located further aft would have such an effect on the helm and require the hardware to be so stout.*



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## LETTERS

### ↑↓ HE SAID HE WANTED TO KISS ME

In a recent issue you asked if there were any emergency rudder steering systems other than Monitor's SOS System. We at Hydrovane International build a self-steering system that is dual purpose — it's both a self-steering system and a 'ready to go' emergency rudder system.

With the windvane in the neutral setting, the Hydrovane tiller and rudder function — and feel — just like you were steering a dinghy. For racers, we offer the system without a drive unit and vane, leaving it with a big balanced rudder operated directly by its own tiller. Because the rudder is semi-balanced, it takes little effort to control — although a tiller extension, designed for such, is helpful.

Many owners put a small tiller-style autopilot on the Hydrovane tiller to round out their self-steering needs and add to their steering redundancy.



*Hydrovanes have been used successfully as emergency rudders.*

While at the Southampton Boat Show in England last month, I was met by an old customer on the first day. He had a big smile on his face and said that he wanted to kiss me! I wouldn't let him, of course, but I delighted in his story. The owner of a well-found Rival 41, he had encountered wild seas in one of those areas where changes in coastline and continental shelf can produce chaotic conditions even when there is no wind. Something broke that caused him to lose his steering, so he immediately tried to install the emergency tiller. For some reason he couldn't get it on or it wouldn't work. With his fear escalating, he suddenly remembered his Hydrovane. Grabbing a pump handle, he stuck it in the designed 3/4" hole on the Hydrovane tiller. *Voilà*, he had steering again! He was then able to steer his boat back home. Without the Hydrovane, he would have been in serious trouble. While at the show we heard several other similar stories and have posted them on [www.hydrovane.com](http://www.hydrovane.com).

On another subject, after the Southampton Show my wife Karen and I took a small holiday in the South of France. While there, we discovered the Régates Royales in Cannes, where 180 wooden boats raced for a week. It's hard to believe that there are so many classic yachts in existence, let alone assembled for such a week at a place like Cannes. The fleet included a large Dragon fleet, a good collection of 6, 8 and 12-meter boats, four of Eric Tabarlay's *Pen Duicks* and other yachts. But the really impressive boats were the really big ones, with impeccable bright work — but no lifelines. None! Many of these were sloops and schooners with topsails. Each day this entire fleet headed out the narrow gap in the harbour for the day's racing. What a sight and what a buzz!

We subscribed to *Latitude* for years, and it's still the only sailing magazine that each of us has to hide from the others. You are the best. Credit to your humble editor/publisher and his busy keyboard.

John Curry  
Hydrovane International Marine  
Vancouver, B.C.





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## LETTERS

John — Thanks for the kind words, but Latitude is a total team effort, from all the great readers and contributors, to all the dedicated and hardworking folks here in the office.

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the 289-ft Maltese Falcon built, Tom Perkins restored the 1915 135-ft Herreshoff schooner Mariette and campaigned her relentlessly with great style in the Med. Currently, a couple of San Diego sailors you might have heard of — Dennis Conner and Doug Peterson — race their classic wooden yachts in the Med. The classic yacht season is a long one in the Med, starting in April with the Palmavella in Majorca and finishing with the Voiles de St. Tropez at the end of September. For details, visit [www.cim-classicyachts.org](http://www.cim-classicyachts.org).

### THE NEXT STEP IS A MEDIATOR

I need the help of the sailing community. Sixteen months ago, my then-girlfriend gave birth to a really great little boy. Anyway, she turned out to be a pretty rotten egg. We're now separated, the boy is with her and she fails to meet her temporary visitation obligations. I haven't been able to see or hold my boy for 30 days now. The next step is mediator and then court-decided custody.

I have a big boat, I have a great crew and I am going cruising. I'm in Puerto Vallarta now and expect to make Panama by the end of December. Anyway, my attorney gives me no chance of convincing the mediator, and later a judge, that my boy would benefit greatly by both being with his dad 24/7 for several weeks at a time on a boat in Panama, then with his mom several weeks at a time back in California.

All of this would necessarily depend on the boy who, as expected, has become clingy to his mom. But he and I get along fine just a few minutes after she disappears, and I know I can make him a happy camper with stars, whales, radar, lights, reading in the cabin, meeting other young kids — the whole nine fathoms.

I'm not sure what I need but it would be a big help if sailors of stature could write something to help convince the judge that my plan is a good one. I have yet to meet anyone born to a boat who thinks my idea is a bad one so this is my *pan pan* call on my son's behalf.

Name Withheld At The Editor's Discretion  
Puerto Vallarta

Name Withheld — As much as we like to support fellow sailors, as a divorced father we have to say that your proposal is not a good one. The most vulnerable and innocent individual in this unfortunate situation is your son, so everything should be done with his best long-term interests in mind. You obviously love your son, but we don't think you realize how difficult it is for a single parent — even with a big boat and crew — to raise a young child on a boat, let alone in a place like Panama where life is much less convenient and the weather can often be oppressive. We won't soon forget being anchored off the Panama Canal on Profligate a couple of years ago at 10 a.m.,



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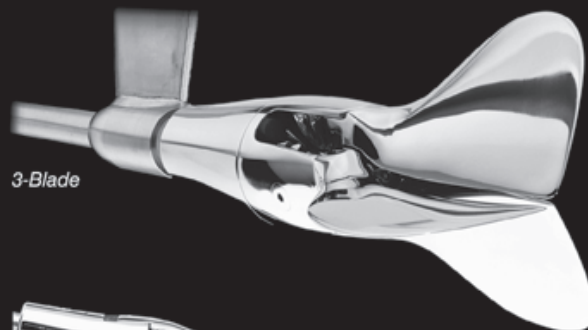
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## LETTERS

not moving one bit, and having sweat pouring off our face and making puddles on the salon table.

Further, as one who has spent far too many hours on long airplane flights, we can assure you that your idea of shuttling your young son back and forth between Northern California and Panama every three weeks makes no sense whatsoever. The last time we checked there were no direct flights between San Francisco and Panama, and going via either L.A. or Miami takes forever. Would you really want your son to do that 17 times a year and you do it 34 times a year?

The idea of you and your 16-month-old son spending 24/7 together might sound wonderful, but ask any single father and he'll tell you that the reality of caring for a 16-month-old 24/7 is tremendously satisfying but also a monumental load. After just a couple of days, we're pretty sure you'd do just about anything to split the parenting honors/obligations with your ex-girlfriend — assuming she's not a crackhead or something.

We think one of the most despicable things that a mother can do is take children out of the area to prevent fathers from realistically being able to see and be with them on a regular basis. But if you take your son to Panama for three weeks at a time, wouldn't you pretty much be doing the same thing? Children need to be with their mothers and fathers as much as possible, and to make it all but impossible for your son to see his mother on a regular basis certainly wouldn't be in his interest. Which is why your attorney is right, no judge or mediator would ever approve of such a plan.

We think we have a better suggestion. Cruise your boat in Mexico — mainland in the winter, the Sea in the summer — rather than in Panama. And then, rather than shuttling your son



**Places like Colón, Panama, are not the most suitable for infants.**

back and forth between Northern California and Mexico, just you shuttle back and forth every couple of weeks. You'd save a fortune in plane tickets, and the flights from P.V. are only three hours. In

addition, when you are with your son in Northern California, it wouldn't have to be the bone-wearying 24/7 for three weeks at a time, but hopefully more of a half and half arrangement with the boy's mother.

The thing we most regret in our life is that our kids had to go through the pain of their parents getting divorced. But one of the things we're most proud of in our life is that their mother and we have done everything we could to make their pain as minimal as possible. We're no Dr. Phil, but for the sake of your son, see if you and your ex can't work out something that puts your son's interests first. It's hard and it will take time, but you can do it — and still enjoy some cruising, too.

### ↑↓CRUISING WITH A YOUNGSTER

My wife and I are seriously contemplating a one-year cruise with our now four-month-old daughter. We would base our itinerary on the suggestions in *Latitude's First-Timers Guide to Mexico*.

We haven't bought a boat yet, but our idea is to buy one, bring her to the Bay, then stay with friends in Marin until we



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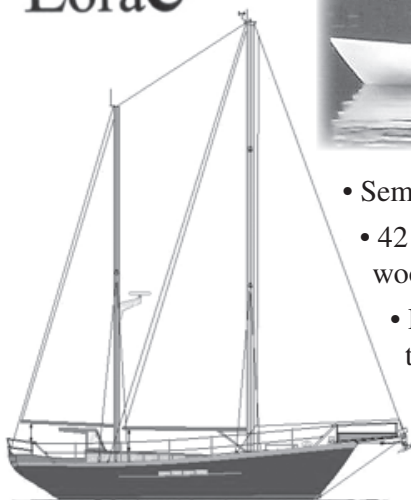


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## LETTERS

can move aboard. After outfitting and sea trials, we would then harbor hop to Southern California at a leisurely pace and wait for the start of the '07 Ha-Ha.

Any advice would be greatly appreciated but we mainly are interested in what others who have cruised with small children have to say. I have lots of racing and cruising experience on the Bay but only minimal coastal experience. My wife has no experience but she's young, fit and adventurous, so I'm confident that she'll be a fine mate six months from now. I've also considered bringing a helper — possibly from a Crew List Party — to train me in offshore sailing. Our budget and life philosophy require a smallish boat, probably less than 30 feet. Is that too small for the 3.5 of us? I know that you could write a book on the subject, but do you have any thoughts?

Jeff, Misty & Tobylee Sparrow  
South Lake Tahoe

*Dear Folks — Every year there are families who do the Ha-Ha with infants so hopefully they and others will write back with their opinions on your idea of a one-year cruise with a child who will be 16 months old at the start. But until then, we're going to give you our two cents worth.*

*You certainly can cruise Mexico with a boat 30 feet or less but bigger, up to about 35 feet, is usually a lot better, particularly for a family. Forget hoping to find a mentor or crew willing to share a small boat with three others, one of whom is an infant. Some inexperienced person might be willing to give it a try but they aren't going to stick around, so it's just going to be the three of you.*

*It's worth remembering that an infant is going to have a limited enjoyment of most of the activities that make Mexico special — sailing, swimming, surfing, fishing, exploring, making friends — and will remember very little of the experience. Based on what we've seen, it's kids from about 5 to 14 who really have the great times and benefit the most from cruising. Indeed, we think most American kids 5 to 14 would benefit greatly from growing up cruising rather than in the States.*

*As a father and a husband, you know your primary responsibilities in life are the health and welfare of your child*

*and wife. As such, we think you — and, ideally, your wife — need to have some offshore and cruising experiences to decide whether such a trip is something you really want and are ready to do at this time. It's certainly possible that it is, as we do know people who cruised with their children since they*



**Paul Eichen and Susan Fleidler of the Sausalito-based Farr 44 'Compañera' had their hands full with 6-month-old Roberto during this year's Ha-Ha. It will be interesting to hear their thoughts on cruising with an infant.**

*were infants and said that, while it wasn't easy, they really like the fact they got to spend almost all of the early years together as a family.*

*Our bottom line recommendation is you'd probably be better*



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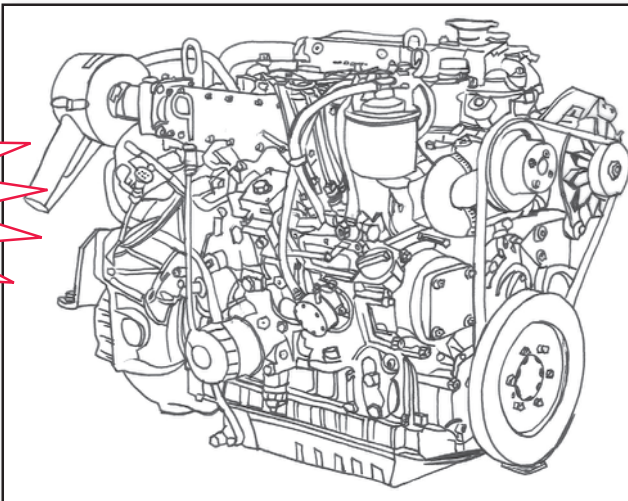
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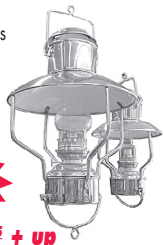
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## LETTERS

off waiting until your child is five to go cruising, as it would give you a few years to save up for a slightly larger boat, get yourselves some valuable firsthand offshore experience and give your child some time to grow so that she'd really be able to benefit from the experience. We have no doubt that you could start next year but think you'd enjoy the experience much more if you waited another three years.

### YOU SHOULD'VE PLAYED THE LOTTERY THAT DAY

I just wanted to acknowledge a few people in the marine industry who helped to make so many cruising dreams a reality. I just returned to Northern California after delivering my boat to San Diego in preparation for Ha-Ha XIII, and want to give kudos to Scott at Alameda Prop for a professional and timely job on the new folding prop; Pete at Mariner's Boatyard for being so accommodating; Roger and Angel at Farallone Yachts for taking care of all the last-minute details; Warren for his excellent finish work; Jason at Argo Yacht Rigging for his professional workmanship; Sally at Pineapple Sails for her extra effort in getting the new spinnaker — complete with graphics — finished just in time for our departure.

And, of course, I must thank *Latitude* for the obvious — but especially for the recent Crew List Party at the Encinal YC. My good friend David Hammer and I were looking for a third person for the trip to San Diego. While at the party, I recruited Angela Tierra, a 29-year-old nurse who will be heading to the south Pacific in April with her husband Ciel. Angela was looking for some additional offshore experience and proved to be a delightful addition to our crew.

When we arrived in San Diego we were fortunate enough to find a slip at the Police Docks on Shelter Island. What's more, I can't say enough good things about the staff in that office. Especially Emily who, when we asked about a mail box, volunteered to drop our mail at the post office on her way home.

Garry Dobson  
 Stainsby Girl, Catalina 470  
 Alameda

Garry — On behalf of everyone, thank you. In addition to all those you named, we know much of the marine industry busted their butts to help Ha-Ha boats get to the starting line on time.

By the way, if you arrived at San Diego in late October and managed to get a slip at the Police Dock, you're one lucky dude. Maybe you ought to play the lottery more often.

### HENRY HAD THE HOTS FOR A NUMBER OF WOMEN

A few months ago you asked people to explain why they gave their boats the names they did. Because my last name is Drake, I christened my Columbia 45 *Golden Hinde* after my forebearer, Admiral Sir Francis Drake. True, Drake had no children, so I'm not a direct descendant. Nonetheless, he was the forebearer of all mariners in the same way that Columbus was.

Drake was the first skipper to circumnavigate the world. You can read all about it in *The World Encompassed*, by his nephew, who was also named Francis Drake. There is a lot of misunderstanding about Drake's exploits because they are usually taken out of the context of the times. For example, he is considered a pirate, especially by those of Hispanic descent. Spanish mothers have often told their children that if they are bad, Draco the Pirate — the Caribbean version of the bogeyman — will get them.

However, the historical context is fascinating, as it includes

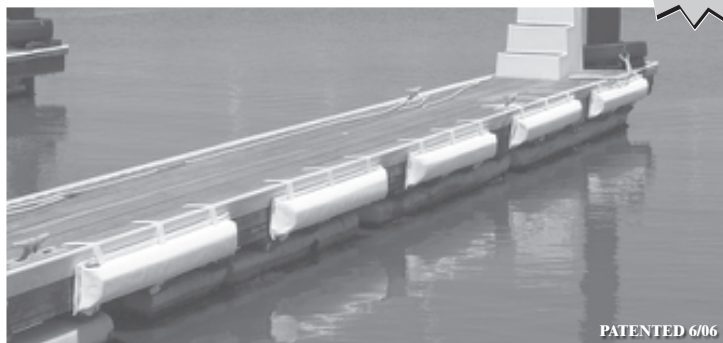


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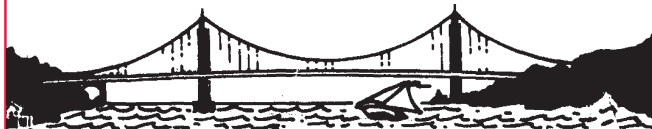
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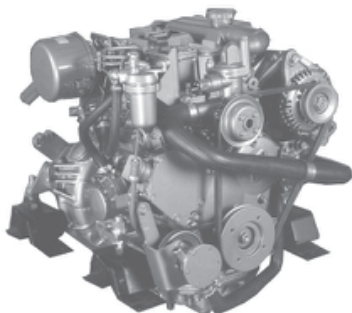
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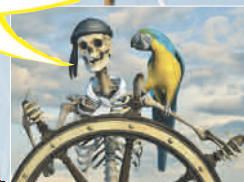


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## LETTERS

such historical figures as Henry VIII, Catherine of Aragon, Anne Boleyn, Mary Queen of Scots, King Philip of Spain, and featured such events as Henry starting the Church of England and the Pope excommunicating him for doing it. It culminated with Philip sending the Spanish Armada to England to reclaim his throne. Drake and John Hawkins were among those sent to destroy the armada, but a 1588 storm in the English Channel beat them to it.

During this Anglo-Spanish War of 1585-1604, Queen Elizabeth gave Drake a commission to attack and loot any of King Philip's ships he could find. After looting Spanish coastal towns in the Caribbean and South America, Drake rounded



*El Draco.*

Cape Horn and sailed up the Eastern Pacific. Disguising the *Hinde* as a lumbering merchant ship by using mattresses as drogues, he slowly caught up to a Spanish treasure ship affectionately known to the Spaniards as the *Cacafuego* — or 'shitfire'. Drake cut loose the drogues at the last second, captured the treasure and sailed westward around the world until he got home.

Since Magellan had died in the Philippines, Drake became the first commander to sail all the way around the world. In today's dollars, the treasure he took would be worth \$500 million! Once back in England, Drake gave Queen Elizabeth her share, paid his crew and used his share to purchase Buckland Abbey. The extended family ran out of heirs in 1937, so the Abbey is now maintained by the British National Trust.

I knew little of this history when I bought my boat, but kind of hoped that I was somehow related to Sir Francis Drake. Despite the fact I named my boat *Golden Hinde*, subsequent research proved that I wasn't a real descendant, but I'm still proud to carry the name of Drake's vessel on my own.

Douglas Drake  
*Golden Hinde, Columbia 45*

*Douglas — It's interesting that you mention Drake and those times, as for the last few weeks we've been reading Arthur Herman's 650-page To Rule The Waves: How The British Navy Shaped The Modern World. Despite being a very detailed book, it reads easily and continually entertains us. We thought we had a decent grasp of English, European and world history but once we read this book, we realized how ignorant we were.*

With regard to Drake's legacy, Herman writes: "Drake had launched the golden age of European piracy, an era still remembered for its swashbuckling buccaneers, bloodthirsty corsairs, sunken Spanish galleons — and slave traders in the Middle Passage. Henry Morgan, Captain Kidd, and their French, Dutch and Spanish counterparts learned to raid where they pleased under the flag but outside the control of their national governments. By triggering the collapse of the Spanish and Portuguese empires in the New World, Drake had opened a "war of all against all," in which life was "nasty, brutal and short." Yet out of the anarchy would eventually come Europe's new colonial empires, including England's, and a new world order. Drake's example was instantly taken up by a rising generation of English seamen. From 1589 to 1591, no less than 235 privateering vessels sallied forth from English ports."

Thus ends this month's history lesson.

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## LETTERS

singlehanded around-the-world race from Bilbao, Spain, they ran into very rough weather in the Bay of Biscay. A widely distributed photo showed Bernard Stamm of *Cheminees Poujoulat* in the heavy seas, hove to with a main up in 70 knots of wind. So, is it possible to heave to a 70-footer under main only?

Mo Newman  
Northern California

Mo — The classic concept of 'heaving to' is strapping the main in tight, backwinding the jib and just drifting. But sometimes the term is more broadly used to denote just about any method of stopping forward progress for the purpose of rest and/or safety.

Based on the sequence of photos, and news reports, it's our understanding that Stamm, one of the world's most accomplished singlehanded sailors, was on the foredeck attempting to



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*To be honest, we don't know exactly what Stamm was doing when this photo was taken, other than deploying whatever sails necessary to best survive the storm.*

under much-reduced sail, is something we don't know.

The Open 60s are very specialized light boats, with narrow bows, beamy transoms and daggerboards, so they may behave entirely differently than normal boats in such conditions. But for most boats, we think a backwinded jib is necessary to keep the boat in a relatively constant angle to the wind.

### ⚡ NOT QUITE AS DANGEROUS AS BAGHDAD

Regarding Liz Clark seeking information about whether or not it would be safe for her to take her Cal 40 *Swell* cruising on the Pacific Coast of Colombia, I can report that the port of Buenaventura offers perhaps the best *bouillabaisse* in the hemisphere. However, a female skipper of a private yacht should avoid this container and fishing port — and the rest of the Pacific coast of Colombia as well. Landfall at Guayaquil, Ecuador, would be much safer.

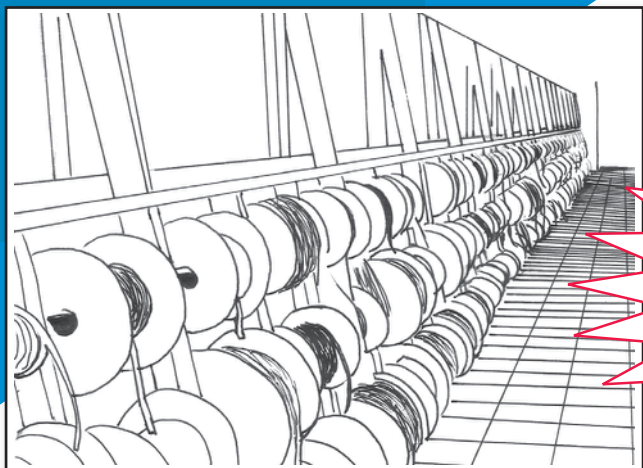
Why? To the largely underemployed male population of the Pacific Coast of Colombia, many of whom already claim assorted wives and girlfriends, a blonde *gringa* is considered fair game. In a country where romantic skullduggery is a national pastime, some of these characters would not resist an opportunity to test their version of charm on a young single woman. One of the reasons is that American movies have convinced them that American women are 'easy'. In addition, violence is so endemic in rural and coastal Colombia that it's rarely even reported outside of the country.

Colombia's Pacific Department of Chocó, while maybe not as dangerous as Baghdad, is the equivalent of an American Wild West in the day, with the almost 100% black population living in poverty. Both the FARC guerrillas and the AUC paramilitary maintain well-organized and well-financed organizations in Chocó. Both are recipients of extortion money from



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## LETTERS

legitimate businesses, the drug mafia, as well as kidnapping-for-ransom schemes.

Kidnapping for profit is a growth industry in Colombia. When my Colombian wife and I left the country in 2000, after living there for 10 years, the going ransom rate for kidnapped nationals was \$100,000 U.S. — and ten times that for foreigners. It was a practice the guerillas baptized as the *pescamilagrosa* — to the great chagrin of the Catholic church. The normal method was to set up a roadblock on an isolated stretch of highway, stop any and all vehicles unfortunate enough to be in the area in search of a 'big fish' — much as the disciples had done in Jesus' day. Ecopetrol, Colombia's national oil monopoly, uses a sliding scale pegged to its management structure to set ransom payments for its employees — as agreed upon by FARC!

During my first visit to beautiful Tayrona Park, near the Caribbean town of Santa Marta, my girlfriend and I befriended an American who told of a horrible experience there. He was pinned down on the beach, a machete at his throat, while several men serially raped his girlfriend at his side. The couple had been foolish enough to camp out on the beach. In addition, several park managers have been murdered by the drug mafia.

Any female skipper venturing into a Colombian port town should be accompanied by two well-built males — one to escort her while provisioning and one to guard the boat. An alternative I've used when withdrawing money from Colombian banks is hiring two policemen as guards. Contrary to the situation in many of the neighboring Latin countries, Colombia's national police are an educated and honorable force. They have standing orders not to solicit tips or bribes in excess of the value of a soft drink — although a captain once hit me up for a two-liter bottle of soft drink!

South of Buenaventura is Isla Gorgona, a former prison colony that's been turned into a national park. And near the southern port town of Tumaco is Isla de Gallo, where Pizarro once made a stand. Visits to either of these ports should be limited to daylight hours. Unless advance arrangements could be made for a berth at the naval facility, any overnight stay with a boat is likely to result in unwanted visitors. The likelihood of trouble would increase with the length of the stay.

Except for around Cartagena, yachting activity in Colombia is limited to the navy's use of captured drug vessels for cadet seamanship training and recreation.

It gives me no pleasure to report these facts, but I feel obliged to warn the sailing community of the particular dangers that await them in Colombia, a country peopled by some truly heroic individuals. The country is also the home of one-time Indy 500 champ Juan Pablo Montoya and pop rocker/UNESCO spokesperson Shakira.

P.S. I sold my Irwin 30 *Grasshopper* in Cartagena in '93.

Sam Burns  
Silicon Valley

*Readers — According to various websites, Colombia has the highest rate of kidnapping for ransom in the world. In '05, the country averaged about 45 such incidents a month. However, it's the rich and business people who are the targets, not average people. In addition, the rate of kidnapping is said to have dropped recently, as there is a semblance of peace in the 40-year-old war between the guerillas, the government and the paramilitary groups.*

*The downtown areas of big cities in Colombia are said to be quite safe but, outside of the main tourist areas, the risks escalate rapidly. Travelling on even major roads at night is a*



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## LETTERS

very bad idea. A taxi driver taking us from Baranquilla to Cartagena, which are on the Caribbean coast, made us lie low in the passenger seat for the duration of the three-hour trip so our



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**Shakira probably couldn't walk around without at least four armed guards.**

pale face wouldn't be seen. According to *Lonely Planet*, the areas of Colombia that are most dangerous include Chocó — which is on the Pacific — Putumayo and anywhere east of the Andes.

The consensus seems to be that the Pacific Coast of Colombia is absolutely a 'no-go' area, particularly for a gringa with a boat. While Cartagena is widely considered to be safe, we're compelled to remind everyone that, three winters ago, John Haste of the San Diego-

based Perry 52 cat Little Wing was robbed at gunpoint while motoring his boat through an admittedly remote part of Cartagena Bay. In addition, there have been a handful of very violent attacks on cruisers at anchorages to the northeast of Cartagena. What makes it so disturbing is that quite a few other cruisers have travelled this coast without any problems.

Colombia is a lot like Oakland. They both have lots of great areas and plenty of wonderful people who are held hostage by a minority of really bad folks.

#### ↑↓ OUR THOUGHTS ON RECENT TOPICS

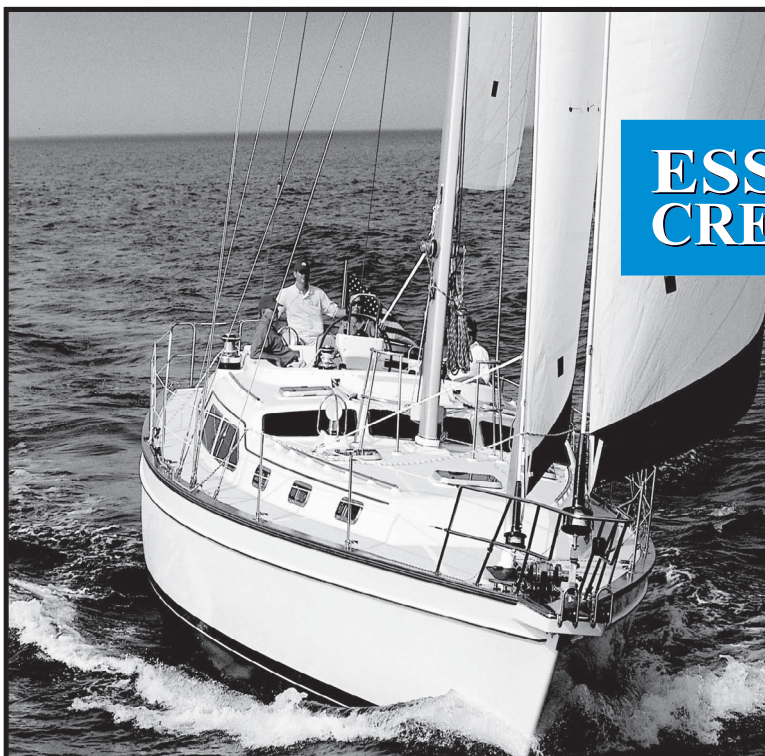
When it comes to waiting to retire to go cruising, I remember my last day as an Emergency Room RN at the Kaiser Hospital in Redwood City. I asked God to please not send me another patient younger than me — I'm in my late 40s — having a heart attack. I guess that God was busy that day and didn't have time to listen but at least the guy survived.

People are less likely to have major health issues while they are young so I say don't wait, cruise as soon as you can. Rent that Bay Area house and buy the boat. When you feel you are too old to continue cruising or don't want to cruise anymore, use the huge equity that you've built up in your house to buy something in a more reasonably priced area.

About liferafts. We left San Francisco aboard *Lyric* in December of '98. It was a great time for surfers, as the waves were huge. We learned about 'square waves', which is when the height and period are the same. In other words, eight-foot waves at eight-second intervals. The commercial guys wouldn't go out in that stuff and neither would we.

After being stuck in Monterey — not a bad place to be stuck — for nine days, we got a weather window. Unfortunately, the window slammed shut off of Piedros Blancos. We could see rain on the horizon and the VHF weather channel was reporting a fast-moving low approaching Piedros Blancos with winds to 50 knots and seas to 30 feet. We headed offshore and hove to. All night long I kept thinking that we should have bought





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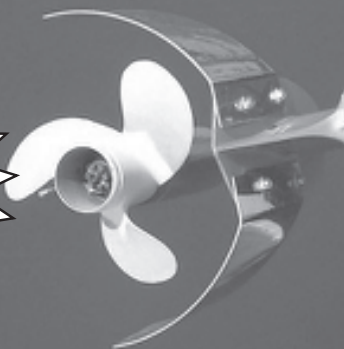
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## LETTERS

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Mexico was great. We spent the first season in the Sea of Cortez and left the boat in storage in La Paz. We returned to California for the summer and fall to work. In the winter, we returned to La Paz, goofed around a bit and left Bahia de Muertos on December 31 for a new millennium crossing to Mazatlan. At midnight, our Garmin GPS went down — but then came right back up. Morning found us motoring across a flat sea. I was asleep and Judy was chopping vegetables when the a voice over the VHF told us to stop our engine and be prepared to be inspected. It was the Mexican Navy. They were very nice and their first inspection of the millennium was brief.

We did mainland Mexico that year but, frankly, we wished we'd stayed up in the Sea. We left our boat in La Paz again for the summer and wound up living in our motorhome in San Diego and then buying a house in Crescent City. Our boat languished in La Paz, where she survived three hurricanes with minimal damage. When we returned, we found the bottom paint had been sand-blasted for us by tropical storms.

We managed to get back to our boat in November of '04 and moved her over to Marina San Carlos and Marina Seca. We sold our RV this year and had a trailer built for the boat. We recently trailered *Lyric* from San Carlos to Crescent City, and she's now in our backyard.

I had some reservations about the trailer before making the trip, thinking the rear jack-stands were too high. And they were. While I was removing one of them in order to have it modified, it slipped and pivoted on its lower bolt. It acted like a guillotine on the middle and ring fingers of my right hand.

The folks at San Carlos Marina had an ambulance to me quickly and I was rushed to the clinic in San Carlos, where an orthopedic surgeon ordered me transported to a hospital in Guaymas. We stopped for X-rays on the way. Once at the hospital, I was met by the surgeon and the anesthesiologist, both of whom spoke English. I want to thank them, the nurses and the ambulance crew for being so professional and giving me such good care. The doc managed to save the middle finger but had to complete the amputation of the ring finger. I look at the overall result as a new and improved me, as I now have 10% fewer fingernails to trim.

In closing, I would like to recommend Marina Seca as a great place to haul out. The office staff and yard crew were great and the prices were reasonable.

One thing that I wouldn't recommend is Treadmaster non-skid. It didn't hold up well in the Mexican sun, as it started to fail after just one season.

Walt Brown and Judy Allore  
*Lyric*, Albin Vega  
Crescent City

### ⚡ A VIETNAM SERVICE RIBBON WILL BE ON MY BOAT

I read Brett Jones' letter in the October issue of *Latitude*, the one where his family got into a squabble with a guy named Mel on a Westsail 32 while in Ensenada. The more I thought about the letter, the more it pissed me off, because Jones referred to Mel as a "twisted Vietnam vet."

I wasn't present when the incident occurred and I don't know Mel. Maybe he is twisted, maybe he isn't. But what I do know is that using "twisted" and "Vietnam vet" in the same phrase — as though they go together — offended me. And I feel reasonably confident in saying that it likely offended my brothers and sisters in arms who also may have read it.

If Mel is, in fact, twisted, at least the propensity was there before he ever visited Southeast Asia. To infer that service in



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Ardell is one of the fortunate ones—there are far more of those in need of similar transplants than there are available organs. Please join us this holiday season in helping Ardell raise awareness of this profound public health need. Visit these important websites today to learn more about Ardell's voyage and what you can do to help:

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## LETTERS

Vietnam is equivalent to being anything other than a Vietnam vet is a disservice to 3.5 million U.S. veterans who served there. I'm surprised that Mr. Jones would even make the implied assumption, as he adamantly objected to his family and friend being characterized as "a hippie group," preferring "cruising family."

When I sail south next year, you will see a bumper sticker-style reproduction of the Vietnam Service Ribbon on the stern of my boat. I hope that doesn't make me twisted.

P.S. *Latitude*, especially the editorial remarks, is the best.

Mike Sandusky  
 Temporarily Landlocked  
 Longmont, Colorado

Mike — We hate to disagree with you after you've said such nice things about our editorial remarks but we don't think using "twisted" and "Vietnam vet" in the same phrase means they necessarily go together. After all, would saying "twisted banker" or "twisted car mechanic" mean that all bankers and all car mechanics were crazy? We don't think so.

We know plenty of people who served in Vietnam who went over normal and were no different when they came back. But we also know that there is a certain percentage of the millions who did serve over there, who saw or experienced such psychologically devastating things that they've never quite been the same since. Our hearts go out to them and their families.

### ↑↓FROM A PIRATE TO A HOSPITAL SHIP

In 1979, I purchased *Dulcimer II*, a Hans Christian 34. I always believed that changing a boat's name was unlucky but *Dulcimer II*? So we renamed her *Red Rover*. Most people assumed it was a reflection of the color of my hair — and the color of the hair of my two sons. It was a little deeper than that.

James Fenimore Cooper wrote the sea novel, *The Red Rover*, about Lt. Henry Ark's search for the infamous pirate Red Rover. Red Rover escaped from the Royal Navy due to his allegiance to the Colonies, but later renounced piracy and became an honorable patriot. Tennyson also wrote about Red Rover, and it was the name given to the first U.S. hospital ship.

Don't get me wrong, we still crack up when the crew of passing boats chant, "Red Rover, Red Rover come on over!"

Stuart G. Sall  
*Red Rover*, Hans Christian 34  
 Tiburon

### ↑↓SO LONG TO THE ALA WAI FUEL DOCK?

Hawaii's Department of Land & Natural Resources (DLNR) and Division of Boating and Ocean Recreation (DOBOR) are up to no good once again. Last August they tried to evict 171 boaters from their docks in the Ala Wai Small Boat Harbor, forcing Governor Linda Lingle to step in with creative solutions to keep the boaters from being displaced.

On November 17, we found out that the DLNR and DOBOR now want to drive the fuel dock out of business by revoking their operating permit, then reissuing it — but no longer allowing the perfectly good 16 moorings that have always had to go along with the permit. The fuel dock survives on the income from the little convenience store and laundry, fuel sales and most of all from the mooring fees. By eliminating the current moorings and evicting the tenants, the entire business will be forced to close. This would have a huge adverse impact on the local boating community, as the fuel dock is the only fueling





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## LETTERS

facility with gas, diesel, propane and sanitary pump-out on the south side of the island of Oahu.

Additionally, many who live in and around the Ala Wai Small Boat Harbor depend on the little convenience store and laundry. The 16 poor boaters moored there — and I am one of them — will be forced to find mooring elsewhere. However, when I called all the marinas on this side of the island this morning — including the state-run marinas — there were no openings. If the DLNR is successful in revoking the permit, the harbor will lose a valuable asset, and good boaters will lose their moorings.

The DLNR has not given a reason for this action. We have a grassroots movement going and hope we can stop this action.

Bill Yeargan & Jean Strain  
Mita Kuuluu  
Honolulu, Hawaii

*Bill and Jean — As we've been saying for years, it would be in everybody's interest — boatowners, taxpayers, surfers — if the state of Hawaii got their incompetent booty out of the marina business by turning over the entire Ala Wai to a private developer who would tear the whole darn thing down — except the Waikiki and Hawaii YCs — and start all over again. To redo the Ala Wai a little bit at a time would be a big mistake — but would be in keeping with the state's quality of facility management.*

*But to be honest, we have mixed feelings about the possibility of liveaboards in the Ala Wai getting the boot. It's our understanding that for years liveaboards, determined to hang on to their ridiculously below-market berth rates, have been among the biggest obstacles to any of the much-needed changes to the harbor. If this is another case of a small special interest group raising a big stink so they can continue to pay \$160/month to live on prime Honolulu waterfront and impede much-needed harbor improvements, we're not on your side.*

### ↑↓ TAKING A TAXI DOESN'T MAKE SENSE

Latitude's response to Mike Giraudo's November letter about *The Tarnished Jewel of Petaluma* was disappointing. The charm of cruising to Petaluma is getting to the turning basin and therefore being in very close proximity to the town, restaurants and the Petaluma YC. It's also visually stunning. The suggested alternative of going to the Petaluma Marina and taking a taxi or dinghy to town just doesn't make sense. (Crossing below the D Street bridge has never been a hassle; the operators are very cooperative and punctual).

Let's hope that the city of Petaluma can come up with some improvements in security so that we can all continue to cruise to Petaluma and enjoy such a delightful sailing destination.

Peggy Falknor  
Liberty, CT-41  
Berkeley

Peggy — We're hoping with you.

*In a typical month, we receive a tremendous volume of letters. So if yours hasn't appeared, don't give up hope.*

*We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications.*

*By far the best way to send letters is to email them to [richard@latitude38.com](mailto:richard@latitude38.com). You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.*



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## LOOSE LIPS

### Eight bells.

West Coast sailing and the Monterey Bay community in particular lost an icon last month. Harvey Kilpatrick passed away on November 10 after a lengthy illness. He was 66.

Born in Sacramento, Harvey's family moved to the Monterey Peninsula when he was a teenager. After a stint in the Air Force Reserves, Harvey launched a lifelong career in the insurance industry.

But it was on and around the water where he made a name and a legacy that will long be felt in Northern California.

By the time he was in his mid-20s, Harvey was an accomplished ocean racer, as adept at navigating or steering such maxis as Huey Long's Tripp 73 *Ordine* (on a record Buenos Aires to Rio run in 1968) as he was at planning meals — or cooking them! In the late '70s, he already had a few TransPacs under his belt when, after work, he'd head over to a converted chicken coop up in the hills where Bill Lee was working on a new boat named *Merlin*. "Bill had the keel on a dolly, moving it back and forth under the boat to where it looked right," Harvey recalled in a 1995 *Latitude* article. Kilpatrick not only became part of that program, he was along for *Merlin's* legendary '77 TransPac run, when she set a record that stood for almost 20 years.

The 'legacy' part came after all the high-profile stuff, when Harvey founded the Monterey Peninsula Youth Sailing Foundation and started teaching, encouraging and mentoring generations of junior sailors, among them Morgan Larson.

"I was one of those fortunate kids that Harvey pushed along," said Larson, a multiple national and several-time world champion sailor in different classes. "The Monterey Bay sailing community won't be the same without him. The one thing Harvey would want most is for us all to get more involved in helping young kids go sailing. So in Harvey's memory let's all do something to better youth sailing in the coming year."

"When I knew Harvey during the late '70s and early '80s, he was a man of tremendous wit and good cheer," says Mark Sims. "He led by example, setting the highest standards of sportsmanship and Corinthian spirit, and he was always modest about his great sailing achievements, claiming he was nothing more than the cook. We all knew better. Sail on, friend."

Harvey was a past commodore of the Monterey Peninsula and Stillwater Yacht Club, as well as a member of the St. Francis YC, TransPacific YC, Huntington Lake Boat Club, Fort Worth Boat Club and Waikiki YC. Memorial donations can be made to the Monterey Peninsula Youth Sailing Foundation, Box 14, Wharf # 2, Monterey, CA 93940.

### No wonder the boats are so gleaming white.

Proctor, Gamble, Ford, Olds, Colgate — the names have been part of the lexicon for generations. But Steve Colgate chose to turn his back on the corporate world and concentrate on what he loved best: sailing and teaching people to sail. Yes, the Colgate Offshore Sailing School was founded in 1964 by *that* Steve Colgate.

By then, Steve was an accomplished sailor and the toothpaste company his grandfather had founded was little more than dinner conversation. Steve's father had left Colgate-Palmolive after a hostile takeover in the 1920s and forbid any of the products in the house. But the family still had money and influence, and, by the time Steve was 25, he had a degree from Yale and the world was his oyster. Would he embrace the family business ventures? Go into the stock market? Make a career in the Air Force, where he had already served three years?

None of the above. He got hot and heavy into sailing, competing in the Olympic Games in Mexico in 1968 (in the 5.5 Meter class), crewing in America's Cup trials against Ted Turner, and



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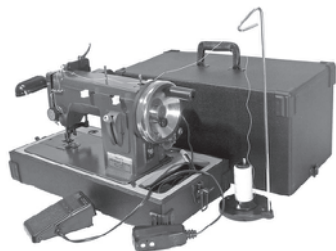
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## LOOSE LIPS

doing six trans-Atlantic races before taking his own boat, the 54-ft *Sleuth* over to do the now infamous '79 Fastnet Race. Not only did *Sleuth* and her crew survive the race (five boats and 15 sailors didn't), she won her class, and several of Colgate's safety innovations — among them wearing a safety harness and snapping onto a jackline when you come on deck — were later incorporated into all ocean racing and offshore sailing.

Ten years ago, Colgate worked with designer Jim Taylor on what became the Colgate 26, a boat so versatile that, a few years ago, the Naval Academy ordered 30 of them. He and wife Doris have won countless awards and been on countless boards. None other than Gary Jobson has called him "one of the most influential minds in recent American sailing."

Fast forward to 2006. Colgate, now 71 and living in Florida, still runs the sailing school business. (There are eight locations, stretching from the Northeast to Florida, the Bahamas and the Caribbean.) He's still married to Doris, who claims love at first sight when she signed up for sailing lessons 37 years ago. Colgate admits his sailing days are likely over, but he feels like he's got one more big trip in him — he wants to round Cape Horn.

It will be on someone else's boat, the crew will be world-class sailors and they'll only attempt the rounding — planned for sometime in February at the height of the southern hemisphere summer — if conditions are right. But whenever the subject comes up, Colgate's eyes get that old light in them. He's ready.

"Big Game" is the operative phrase.

It's doubtful any group of animals has been legislated upon more than the deer and elk of Santa Rosa Island.

The 1,100 or so Kaibab deer and Roosevelt elk themselves have no problems. They've been living happily on the 85-square-mile island since they were introduced there about 100 years ago. The problem the National Park Service has is that they want to return the island to its natural state — their definition of 'natural' being to eliminate the deer and elk by 2011 so the plants they eat can grow bigger. Limited 'maintenance' hunting has been allowed on the island for 30 years or more. But with the 2011 deadline, the herds would be subject to accelerated hunting (or difficult trapping and relocation) starting in 2008.

Enter the politicians. Not State representatives — even worse, the United States Congress.

Two months ago, House Armed Services Committee Chairman Duncan Hunter (R-El Cajon) sponsored a bill that would basically eliminate the mass killing plan and continue the limited hunting. It would also allow veterans and disabled veterans to hunt for free. (It currently costs private hunters a minimum of \$8,000 to shoot a Santa Rosa deer or elk.) Hunter's bill was tacked onto a defense funding bill that was signed by President Bush two months ago. The Park Service was upset. The hunters were upset. But nobody thought this was a worse idea than the disabled vets themselves, who pointed out that if you're paralyzed, how are you supposed to get your wheelchair up and down Santa Rosa's steep ravines — assuming you want to kill a big, beautiful animal in the first place?

So last month, Senators Barbara Boxer and Dianne Feinstein tacked some legislation onto *another* bill that would repeal Hunter's bill, and — we think — allow a return to the original eradication deadline of 2011. But wait a minute. It might be to stop the hunting completely. We're not sure. Actually, we're so confused at this point that we don't know *what's* going on. Anyway, Congress was in the last days of a lame-duck session and it didn't look as if anyone was eager to embrace the elk issue. So by the time you read this, it may all be moot. Or not.

As Will Rogers used to point out. "I don't make jokes. I just watch the government and report the facts."



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# SIGHTINGS

## turning 13 on the 13th ha-ha

"Going on the Ha-Ha with my family sure beat middle school in Sacramento!" reports 13-year-old Abby Malan of the Cheoy Lee 53 *Salt Whistle*. "But I had no idea how much fun it could be for a girl my age. Here are some of my favorite memories: fresh fish everyday, sushi, beach volleyball, rugby in the sand, festive beach parties, skimboarding, surfing lessons from the Grand Poobah, super new friends, sing-a-longs on our bridge deck under a full moon in Bahía Santa Maria, sailing 8 knots with our big spinnaker under the stars, pancakes for breakfast, friendly locals, exploring the mangrove swamps, hiking the coastal peaks, catching a wave in the kayak, and wearing our caveman costumes at the Kick-Off Party.

"Joining the Baja Ha-Ha as part of our family's year-long sailing adventure from San Francisco to Australia was an awesome idea. We had already sailed down from latitude 38 to San Diego, visiting Santa Cruz Island along the way. We started the Lucky 13 Ha-Ha on my birthday and I was turning lucky 13 myself. It just happened to be my luck that I won an inflatable kayak from West Marine for dancing in my cave woman outfit!

"All the people I met in the Ha-Ha fleet were so friendly and helpful, and you find that everyone supported everyone else. It felt like I was part of one big happy sailing family. As we now head on to Puerto Vallarta, Z-town and beyond, I'll remember the friendly people, parties, places, and that sailing on the Lucky Ha-Ha 13 gave an extra special start to my teenage years."

The Malans are one dynamic family. Parents Justin and Sue built the small boat *Bojangles* in South Africa 20 years ago and sailed her to the States. Most recently residents of Sacramento, they have three equally dynamic offspring: Matt, soon to be 20, is a Santa Barbara City College student who is continuing his education over the Internet. The family will be relying on him to help sail their big boat across the Pacific. Hannah, 17, completed high school before the family set off — she's counting this as her 'year aboard' — and will be working on her college applications. She's the navigator, in charge of provisioning and, according to her parents, "a quick study at everything she turns her hand to." Abby is described by her parents "as fearless and game for any kind of a challenge." Said to inspire the whole family with her curiosity and love of life, she's also "the dinghy darling and rigging queen."

As for mom and pop, after being landlocked for 20 years after their last cruising experience, they are "living their dream of cruising with their family." You can follow the adventures of this unusually active and spirited family by visiting [www.mytripjournal.com/saltwhistleodyssey](http://www.mytripjournal.com/saltwhistleodyssey).

— rs

## a tale of two races

When it comes to ocean racing on the West Coast in the fall, well, there isn't any. But what the Pacific lacks in offshore adventure this time of year, the North Atlantic makes up for in spades. Two single-handed races set off from Europe in late October — the Velux 5 Oceans on October 22 and the Route du Rhum on October 29. As you can imagine, there's plenty of action in both races, but space constraints

continued on outside column of next sightings page

## coast

The Coast Guard's busy summer season may be winding down but there's been plenty of action in the past month to keep them busy. Here's a sample:

**NOVEMBER 2** — A Station San Francisco HH-65 helo airlifted a man with severe burns from the Maltese freighter *Alona*. The crewmember sustained third-degree burns to his shoulders, back and legs, covering 7% of his body, when he



The Malan family, above (Abby at center), and their clan at the West Marine Ha-Ha Kick-Off Party in San Diego. Spread, Abby and Hannah frolic in the surf.

LATITUDE / RICHARD





## watch

fell onto the inside wall of a boiler in the ship's engine room. *Alona* was 60 miles southwest of San Francisco when the helicopter arrived. The man was delivered to Monterey Peninsula Hospital and then taken to Santa Clara Valley Medical Center by Gilroy Air Ambulance.

**NOVEMBER 9** — Station San Francisco launched a 25-ft response boat after  
continued in middle column of next sightings page

## two races — cont'd

limit us to only a brief update on each. For full coverage, check out the race websites, [www.velux5oceans.com](http://www.velux5oceans.com) and [www.routedurhum.com](http://www.routedurhum.com).

Of the 8 boats that signed up for the Velux 5 Oceans, only six crossed the starting line in Bilbao, Spain. Kiwi Graham Dalton stayed behind to repair broken spreaders, while American Tim Troy's boat had yet to meet stability requirements. (Troy subsequently pulled out of the race without crossing the starting line, having run out of time and money to fix the problem.)

Within 48 hours, those who did cross the starting line on time  
continued on outside column of next sightings page



# SIGHTINGS

## two races — cont'd

were pummeled by a Force 10 storm off the coast of Spain, and four boats were forced into port for repairs. Alex Thompson (GBR) on *Hugo Boss* suffered a shredded solent jib, Mike Golding (GBR) on *Ecover*



WWW / ONEDITION

**Bernard Stamm in survival mode in the early stages of the Velux 5 Oceans. He was one of only two racers who didn't head to safe harbor during this Force 10 storm.**

had damage to his mainsail batten boxes, Unao Basurko (ESP) on *Pakea* faced mast and sail damage (he later made a second stop for more repairs), and Sir Robin Knox-Johnston (GBR) had damage after his boat *Saga Insurance* was knocked on her side. Dalton, sailing the only Open 50 in the race, *AGD Southern Man*, started five days late and was forced into Madeira a week later to fix a loose pintle on one of his rudders. All boats made their repairs and took the 48-hour penalty for heading to port.

Meanwhile, Bernard Stamm (SUI) and Kojiro Shiraishi (JPN) stayed at sea and were rewarded for their perseverance with first and second places, respectively. Thompson has since overtaken Shiraishi and Golding.

As this issue went to print, 3,000 miles separated the fleet. Stamm held a commanding 770-mile lead over Thompson, with 4,000 miles remaining until the first scheduled race stop in Fremantle, Australia.

With a record-breaking 86 boats entered in the Route du Rhum, this year's running of the 3,510-mile singlehanded race from St. Malo, France to Guadeloupe has made for riveting armchair sailing. Updates from competitors have been fast and furious, with reports of an array of broken booms and shredded sails. So far, 12 entries have abandoned the race for reasons ranging from taking on water and a family health emergency to dismasts and capsizes.

Easily the biggest highlight was Frenchman Lionel Lemonchois' stunning pace on his 60' trimaran *Gitana 11*. Sailing at an average speed of 19.11 knots, he lopped four days off the previous race record to finish in 7 days, 17 hours. Lemonchois' passage was so quick that he arrived before most race officials and media, who were flying in from Paris.

Pascal Bidegorry's *Banque Populaire* finished less than a day later, also beating Laurent Bourgnon's previous race record of 12 days, 8 hours. In fact, 9 of the 12 entries in the ORMA multihull class, and

continued on outside column of next sightings page

## coast watch

receiving a report of a woman in the water just off Pier One. The boat crew quickly located the woman and also discovered that a man had leapt into the water from the pier after seeing the woman floating face down. Both the good samaritan, 51, and the woman, 21, were recovered and checked for injuries and hypothermia. They were transferred to EMS in stable condition.

**NOVEMBER 12** — Station Monterey was called at 5:30 p.m. about a 21-ft sailboat in the bay advancing awkwardly in circles. The 47-foot lifeboat launched to





## — cont'd

investigate found *Lorraine* unmanned and towed it to the Monterey Harbor Marina to prevent it from crashing into the breakwater. A backpack found onboard was later determined to belong to the 47-year-old Monterey Sailing School dockmaster Chris Haugen — who had launched the boat around 5 p.m. — and it was presumed he fell overboard while raising sail. A search and rescue operation began immediately but was suspended six hours later after no sign of Haugen had been found. The Monterey PD is now handling this as a missing person case.

## two races — cont'd

one in the Class Two Multihull division — Franck-Yves Escoffier's wonderfully named 50-ft trimaran *Crepes Whaou!* — were faster than Bourgnon's 1998 record pace.

Roland Jourdain, first across the line in the monohull ranks, was on the Open 60 *Sill & Veolia*. Though a mere three hours too late to beat Bourgnon's record, he still managed to win the IMOCA division, beating second-place Jean Le Cam by just 28 minutes. Kip Stone, the only American entered in this year's race, won monohull Class Two with the Open 50 *Artforms*. His crossing of 17 days, 22 hours was also a new race record, beating Australian Nick Maloney's 2002 record by about 18 hours. Briton Phil Sharp led the race's largest fleet, the 25-boat 40-ft division, to the finish. As this issue goes to press, there were still 29 boats at sea.

— SS



Above, a very happy Lionel Lemonchois after annihilating the Route du Rhum race record. Spread, 'Banque Populaire' shows off for the cameras after finishing second.

AFP / ROUTE DU RHUM

# SIGHTINGS

## deleon found guilty

Jennifer DeLeon, the first of five defendants to stand trial for the murder of cruisers Tom and Jackie Hawks, was found guilty on November 17 — almost exactly two years from the day the Hawks disappeared — on two counts of first-degree murder. It took the Orange County jury of seven women and five men just over four hours to reach their verdict, which included “finding true the special circumstance of murder for financial gain,” against the 25-year-old mother of two.

The trial, which began November 6, saw its most dramatic testimony from one of the other accused murderers, 23-year-old Alonso Machain. Machain recounted, in graphic and stomach-churning detail, how DeLeon’s husband Skylar DeLeon recruited him and three other men to help murder the Hawks to gain access to their considerable assets, including their 55-ft trawler *Well Deserved*.

Prosecutors contend that Skylar DeLeon portrayed himself to the

continued on outside column of next sightings page

## bananas

Superstitions abound in the sailorly crowd, from not allowing bananas aboard to not leaving port on a Friday. Some of the braver of us snub our noses at such silly notions — until we hear stories ‘proving’ the superstitions true.

A favorite among sailors is the story recounting that, in the late 19th century, the British Navy grew weary of its highly suspicious sailors refusing to leave port on Fridays, so they commissioned a special ship to dispel the myth. Her keel was laid on a Friday, she was launched on a Friday, her crew was selected by Captain Jim Friday on a Friday and she was named



JOAN RENNICK



## on friday

— what else? — the *H.M.S. Friday*. Her maiden voyage, of course, began on a Friday. She was never heard from again.

It's enough to send chills up the spine of any sailor worth his salt. Not surprisingly, though, the Royal Naval Historical Branch has officially debunked this urban legend of the sea — no such ship was ever built for the British Navy.

But that doesn't mean the superstition isn't real. Just ask Fredrik Fransson. He left port on a Friday only to have the ocean turn to stone. Check out his story, 'The Birth of Fredriksland', on the next page.

— ld



LATITUDE / RICHARD

**The top two reasons your Windex isn't working.** Spread, Joan Rennick of the San Diego-based *Nor Sea 27 'Galadriel'* captured this osprey as it landed — lunch firmly grasped in its right claw — on the mast of a neighboring boat. Inset, it's easy to tell a boat hasn't been sailed often when birds have time to build a nest.

## guilty — cont'd

couple as a wealthy former child actor (in reality, he was an extra on one episode of the children's show *Power Rangers*) who was interested in buying the Newport Beach-based boat they had lived and cruised aboard for two years. Machain testified that DeLeon, after realizing



COURTESY WWW.TOMANDJACKIEHAWKS.COM

**Tom and Jackie Hawks spent two years cruising Mexico aboard 'Well Deserved' before deciding to move inland to be near their first grandchild.**

Once at sea, Kennedy feined seasickness, Machain said, and went below with DeLeon following a few minutes later. Tom, concerned about his passengers' well-being, went to check on them at which point Machain claims the pair overpowered him. He then went on to describe his own struggle with Jackie in the galley, finally managing to handcuff her and put her in the cabin with her husband.

As *Well Deserved* continued to motor west, Machain said the couple — now gagged and blinded with duct tape — was forced to sign legal documents, including power of attorney and transfer of title, all the while being reassured that they would be released if they cooperated. He said the couple was then taken on deck where they were bound together with Jackie's back pressed against her husband's chest.

The bravery Tom Hawks exhibited during his final minutes was proven in Machain's description of how he tried to comfort his wife of 18 years by stroking her hand and how, as DeLeon was tying an anchor to their feet, Tom kicked him so hard in the groin the alleged killer went sprawling into a deck chair, clutching his crotch in agony.

Once DeLeon recovered, Machain said he finished tying off the anchor and chucked it off the moving boat while Kennedy shoved the couple overboard. After turning the boat around, DeLeon and Kennedy scoured the boat for anything of value and, according to Machain, cracked a beer, kicked back and fished all the way back to the marina.

Prosecutors proved their case that although Jennifer DeLeon was not on the boat the day Tom and Jackie disappeared — their bodies have never been found — she played an integral part in the plot to kill them, steal their boat and plunder their savings. The motive was apparently borne from the DeLeon's mounting debt, estimated at \$87,500, and the desire to live a lavish lifestyle they could not otherwise afford.

Defense attorneys argued that Ms. DeLeon was but a naïve and trusting pawn in her deranged husband's twisted plan, and that there was no direct proof that she knew about the murders in advance. They submitted that DeLeon's husband told her the Hawkses were giving them the boat as a gift and that, when she found out the "truth," she was afraid of what he might do to her if she went to the authorities. Wracked with guilt and fear, they said, DeLeon helped her husband clean the boat with bleach and accompanied him to the Hawkses' bank to withdraw their life savings.

In a bizarre twist and apparent attempt to demonize Skylar DeLeon,

continued on outside column of next sightings page

# SIGHTINGS

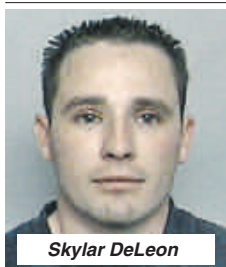
## guilty — cont'd

the defense painted DeLeon's husband as a transgender wannabe who committed these grisly crimes to fund a sex change operation. One defense witness even testified that she let Skylar DeLeon try on her dresses. His lawyers deny the claims.

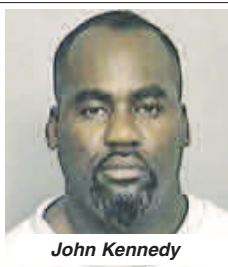


Throughout the trial, the defense made much of the fact that all 86 pieces of evidence the prosecution introduced during the trial were purely circumstantial and there was not a single piece of evidence that proved DeLeon knew of her husband's plans to murder Tom and Jackie Hawks — there was no smoking gun, they claimed. Until the closing statements, that is.

During the prosecution's rebuttal of the defense's final argument, the lead prosecutor pointed out



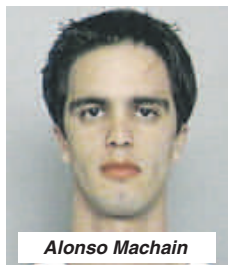
Skylar DeLeon



John Kennedy



Myron Garner



Alonso Machain

**Jennifer DeLeon, top, was found guilty of two counts of first-degree murder. The rest of this motley crew will stand trial next year for murder.**

that if Skylar DeLeon had really told his wife that the \$450,000 *Well Deserved* was a gift, he would never have let her get within 10 miles of the Hawkses for fear that she would thank them for such a generous gift. If that had happened, of course, Tom would have known the whole deal was a scam and called the cops, a chance DeLeon, on a seven-year suspended sentence for a previous conviction, would never take. This argument convinced the jury of her involvement.

Jennifer DeLeon will be sentenced on February 23 and is quite probably looking at life in prison without the possibility of parole. The other four defendants in the case, Skylar DeLeon

— who is also awaiting trial on entirely different murder charges, as well as charges of conspiracy to commit murder against his cousin and father — Alonso Machain, John Kennedy and Myron Garner will be tried as early as next month. We will continue to post updates on *Electronic Latitude* at [www.latitude38.com](http://www.latitude38.com).

— ld

## the birth of fredriksland

Fredrik Fransson left San Francisco's Brisbane Marina for Brisbane, Australia, in May aboard his CBN 36 *Maiken*. The 34-year-old Swede came to the States after having served aboard the schooner *Tree of Life* for several years, including three years as first mate. He knew he would sail again so he worked hard as a UPS driver in downtown San Francisco — you know he has *chutzpah* if he could do *that* job for seven years — and saved his pennies to buy *Maiken*.

Fredrik's uncle, Håkan Larsson, a doctor from Sweden, joined him for the trip which included some memorable stops in the Marquesas, Tahiti and Bora Bora before they ran into — literally — the most memorable 'stop' of their lives. The pair left the Vava'u group of

continued on outside column of next sightings page

## boat

If fire isn't every boater's biggest fear, it probably should be. Most materials used in boat construction are highly flammable and fire can spread quickly. Last year, the USCG reported nearly 200 boats caught fire, causing \$10 million in damages.

The photo below was taken by Rob and Mary Lynne Lackner around 4 p.m. on November 1. The Lackners were at San Diego's Shelter Island Boatyard when the 50-ft ketch *Katana*, moored in America's Cup Harbor, burst into flames. The fire quickly engulfed the boat's aft cabin and





**blaze**

cockpit, shooting flames high into the sky and touching off several explosions, presumably propane canisters.

The owner, a woman who lived aboard, was found on shore and confirmed there was no one else aboard the inferno, which took nearly an hour to put out. Surprisingly, no other boats were damaged by the blaze, though *Katana* was reported to have suffered about \$40,000 worth of damage. The cause of the fire was under investigation.

— *ld*

**fredriksland — cont'd**

islands in the northern part of Tonga the morning of Friday, August 11, headed toward Fiji.

After motoring through thin bands of pumice, they entered a solid field of the stuff, which immediately slowed the boat from 7 knots to 1. "It looked like rolling sand dunes as far as the eye could see," Fredrik recalled. "We joked about the superstition of not leaving port on a Friday — you don't get any stronger sign than the ocean turning to stone!"

They quickly — or, as quickly as they could while driving through nearly solid rock — turned around to escape the quicksand-like mass and assess any damage. As one might expect, pushing through a raft of pumice has its consequences, primarily on the waterline gelcoat and

continued on outside column of next sightings page



MARY LACKNER

# SIGHTINGS

## fredriksland — cont'd

water intakes. Fredrik and Håkan didn't find anything too alarming, but felt it would be prudent to head into port for a more thorough inspection.

The next morning, they heard through the grapevine that, just as they had suspected, there had indeed been a volcanic eruption nearby, but its exact location was unknown. Being the curious sort, the pair launched an expedition to find the mystery volcano, and took off in the direction of Home Reef, known to have volcanic activity. They found what they were looking for.

"Pretty soon we saw that one of the clouds on the horizon wasn't a cloud at all," Fredrik said. "It was the 'smoke stack' from our volcano." Wary of getting too close, they stood off the smoldering island about two miles, but they were close enough to get a good look, not

continued on outside column of next sightings page

## mexico is

Mexico has long been a favorite cruising ground but events catering to sailors have always been sparse. A new trend is evolving though, if the following list of Vallarta YC events is any indicator. It's clear the powers that be are finally realizing the untapped potential of sailors and creating more reasons for boats to sail south.

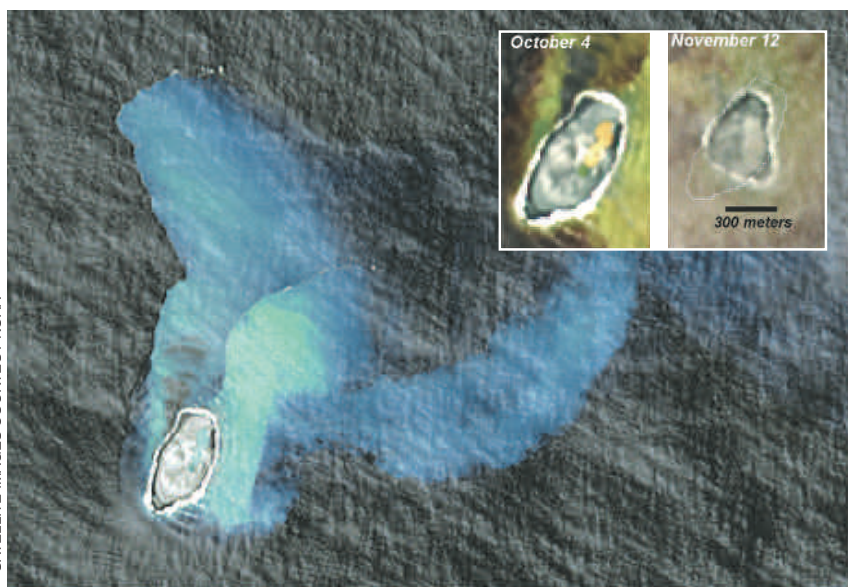
2006/7 Vallarta YC Event Calendar

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

Laser Racing — Every Sunday, Nov-Feb

Thursday Beer Can Series — 12/7, 14,

SATELLITE IMAGES COURTESY NOAA



*Holy smokes! Clockwise from spread, Uncle Hågan looks like he's motoring over a sand dune; the newly formed volcano peeks above sea level; dense rock really does a number on the waterline, not to mention forward momentum; satellite images show the volcano is quickly eroding.*



## evolving

21, 28 & 2/1, 8, 15, 22  
 Vallarta Cup Series — 1/6, 13, 20, 27  
 Dine and Dash Race — 2/10  
 Optimist & Laser Regatta — 2/10-11  
 Governor's Cup Series — 2/23-25  
 J/24 National Regatta — 2/23-25  
 J/24 Worlds — 3/1-10  
 Vallarta Race Week — 3/12-16  
 Banderas Bay Regatta — 3/22-25  
 Snooze & Dash Series — 4/7-8, 21-22,  
 5/13-14  
 Optimist NAs — 7/4-15

— *ld*

## fredriksland — cont'd

to mention some spectacular shots. "We could clearly see four peaks creating a crater," described Fredrik, "which opened to the sea. It was truly amazing to witness."

Fredrik wrote about the experience on his blog back in August, but it took until last month for it to receive international attention. He's since been contacted by the Associated Press, NASA, the Smithsonian Institute and that equally exalted publication, *Latitude 38*.

The newly formed island, located at 18° 99' S, 174° 77' W, spewed out a massive amount of pumice, much of which landed on Fijian beaches throughout the summer and fall. Scientists predict the island, which has already started to erode from wind and wave action, will disappear relatively quickly. No research expeditions are planned but the volcano is being monitored via satellite.

— *ld*



PHOTOS FREDRIK FRANSSON

# SIGHTINGS

## rosebud blooms again

Over the years, Roger Sturgeon has compiled an enviable race record, first on the Santa Cruz 27 *Hanalei Express* back in the '80s, then on the Santa Cruz 52 *Rosebud* in the '90s, and most recently on a TransPac 52 by the same name.

So when we heard that Sturgeon — a retired software developer who maintains a residence in the Bay Area but spends most of the year on the East Coast — sold his TP52 earlier this year, we wondered if it was the end of an era. Turns out a new era was just beginning. Sturgeon announced in August that a new *Rosebud* is underway in Southern California. It will be the first boat built to the Storm Trysail-TransPac 65 (STP65) rule.

Developed jointly by the Storm Trysail and the TransPacific Yacht Clubs, the STP65 rule had input from some of the biggest names in yacht design: Reichel/Pugh, Mark Mills, Alan Andrews, Bruce Nelson,

Farr Yacht Design, Bill Tripp, Nelson/Marek and Bill Lee. The idea was to create a tight box rule boat that could be raced in tough ocean conditions as easily as it could be raced inshore. It needed to be quick boat-for-boat and when sailed under a rating system. Oh, and it couldn't be quickly obsolete.

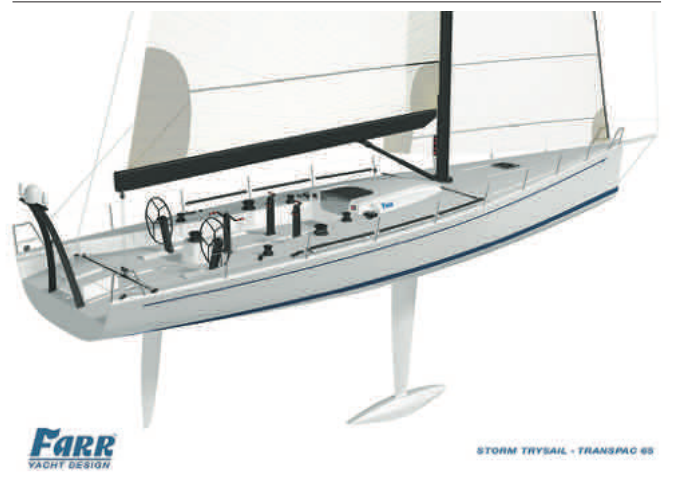
"Our vision for a new boat came into focus during the 2005 Transpac when we were ripping down the Molokai Channel at 25+ knots (on the last *Rosebud*)," says project manager Malcom Park. "This was the condition the TP52 excelled at, but it was something the class had moved away from." Park describes the STP65 as having found a niche between the current inshore-based TP52 and the Volvo Ocean 70.

The concept for a new *Rosebud* came together in the fall of 2005. Farr did the design work, and construction began at Westerly Marine in Costa Mesa this summer. When the boat launches in late April, Park expects this newest boat in his 'Rose Parade' not only to be fast downwind (it should get up on a plane more quickly than TP52s), but a freight train upwind. Sturgeon and his crew will find out for sure during sea trials and crew practice next spring.

In the age of canting keels, it's worth noting that *Rosebud* is a fixed-keel boat. Mind you, 'fixed' is a relative term. The STP65 rule requires that the almost 16-ft keel be retractable to to about 10 feet for entrance into shallow harbors or marinas. It must remain fully deployed when racing.

The deep draft is an essential part of the design. At 21 degrees of heel, the keel will be further out than the crew, so crew weight won't be such a big factor. (Not that the boat is intended to be sailed short-handed. With everything driven by three pedestal winches, the 12 or so crew will include some beefy grinders. But that's only one or two more crew than race the TP52.)

Keel design also factors into the longevity of the design rule. With box rules, Park says, "there's always the chance that you'll be out-designed by later boats. But this rule is fairly limiting, so it should keep a lid on that. The flexibility of this rule is in trying to get weight out of the boat and into the keel and bulb. It's written such that everyone



## when in doubt

The photos on the following pages are of the approximately 55-ft long ferrocement ketch *Peer Gynt* of San Diego, which went up on the beach last month just 400 meters north of Puerto Salina, a new marina between the Mexican border and Ensenada. According to Les Sutton



continued on outside column of next sightings page



## stay out

and Diane Grant of the Albin Nimbus 42 *Gemini*, people working on the boat told them that the owner, a fellow known as 'Marco', got the boat's anchor fouled while trying to anchor in a thick fog. The inset shows the badly-wrapped prop. Les and

continued in middle column of next sightings page

## rosebud — cont'd

will be trying to find the lowest center of gravity possible. So we're all going to be working toward the same goal."

Park and Sturgeon are encouraged that other prospective owners are taking time to look at the rule. To date, at least two have hired designers to do investigative work, and one has started tank testing designs. While they'd prefer to race against other STP65s, Sturgeon says he thinks the new *Rosebud* will give them plenty more enjoyment

continued on outside column of next sightings page

*Spread, the TP52 'Rosebud' goes surfing in the 2003 Big Boat Series. Inset, the Farr-designed STP65 'Rosebud' is now under construction at Westerly Marine.*



LATITUDE / RICHARD

# SIGHTINGS

## ***rosebud* — cont'd**

on the water, regardless of where and against whom they sail.

On his previous boats, Sturgeon made his mark on both coasts and in between — from the Caribbean circuit and the Newport to Bermuda Race to the Transpac, the Big Boat Series, and the Chicago-Mackinac Race. Missing from *Rosebud*'s resumé are races in Europe and the Southern Hemisphere, but they're hoping the new boat will enable them to do just that. "We like to go to new places," Sturgeon says. "We like variety."

The first offshore test, however, will be the somewhat familiar ter-

continued on outside column of next sightings page

## **stay out**

Diane, who took the photos, think it's unlikely the boat can be refloated. The couple report there was another private boat, a trimaran, that went up on the beach about a mile north of *Peer Gynt*. Her name and condition were unknown.

As Les and Diane, veteran cruisers who just finished the Ha-Ha, can tell you, the biggest dangers a boat faces are when near shore. The entire length of Baja, for



PHOTOS COURTESY 'GEMINI'



## — cont'd

example, is strewn with fishing lines and lobster traps, and the charts on most navigation and GPS units are not accurate for Mexico. Indeed, in many places the charts are more than a mile off. So avoid the shore, and triple-check your navigation by also using radar and a fathometer. When in doubt, stay out. If it's foggy, stay way out.

— RS



## rosebud — cont'd

ritory of the 2007 TransPac. As for when the Bay Area will get a look at the new *Rosebud*, Park says they'd like to be at next year's Big Boat Series, though some scheduling conflicts are still to be resolved.

Regardless of where she races, this boat will be one to watch. With a resumé like Sturgeon's and a name like *Rosebud*, the sweet smell of success can't be far away.

— SS

morrelli & melvin open  
offices in south africa

Best known to American sailors for having designed Steve Fossett's record-setting around-the-world maxi cat *PlayStation/Cheyenne*, Newport Beach multihull designers and product developers Gino Morrelli and Pete Melvin are on such a roll that they are opening up an office in Capetown, South Africa. The office will be staffed by Morrelli and one or two of the engineers from their 10-person Newport Beach staff.

While not all of Morrelli & Melvin's upcoming work in South Africa can be revealed at this time, it's well-known that they



COURTESY MORRELLI &amp; MELVIN

Gino Morrelli, left, will head up the new South African branch of the company he started with Pete Melvin, right.

have designed the last several Robertson & Caine catamarans used in The Moorings charter fleets, and are also the designers of Peter Johnstone's Gunboat 48, 62 and 66 catamarans. All of these boats are built in South Africa, and each is more high-tech than its predecessor. The Moorings cats have been very well received, while the pricey Gunboat 48s have been sold through hull #8. Four Gunboat 62s were built but the next four that have been sold will be stretched to 66 feet. When fitted out, the 66 footers will sell for more than \$2 million each.

These production cats are far from the only projects on the M&M CADs. "We're a little surprised that it's taken so long," says Pete, "but the interest in very large sailing catamarans has really taken off recently. We've got an order for an 80-ft Gunboat, an 86-ft design of ours has gone out to bid, and we're developing a 110-footer for another private client."

Despite designing some of the biggest cruising and racing cats in the world, Morrelli & Melvin know and love small cats, too. Melvin has been one of the top Class A cat racers for many years and, in addition to their design work, Morrelli & Melvin manufacture an 18-ft Class A boat using the infusion resin process at their facility in Southern California.

You'll also remember that in last month's *Sightings* we featured Pete and Susan Wolcott's M&M 52 cat being built by Schooner Creek Boatworks in Portland. "She'll be launched in a week or two," says Melvin, "and we were delighted to learn that Steve Rander and his crew have brought her in well under her design weight."

— RS

# SIGHTINGS

## fresh off the boat

We're delighted to announce that Sutter Schumacher of Alameda has joined the *Latitude* staff as our Racing Editor. While she spent the month of October delivering a 55-ft cat from Nova Scotia to



**Sutter Schumacher, the new 'new guy'.**

Curaçao, she's also had lots of racing experience. She grew up racing on boats of all shapes and sizes on the Bay. More recently, she's expanded her horizons, joining the crew of the Pt. Richmond-based *Surprise* to finish second in class and sixth overall in the 2004 Pacific Cup, and trying some women's match racing in Texas and Southern California. Just back from a year in New Zealand, her past lives also include a career in the tech industry and writing for a newspaper on the Maine coast.

If you're wondering if Sutter has any connection with

Carl Schumacher, designer of the Express 27s, 37s, *Heart of Gold*, *Surprise*, *Q*, among others, the answer is yes — she's his daughter.

— rs

## rope burns

Walk down any dock in any port around the world and you'll witness a sight that sends old salts into paroxysms of angst. We are, of course, talking about the unsightly — and some might say unseamanlike — messes that a few boatowners believe to be proper cleat hitches. These dockside diasters seem to fall into two categories: More Is Better and Less Is More, as demonstrated by the examples at right. Either the perpetrators choose not to use the relatively simple locking hitch that will keep just about any boat secured to a dock, or they just don't know how to do it.

Enter [www.animatedknots.com](http://www.animatedknots.com), a website created by Alan Grogono (aka: Grog) to teach people how to tie proper knots. Grog knows that a variety of knots are needed for different activities, and not everyone needs to know them all, so he's set up pages of the most-used knots by application. We, of course, clicked on the 'Boating' tab first, and, duly impressed by the outstanding animations and excellent descriptions, navigated the 'Climbing', 'Fishing', 'Scouting', and 'Search & Rescue' tabs, all of which were equally educational. There's even a section on rope care, a must-read for anyone who wants to lengthen the life of their lines.

So if you've always wondered how to tie a sheepshank — you know, the knot Quint made Hooper tie in *Jaws*, and the most useless knot ever conceived — click on the Scouting tab. Just don't use it to secure your boat to a cleat!

— ld

## what goes around

*Latitude* is once again putting out the call for new entries in our West Coast Circumnavigators List. If you're not already on it (check at [www.latitude38.com](http://www.latitude38.com) 'Features'), and you've completed a circumnavigation, shoot LaDonna Bubak an email at [ladonna@latitude38.com](mailto:ladonna@latitude38.com) or, if you're totally old-school, send her a note at: Latitude 38, 15 Locust Ave., Mill Valley, CA 94941. Include your name(s),



**Spread, a contestant in the 'Ugliest Cleat Hitch' contest goes for the More Is Better approach. Inset, this guy is a minimalist, not to mention an optimist. Hope he has good insurance.**





## comes around

homeport, boat name, boat type, and the years you were out.

Globe girdlers gracing the list will be invited to the 2nd Circumnavigators Ball which will be held during Strictly Sail Pacific boat show in Oakland, April 18-22. This special event doesn't happen every year — in fact, the first gala was back in 2002 — so you won't want to miss it!

— *ld*

## awash in love and lust

There are a lot of ways to mark the passing of time and the changing of the seasons. You can use calendars, equinoxes, the depth of snowpack, and more. For us, nothing says winter is coming — wonderfully warm tropical winter, that is — like *Latitude's* From Here To Eternity Kiss contest on the beach at Cabo San Lucas.

The contest started innocently enough about five years ago. While in the shallows of Lover's Beach, and seeing a panga full of bored-looking tourists approaching, the Grand Poobah dragged Doña de Mallorca down onto the sand in front of a breaking wave and laid on the big smooch. And, most importantly, continued to hang on tightly

continued on outside column of next sightings page



LATITUDE / LADONNA

# SIGHTINGS

## awash — cont'd

while the wave crashed over them. It was just like Burt Lancaster and Deborah Kerr in *From Here To Eternity*, but 50 times better. Even the normally dull tourists cheered.

The following year, the F.H.T.E. Kiss contest was incorporated in Ha-Ha Beach Party fun. For the first couple of years, contestants were a little hard to come by. But not this year! There must have been five or six couples more than happy to get down and dirty to demonstrate to the gathered throng that a mere wave couldn't come between their love — or was it lust? — for one another. It was brilliant. In fact, the couples melded so much into one another, we haven't a clue as to who they are.

Cheers to all who participated! And don't worry, the last of the sand should be falling out of the crevices and orifices in a couple of weeks.

— rs

## tsunami hits . . . crescent city?

An 8.1-magnitude earthquake off the Kuril Islands just north of Japan on November 15 was immediately followed by a tsunami warning, sending thousands of Japanese residents scurrying for high ground. The waves that crashed ashore a few hours later measured a whopping 16 inches high.

Unfortunately, Crescent City, just south of the Oregon state line, didn't get off so easy. Residents thought the small surge that rolled through the harbor around noon — nine hours after the quake — was the worst they would see, so it came as a bit of a surprise when, two hours later, water started running out of the harbor at an alarming rate. But instead of the large wave onlookers feared, a 6-ft surge flowed the water back in like a massive river, a pattern that repeated for the next few hours. Two of the town's docks were destroyed and a third was severely damaged. Several boats broke loose from the docks — the Gloucester 22 *Khora* found itself perched atop one — but none sank. Luckily, no one was injured but damages are estimated at \$700,000.

Similar surges were reported as far south as Port San Luis, tearing a few boats from their moorings but otherwise leaving the rest of the coast relatively unscathed.

— ld

## that sinking feeling

We're not sure what's going on, but there seems to be an inordinate number of reports of sailboats sinking lately, three alone the week before our deadline.

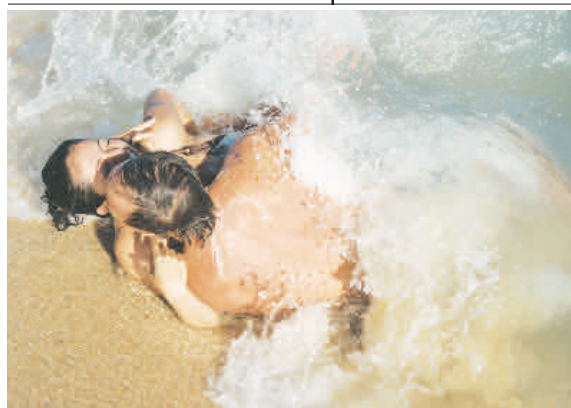
According to Roy Rose, skipper of the San Diego-based *Royal Polaris* commercial

continued on outside column of next sightings page

## i'll make you

"I'm a Casting Producer with ABC Television, and we're looking to feature families who enjoy a life of leisure through sailing and spending time with their family for the hit family show, *Wife Swap*," writes Rachel Hertz.

"We are looking for two-parent families with children between the ages of 5





## a star, baby

and 18 who have outgoing personalities. All featured families receive a \$20,000 honorarium as a thank you for their 10-day filming commitment. We also offer a \$1,000 finder's fee to anyone who refers a family that makes it on the show."

If you're ready for your close-up, call Rachel at (212) 404-1439.

## sinking — cont'd

sportfishing boat, on the night of November 13 singlehanded sailor R.T. Osborn of Portland, a retired steelworker, discovered his Balboa 35 taking on water 35 miles from San Benitos Island. That island is about 300 miles south of San Diego, just west of Isla Cedros.

Osborn was reportedly on his way to La Paz with all his possessions. But when his bilge pumps were unable to keep up with the inflow of water, he issued a *mayday*. Although there were three boats

continued on outside column of next sightings page



ALL PHOTOS LATITUDE / RICHARD

## SIGHTINGS

### sinking — cont'd

in the area, the *Royal Polaris* was the only one to respond. When it was clear the boat was not going to make it, Captain Rose instructed Osborn to put on his survival suit if he had one, and gather his most important possessions. According to Rose, Osborn grabbed his wallet and a box of cigars, and was rescued in good health and without further incident.

continued on outside column of next sightings page

### funky drug

Costa Rican officials — helped by the FBI, DEA, U.S. Coast Guard and Colombian officials — seized a funky 50-ft home-made submarine loaded with 3 tons of cocaine 100 miles off Costa Rica's Gulf of Nicoya. What gave away the craft — which was traveling at 7 knots about 6 feet be-

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LATITUDE / LADONNA



## sub siezed

neath the surface — were three plastic pipes used to get air into the sub. Seized along with the coke were two Guatemalans, a Sri Lankan and two Colombians. Costa Rican officials have confiscated a total of 18 tons of coke this year.

— rs



## sinking — cont'd

On the same day but on the East Coast, the Coasties came to the rescue of the crew of the 35-ft sailboat *La Bella* after they activated their EPRIB. *La Bella* had left New York City a few days earlier, en route for Bermuda, and were about 250 miles off Cape Cod when they encountered a fierce gale. They were dismasted, their keel started to disintegrate and, not surprisingly, they began taking on water.

After receiving the distress signal at around 11:30 p.m., the Coast Guard dispatched a Falcon jet to look for the stricken boat — unfortunately, the dismasting prevented radio communication. Once they spotted *La Bella*, they dropped a radio and survival suits, and left the rest up to a helo rescue team. Finally, at around 5:30 a.m., the last of four crewmembers — Colin Wetherall (talk about irony!), Andrew Hooper, Matthew Lange and Richard Lee, all hailing from Poole, England — was hoisted to safety.

Five days later, Jacksonville, Florida liveaboard Russell Bolton was sailing off the coast of St. Augustine around 5 a.m. — always a tricky time of day — when his 33-ft sailboat collided with a 115-ft barge being towed by a 70-ft tug. Defying all odds, 51-year-old Bolton managed to scramble aboard the barge and watched his home disappear under the lumbering giant. He hunkered down on the barge until the tow's crew spotted him at around 10 a.m.

To add insult to injury, when the Coasties arrived, they slapped him in handcuffs until they could determine whether or not he was an illegal stowaway — the tug's last port of call was GitMo. Once they figured out he wasn't on the barge by choice, they transported the now-homeless Bolton back to Jacksonville where he is currently staying at a Red Cross Shelter.

— ld

## a close call for *sisiutl*

"I hate the North Pacific!" exclaimed longtime cruiser Bob Bechler shortly after enduring a near sinking while en route from Hawaii to the West Coast. "Give me the South Pacific any day of the week!"

Having enjoyed a mild crossing from Mexico to the Marquesas earlier in the year — his third Puddle Jump — Bechler's Gulfstar 44 *Sisiutl* was hammered by a tropical depression while he was single-handing from Bora Bora to Hawaii: "I got the snot beat out of me!"

Then, halfway back from Hawaii, *Sisiutl* was overtaken by a gale and eventually started taking on water from an unknown location. Bechler, 64, reluctantly put out a *mayday* when he discovered that his main bilge pump wasn't functioning. Two hours later a C-130 was overhead dropping two heavy-duty pumps. He eventually got *Sisiutl* pumped out and repaired the leak — from an exhaust pipe that had been ripped loose by wave action during the punishing storm.

"No incident like this is one catastrophic happening," says Bechler. "Rather, it is an accumulation of small problems that reach critical mass and explode." During the storm, his genoa furling line parted and suddenly the entire 150% sail was rolled out in a very strong wind. He opted to turn and run before the gale, but soon his triple-reefed main blew out and shredded. When he finally went below, after 24 hours at the wheel, Bechler finally found water sloshing up from the floorboards, and his bilge pump wasn't functioning. Working a hand pump held the waters at bay until the Coasties arrived. "I was busier than a one armed paper hanger with a serious itch!"

Bechler says sincere thanks to the Maritime Mobile and Pacific Seafarers Net controllers and CG pilots Lt Shivery and Lt Merklin.

— aet



Bechler plays Neptune.

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## A GRAND SUCCESS!

As you'll read elsewhere  
in this issue, the 2006 Baja  
Ha-Ha cruisers rally was a  
huge success.

Of the 185 boats which  
signed up, 165 completed  
the rally — with roughly 600  
sailors aboard.

Although the Baja Ha-  
Ha Rally Committee  
has officially gone into  
hibernation until next May,  
when the 2007 event will  
be officially announced, we  
can tell you that the rally will  
begin Monday, October 29,  
following a kickoff party the  
day before. The fleet will  
begin arriving at Cabo on  
Thursday, November 8.

It's too early to sign up, of  
course, but it's certainly not  
too early to start making boat  
preparations and recruiting  
crew.

For general info on this,  
and next year's, event. . .

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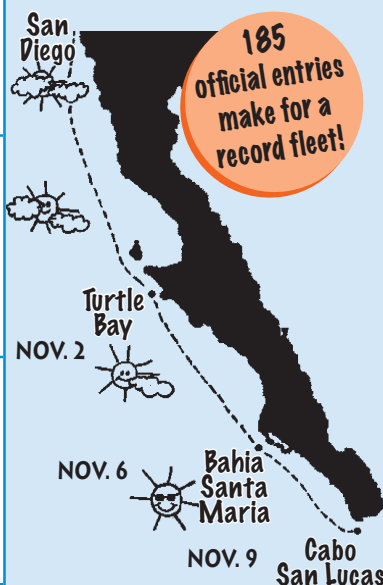
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## ROUTE OF THE BAJA HA-HA RALLY



If you're sorry to have 'missed the boat' this year, there's always next year. Baja Ha-Ha XIV will begin on October 29, 2007. Look for the official announcement in *Latitude 38's May Sightings* section.

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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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# BAJA HA-HA '06

"10, 9, 8, 7 . . . 4, 6, 5, 1, 3, bang!"

Welcome to the 13th annual Baja Ha-Ha cruisers rally!"

So began the southern odyssey of 165 cruising boats and roughly 600 sailors off San Diego's Coronado Roads on October 30. This largest-ever Ha-Ha fleet crossed the line — a decidedly loose one between the lighthouse on Point Loma and the rally mothership *Profligate* — in light breeze and overcast skies. Hinting at good things to come, within half an hour, we were all running for the border in splendid 10-to-12-knot westerlies and bright sun. Next stop: Turtle Bay.

As the fleet spread out — some sticking close to shore, others heading out in search of more breeze — we took a moment to reflect on the Ha-Ha as it slipped into adolescence. We're proud to say that the event was originally conceived by *Latitude 38* and, as with all proud parents, it seems like only yesterday when the 36 boats in the inaugural 1994 Ha-Ha took their first tentative steps south. But the promise of the idea was evident even then: give cruisers a deadline for casting off their docklines and at least the perception of safety in numbers, and

**Well equipped for cruising, with her sails nicely trimmed, the NorCal-based Valiant 50 'Raptor Dance' heads south shortly after the start.**



**Looking particularly salty, Tony and Cammie of 'Safiyah' were among this year's many pirates and wenches.**

many more of them will actually take the plunge rather than procrastinate for one more season. The event's Grand Poobah (then and now) decided it should

be at least mildly challenging, which meant three longish legs, each requiring at least one overnight passage. And each of the stops should typify one of the many faces of coastal Mexico.

Covering 360 miles, Leg 1 is the longest (two overnights), coldest, windiest and, for newbies, the scariest part of the trip. The destination, friendly Turtle Bay, is the perfect place to stop, replenish supplies, relive the dramas of offshore sailing and drink a toast or two to cheating death again.

Leg 2, takes the fleet 240 miles to pristine Bahia Santa Maria, with its tons of wildlife but hardly any people. The air and water temps become increasingly warmer, with lots more sightings of sealife — including flying fish and tiny squid which need to be cleaned off the decks in the morning. This year, Leg 2 was sailed under a beautiful full moon. By this point in the event newbies are getting comfortable and wondering why they waited so long to get going in the first place.

Leg 3, the final 180 miles to Cabo San Lucas (where the most conspicuous *wildlife* is the hordes of tourists). While the wind often gets progressively lighter, the temperatures continue to rise and the water becomes impossibly blue. If there's a decent breeze during the day, it's very much like running down the trades to Hawaii. However, as you near the Cape in the late afternoon, the breeze usually dies. Then it's kind of like motoring back from Hawaii through the Pacific High.

Add a few frills like potlucks, beach parties, unlimited motoring allowances, minimal rules (daily check-ins and "don't hurt yourselves" are about all), fun prizes, a bagful of swag for each boat and plenty of encouragement, and it's no wonder that the Ha-Ha has become such a successful annual tradition.

In the beginning, we had no idea that the idea would take hold the way it has.

Officially run these days by Baja Ha-Ha, Inc. rather than *Latitude 38*, the event has provided the springboard for many a long-distance cruising dream and, more surprisingly, many a return participant. While most '06ers were newbies to the event, there were many boats flying four, six or — in the case of Nels Torberson's Morgan O/I 41 *Bronco* — seven colorful Ha-Ha burgees off their flag halyards collected at previous events. Participants this year hailed from as far away as Canada, Washington, Oregon, Utah, Colorado, Arizona, New Mexico, Hawaii, Georgia — and even a few (including *Bronco*) that came up from their Mexican homeports expressly to do the event.

The long-distance nod goes to the Millet family — Kevin, Marti and daughter Ayla — who sailed their custom 46-ft catamaran *Kalewa* from Hawaii to San Diego with a few stops in Alaska — 5,000 miles, all told. Kevin also gets credit for being one of only a handful of Ha-Ha participants over the years to have designed and built his boat. Greg and Debbie Cockle on the Catalina 42 *Volare* also deserve mention. They also came up from Ensenada for the start, but originally hail from Sydney, Australia, which is where they'll head back to next spring with the Pacific Puddle Jump fleet.

While *Kialoa III* was the biggest boat in this year's Ha-Ha, the grand dame of the fleet was *Alsumar*, a 70-ft S&S ketch built in 1934. Brothers Ted, Bill





# — THE LUCKY 13TH

ALL PHOTOS LATITUDE 38  
EXCEPT AS NOTED

and Mike Davis spent a truckload of money and untold hours restoring the boat from 1991-'96, and have put 25,000 miles under her keel since then. This year's cruising rally served as a down-wind shakedown for her planned participation in next year's TransPac.

*It was apparent right from the start that this year's theme could well be the 'lucky 13th'.*

As tradition dictates, the official Ha-Ha kickoff event is the pre-race party at Cabrillo Isle Marina, hosted by the marina staff, West Marine and *Latitude*. Appropriate to the Halloween season, costumes are encouraged, and we never fail to be amazed by the creativity. Pirates plundered, bees-got buzzed and Rupert the black swan was remembered (alongside a guy in blue flippers and a hugely padded chest who claimed to be a blue-footed boobie). There was one curious group consisting

of a bee with a toy lawnmower and four guys in Nixon and Cheney masks that had us baffled for a minute. Then we got it: Mow Bee Dicks. You had to be there.

But the prize for the best costumes of all went to one of the most fun-loving crews in the Ha-Ha, the Malan family and friends of the Cheoy Lee 53 *Salt Whistle*. Mom Sue

and Dad Justin headed the clan of cave people, which included son Matt, daughters Hannah and Abby, and crew Tom and Dorinda McMillan. Abby 'sealed the deal' when she announced that it was her birthday that day. And how's this for a good omen — she turned 13 on the official start of the 13th Baja Ha-Ha! Further research revealed that there were 13 Divisions for sailboats (and one for powerboats). Five divisions had 13 entries. And there were 13 crewmembers on the Surfin' 63 mothership *Profligate*. It was apparent right from the start that this year's theme could well be the 'lucky 13th'.

## Leg 1 — San Diego to Turtle Bay

The first night out is always the scariest for newcomers, and few of them get



**"Keep an eye out for traffic!"** With 165 boats primed for new adventures, the San Diego start was an emotional moment.

much sleep. Blustery conditions and the return of a cooling marine layer only added to the trepidation, as did the half-dozen northbound ships which passed through the fleet during the night. Chris Arnold of the Swift 40 *Sea Breeze* got a couple of additional adrenaline surges when Ha-Ha boats passed close by, apparently oblivious to their presence. The first occurred soon after dark, when an unidentified boat crossed 100 yards ahead of them. Hours later, around mid-



**Spread:** The record '06 Ha-Ha fleet crawls south-bound past San Diego's Point Loma in light air. **Inset:** A favorite spot on the owner-built schooner 'Patricia Belle' is riding on the bow sprit.



# BAJA HA-HA '06

night, another boat, also unidentified, grazed by only 15 feet off their stern — apparently on autopilot with no one keeping watch! "Give me tankers any day," laughed crewman David Berke. "At

*"We could see his head off the bow, his flukes out the side and his tail behind us under the water."*

least they're predictable."

But the most spectacular encounters of the leg occurred the following afternoon inshore of Cedros. As always, the fleet splits about half-and-half at this point, with outside boats sailing slightly farther in more wind and inside boats hoping to keep the breeze on their shorter courses. This year, many of the inside boats encountered large pods of whales near the island — we're talking 30 to 40 animals per pod — and at least two boats were the focus of a particularly curious fellow who swam over to and *under* them. He stayed there for almost 30 minutes, swimming lazily from one side to the other and occasionally turning on his side to look up at the curious humanoids.

"I've never seen anything like it in my life," said Diana Frizelle of Chuck and Cynthia Pfaff's Catalina 470 *Three Quarter Time*. "He just got under the boat and stayed there. We could see his head off the bow, his flukes out the side and his tail behind us under the water — he was much bigger than the boat." We don't know our whales that well, but the size and lack of barnacles indicate he was probably not a gray whale. Someone said they thought it looked like a blue.

"No one knew what to do, so we got on the radio and asked. 'Make noise' was the reply, so we turned on the stereo, stomped on the deck and — when he moved out from under the boat — turned on the engine. None of it seemed to bother him; he eventually went away in his own sweet time."

*Wave Goodbye*, a Hunter 44, and *Seventh Heaven*, another Catalina 470, had such similar encounters (the area and even the size estimate were the same) that we assume it was the same whale. "He came so close to the boat that you could lean out and touch him," says *Heaven's* J. Mills. "Then he'd roll under us and come up on the other side, just as close. He even blew right beside us and got the helmsman all wet!"

While the inside boats were wrangling

whales, the outside group were wrangling sails. Many boats reported spinny wraps, bungled takedowns or failed halyards that resulted in all sorts of mayhem. Perhaps the best of these stories came from Debbie and Jeff Hartjoy on the *Baba 40 Sailor's Run*. When their kite let go, one of the sheets got wrapped around the rudder. After several attempts to free it with a boathook and backing down, Jeff stripped down to his skivvies, grabbed a mask and knife, and jumped over the side. By the time he was climbing back aboard, several *pangas* were going by. "They gave us some pretty strange looks," said Debbie.

By the way, this is the second Ha-Ha for the Hartjoys. After their first one in 1999, this fun-loving couple spent seven years and 35,000 miles exploring the Pacific. They had only been in the States for two months when they decided to jump into this Ha-Ha — and more cruising. This time, says Debbie, they're looking at a 10-year cruise. Or was it 15?

The first boats pulling into Turtle Bay late Wednesday morning — *Flying*



By the time the fleet neared the Coronado Islands on the first afternoon, some had chosen the inshore, rhumbline course, while others went outside in search of more breeze.





---

## — THE LUCKY 13TH

*Fox, Flying Fox II, Pantera, Kialoa III, Alaska Eagle* and others — joined a half-dozen non-Ha-Ha cruisers already in the anchorage. As the mass of the fleet arrived through the rest of the day and night, the anchorage filled up like the parking lot at Disneyland. By the time it was dark, the hundreds of masthead lights mingled with the Milky Way overhead to form a sea-level constellation that was nothing short of breathtaking.

The morning net and check-in elicited tales of all sorts, starting out with a sobering reminder from Nels Torberson's Morgan 41 ketch *Bronco* that the Ha-Ha, while fun, is at the same time a serious

ocean voyaging event in which anything can happen. During the windy second night at sea, when some boats reported gusts of 30 knots or more, *Bronco* was running with only an asymmetrical spinnaker and mizzen up. All of a sudden, a shackle holding the main topping lift broke. The boom clobbered helmsman Alex Kerekes on the noggin, and the sudden lack of steering sent the boat into a bone-rattling broach. Below decks, Marianne Russin got launched across the salon, slamming hard into the starboard settee. As he sailed the final miles, Nels checked in by radio to alert the Rally Committee and express his concern for

both crew members.

Steve Fox, the internist-owner of the Dragonfly 39 *Flying Fox II* met *Bronco* as she entered Turtle Bay late on November 1. He gave Maryanne some pain medication and helped get her ashore to the clinic in town where an X-ray revealed she had broken six ribs. (Fortunately, except for a headache, helmsman Alex was okay.) Ever game, Maryanne chose to stay with the boat for the duration rather than head home. (The prospect of a four-hour trip on a rutted desert road — just to get to the main highway — undoubtedly had some influence on her decision). And gut it out she did, recovering enough by Cabo to walk to the crew party and receive the 'Best Boat





# BAJA HA-HA '06

Bite' trophy by a landslide vote.

Other than that, injuries to boats and people were minor. Torn sails were the main malady. Many of the repairable ones were sewn up by the nice folks on Swan 53 *Mistress*. As well as being a retired telecom engineer, owner Tom Lafleur is president of UK-Halsey sailmakers in San Diego, so his boat is well equipped with everything from sail tape to zigzag

machines. (*Cappricio* also donated use of their SailRite machine, and *Far Fetched* supplied dacron and other items to the cause.)

In his other guise, Tom generously made the rounds of the fleet, diagnosing and repairing radios, satphones and other electronics where he could. Unfortunately, even he was unable to resuscitate the Committee Boat's brand

new SSB, which stopped transmitting the first morning out. (The old one had worked fine for 12 Ha-Has — what were we thinking?) From there on out, Bill Finkelstein on the Valiant 50 *Raptor Dance* graciously agreed to run the morning SSB roll call for boats still at sea, while the Grand Poobah did the VHF roll call for boats at anchor.

(Despite parts and help from two or



DAVE KINGMAN PHOTOGRAPHY



ANDREW VIK





## — THE LUCKY 13TH

three other folks, *Profligate's* watermaker was similarly declared DOA. After some quick Sun Showers, strict water rationing was declared for the crew. Fortunately, there was plenty of beer to get us

through the crisis.)

The Ha-Ha has become a huge event for the small town of Turtle Bay. We're told that schools even let out for the week so the kids can enjoy the festi-

ties. They were everywhere, eager to help with chores such as carrying water and 'guarding' dinghies. Apparently some were more diligent than others, as we heard of at least one inflatable getting popped after it drifted under the rusty old town pier. Likewise, the town's fishing industry went on hiatus as *panga* fishermen turned into water taxi drivers, ferrying people in and out all day and well

*Clockwise from upper left: 'Kialoa III' does a trophy lap upon arrival at Turtle Bay; the 'Quantum' crew samples the fare of the local cocineras; taking dinghies through the surf was a learning experience; hamming it up in the Vera Cruz disco; the ladies dominated in tug-of-war; a hilltop view of the beach bash; Turtle Bay's landmark pier; the 'Sea Fox' acknowledged their Scandinavian roots; kayaks were more prevalent this year than ever before.*





# BAJA HA-HA '06



**In a fleet this size, part of the fun was spotting a boat on the horizon and trying to I.D. it. Many photos were eventually traded.**

into the night. Charges ranged from \$1 to \$2 a head, a real bargain considering the distances and the sometimes dicey landing situation (and that it costs you \$4 to go 50 feet at Catalina). Since the main canneries in Turtle Bay closed a few years ago, the yearly arrival of the Ha-Ha fleet has become an economic mainstay for the community.

The biggest event of the Turtle Bay layover — for both cruisers and locals — is the annual beach party, highlighted by world-class volleyball on two courts and a men-vs-women tug of war. (No one was really keeping track of volleyball scores, but, as usual, the women won the tug.) The 30 or more cruising kids kept busy whacking *piñatas*, tossing frisbees, scurrying and, in a few cases, watching their parents exhibit questionable examples of responsible adulthood. No one went away hungry, as the potluck dinner

**Blasting along like an express train during the first leg, the 1934 S&S ketch 'Alsumar' was a visual delight.**



DAVE KINGMAN PHOTOGRAPHY

once again astounded everyone with its variety and delectability.

Turtle Bay also offers the first primer for those new to beach landing dinghies through surf. As always, there were a few wet landings, but the hands-down winner of the 'dinghy olympics' was the unfortunate crew of Jim Hosie's Catalina 42 *Renaissance*. They were launched by a butt-slapper that pitchpoled the dinghy, throwing everyone into the small surf in one of the most spectacular wipeouts we've ever seen — or photographed. (See our feature titled *Surf Landing School* for the pictures.) Fortunately, clothing and egos sustained the worst of it. Even the drowned outboard — brand new, of course — was back at work the next day. By then, even Jim could laugh about it.

Saying an early *adios* in Turtle Bay was Ha-Ha vet Joe Weathers of the Seawind 1000 cat *Sea Ya* (last month's cover girl). Work commitments at home in Grass Valley meant Joe couldn't do the entire 2006 Rally. He took it in his usual good humor, showing up at the pre-race get-together with a shirt reading "2006 Baja Ha-..." He bid the fleet a hearty "Fair Winds" as he headed back north.

## Leg 2 — Turtle Bay to Bahia Santa Maria

For everyone else, Leg 2, the 240-mile run to Bahia Santa Maria, began early on November 4. Typical offshore morning breeze slowly turned into a nice westerly by afternoon, and the fleet reeled off the miles. This is where the weather really started to warm up, and shirtsleeve sailing was the order of the day. It's also where the fish started biting, as the route took the fleet over several sea mounds. Dorado, yellowfin, wahoo and other gamefish were hitting trolling lines throughout the fleet, with the largest 'keeper' being an 80-pound wahoo hauled aboard *Ladyhawke*. Another boat (sorry, we wrote down the name and lost the notepad) hooked a 7-ft marlin, but released it. The most unusual catch, however, occurred on the smallest boat in the fleet, Randy Ramirez' Flic-ka 20 *Dulcinea*. He and crewman Matt Gardner hooked a small fish, which was quickly gulped down, while still on the hook, by a 4 1/2-ft hammerhead



shark. They eventually hauled in the shark and within 20 minutes were enjoying hammerhead filets. "Kind of chewy, but not bad," reported Randy.

Remember *Sea Breeze*, the boat that experienced the near miss on the first leg? They had another in Leg 2, when another Ha-Ha boat crossed uncomfortably close in front of them. This one they could identify, but we're not going to cast any stones.

Again led by a gaggle of multihulls (at 17 boats the largest ever 'weird boat' division in the Ha-Ha) and Orange Coast College's splendid maxis, the 80-ft *Kialoa III* and 65-ft *Alaska Eagle*, the fleet started arriving in Bahia Santa Maria soon after dusk on November 5. There are no lights or town here to help with navigation, although the half-dozen sportfishers tucked into the northwest corner of the bay provided a beacon of sorts. With boats trickling in at a steady rate all night and into the morning, the fishermen must have felt a bit like the Seventh Cavalry the night before the Little Bighorn. Unlike Custer, though, they saddled up and were gone by morning.

Bahia Santa Maria is not only the prettiest stop on the Ha-Ha, it is one of the prettiest spots on the planet. This huge anchorage just north of Mag Bay is



## — THE LUCKY 13TH



**Rejuvenated after a two-day respite, the fleet heads south from Turtle Bay at the start of Leg 2. Insets: Marine life was more prevalent on Leg 2, including a hammerhead shark.**

well protected from the north and west, so the water is flat, warm and teeming with life. Most of the year, the only human inhabitants are a few fishermen and their families who live in ramshackle conditions ashore near the mouth of a salt marsh. The confluence of the marsh water flowing into the bay forms small waves that are perfect for learning to surf or practicing dinghy maneuvers. The nearby mountains offer welcome exercise for stiff boat legs, as well as incomparable views of Mag Bay, the marsh and the Pacific. In the early evening, the Milky Way glitters overhead, the phosphorescence sparkles below and the warm offshore breeze blends the aromas of reeds, campfire smoke and the arid desert beyond. Later on, when the full moon rose, its light shimmered across the water to mingle with the sounds of laughter and occasional music. Bahia Santa Maria is truly a magical place.

Speaking of magic, once a year, just for the Ha-Ha, an amiable fisherman named Victor and his friends pull off an amazing stunt, by providing a delicious seafood dinner for hundreds of cruisers. All the supplies and an ocean of cold beer has to be trucked 40 miles across the desert, loaded onto pangas and run

downriver through the mangroves. More impressive still is the fact that Victor's buddies, Beni and Roberto bring their entire rock 'n' roll band up from La Paz to entertain the fleet — electric guitars, an electric organ, a full trap set, a huge PA system, the whole works. And they crank out damn good renditions of everything from Santana to The Beatles.

Ha-Ha'ers spent the afternoon dancing, buying \$2 *cervezas*, and soaking in the whole surreal scene with equal measures of appreciation and disbelief. By this point, the initial fears were behind them and most were easing rapidly into the cruising lifestyle. "This is so great," said Ann Jacks of *Soñadora*. "Better than I ever imagined it would be." *Soñadora* owners Matt and April Rollins, 27 and 29 respectively, were this year's youngest skippers. They were also the newest husband and wife, having tied the knot just this past February. *Soñadora* was also one of numerous Ha-Ha boats with dogs or cats listed

as crew. Tanner and Conner, two long-haired dachshunds, rounded out their crew roster.

In addition to the beach party, the other big Ha-Ha event in Bahia Santa Maria is typically the Pusser's Rum tasting party. For the last several years, Chuck Tobias of Pussers, Ltd. of the British Virgin Islands has made sure ample amounts of his famous rum and 'Pain Killer' mixers arrive in San Diego in time to be loaded on the mothership. So imagine our surprise the night before the rum tasting — when we couldn't find any rum. Plenty of mixers and ball caps, but none of the good stuff.

Was it stolen? Seal the doors — no one leaves the room! Was there a mis-

***The 'cave people' of 'Salt Whistle' always seemed to be having fun — and were an inspiration to others in the fleet.***







ROBYN'S NEST



take in shipping or delivery? Was there a bunch of Mexican fishermen in Turtle Bay getting hammered at that very moment? Turned out the problem was with the U.S. distributor. Apparently some new regulation prevents shipping liquor to a place which has no liquor license. So sadly, there was no rum for the rum tasting.

As with most potential crises in the Ha-Ha, the Rally Committee's attitude was, "No worries." The next morning during the check in, the Grand Poobah thanked Pusser's for their continued support, detailed for everyone the exact ingredients of a Pain Killer and invited all the skippers to dinghy over and receive a coveted Pusser's cap. He then explained

what had happened over the VHF and invited everyone to join in a communal groan. "Ready. . . now!" We swear you could hear the mingled disappointment all the way back in San Diego.

There were fewer tales of drama and more of fun from boats in Santa Maria. Notable in the former category, George Salley jumped off his Fountaine Pajot 42 cat *Southern Belle* for a cool dip to find that the boat was missing one of its rudders! Inspection revealed the stainless rudder post on the port side had apparently developed stress cracks and the rudder had snapped off somewhere along the way. "I wondered why the steering felt so sloppy," said George, who decided to depart early and power down to Cabo.

Another boat announcing an early-evening departure was our old friend *Sea Breeze*, the 'near miss' boat. Turns out they weren't even safe from the syndrome at anchor. Dave Berke came on deck at 2 a.m. to discover that *Wanderlust*, Dave Madera and Monika Kaufman's Hunter 466, had parted her anchor rode and the offshore wind was blowing her out toward the surf camp on the point. One of the innermost boats, she had somehow blown all the way through the fleet without hitting anyone, but was now headed right for *Sea Breeze*! A lot of shouting ensued, and *Wanderlust*'s sleepy crew awakened in time to avoid disaster. Nevertheless, the *Sea Breeze* guys figured they had tempted fate enough.





**Top row, left to right: By the time the fleet reached Bahia Santa Maria, many were in a celebratory mood; kids being kids; fishing pangas turned into taxis; Debbie of 'Sailor's Run' sings La Bamba with the band; the full moon brought good surf. Center: Surveying the fleet; Kevin of 'Rhodia' gets a tow; breakage happens; young skippers April and Matt of 'Soñadora'; a hiker reaches the summit. Bottom: Chris of 'Robyn's Nest' shows off his prize dorado; a magnificent moonrise; the river mouth at low tide with the fleet lying peacefully at anchor; yet another epic sunrise.**

"We're leaving tonight and making the trip while nobody else is around!"

At the other end of the spectrum, we'd have been hard pressed to find anyone happier to be cruising to the Cape than David and Laura Harris aboard the Passport 40 *Rocinante*. They joked that they needed to head south from Washington to alleviate the arthritis in their 14-year-old canine crewman Jack. But the real story is that longtime sailor David convinced then-non-sailor Laura to

share not only his dream of cruising, but his life. The two were married a couple of years ago and considered the Ha-Ha "our delayed honeymoon." Their nonstop smiles seemed to indicate things were going pretty well. Laura even confessed to cooking her first fish — a small Dorado — on the trip down. "But David had to clean it," she laughed.

And there were yet more fish tales. Lots of people talked of cleaning the decks of flying fish or squid every morn-

ing. *Flying Fox*, Paul Ludgate and Geoff Gow's Corsair 31 trimaran, hooked a wahoo that took an hour and a half to land, and then it was so big it hung over both ends of the cockpit.

Both fun-loving Kiwis, Paul and Geoff were popular with other Ha-Ha'ers, who all seemed to know them ashore. Paul drew even more attention when he took his shirt off, revealing a spectacular Polynesian-themed sailing tattoo that started on his upper arms and went all the way across his shoulders and back. He said it took two years of weekly sessions (not including summers) in L.A. to get it this far, and he was figuring on at least that much more time to complete the 'circumnavigation' around his chest.



# BAJA HA-HA '06



Kevin and Maricela sailed 'Kalewa' 5,000 miles to reach the Ha-Ha start.

## Leg 3 — Santa Maria to Cabo San Lucas

The final hop to Cabo began bright and early on November 8. Since Santa Maria is typically windless in the early morning, the Rally Committee imposed a 'rolling start' — that is, you can run your engine at five knots for the first hour with no penalties. Interestingly, as if on cue, a thick fog blew over the anchorage as boats departed, enveloping the inside boats for awhile before everyone broke out into brilliant sunlight, and the warmest wind and bluest water of the trip.

And then there was Cabo. What can we say about this once-quiet fishing town that is now Gomorrah with funny T-shirts, swank high-rise hotels, bars and restaurants now line its splendid beaches for as far as the eye can see. During the day, the rumble of million-dollar sportfishers punctuates the roar of tourist traffic, while at night the downtown throbs to the beat of

techno-rock. Especially for the uninitiated, it is an assault on the senses from every perspective. But hey, after almost two weeks and 760 miles of pristine natural beauty, maybe a little debauchery was in order.

Squid Roe, here we come.

Sex, alcohol and loud music never come together quite the way they do in Squid Roe. Gulp one or more of the quivering tequila-laced Jello shots and you'll soon be making new friends — both real and imagined. The sound system has to be experienced to be believed — in fact, it's been known to dissolve kidney

stones. Although some of us slipped off early in hopes of repaying some newly acquired sleep debt, the young at heart raged on until the wee hours.

Boats arriving at Cabo had the choice of anchoring out in the sometimes-rolly anchorage, just off a spectacular beach skirted by upscale hotels, or rafting three-deep inside the marina for heartstopping fees approaching \$4 per foot per day. Being one of the world's premier sportsfishing centers, there is little room for sailboats. But, as always, the Cabo Marina staff did their best to shoehorn in every boat that requested a

## 2006 Baja Ha-Ha XIII Finishers

Timekeeper's Note: Amazingly, there were ties for third in every division! (A + beside a finishing rank indicates special accomplishment)

### AGAVE Division

1) <b>Dulcinea</b>	Flicka 20	Randy Ramirez	Stockton
2) <b>Wolverine</b>	Camper Nich 31	Grant Redfern	Whitehorse, YT
3) <b>Aphrodite</b>	Pacific Seacraft 27	R & N Rowland	Auburn
3) <b>Leveling Sprit</b>	H-R P-28	Bruce Coleman	Huntington Bch
3) <b>Destarte</b>	Bristol Chnl Ctr	Jerry Murphy	San Diego
3) <b>Rhodia</b>	Pacific Seacraft 31	Donn & Fred Tatum	Santa Barbara
3) <b>Grace</b>	Traveller 32	Robert Walker	Grass Valley
3) <b>Sosiego</b>	Westsail 32	The Graham Family	Vacaville
3) <b>Willow</b>	Westsail 32	BJ & Merry Loew	Pasco, WA
3) <b>Canopuz</b>	Islander Freeport 33	Jim Wilkinson	San Leandro
3) <b>Walkabout</b>	Allied Luders 33	Slater / Stebbings	Richmond

### BURRITO Division

1) <b>Frolic</b>	Islander 36	S & S Hodges	Santa Barbara
2) <b>Palapa</b>	Catalina 440	R & T Hayward	Long Beach
3) <b>Triple Play</b>	Catalina 30	Larry Lake	San Diego
3) <b>Saber Vivir</b>	Catalina 30	Chuck Naslund	La Habra
3) <b>Joannalee</b>	Cal 34	Mark Oliver	Avon, CO
3) <b>Gypsy Soul</b>	Cal 34	Jay Sousa	Merced
3) <b>Little Waimea</b>	Ericson 35	Ed Tackabery	San Diego
3) <b>Anum Cara</b>	S2 35C	R & M Briggs	Avila Beach
3) <b>Mai Pen Rai</b>	Islander 36	Noble Brown II	Benicia
3) <b>Soñadora</b>	Catalina 36	Matt & April Rollins	Dana Point

### CEVICHE Division

1) <b>Solstice</b>	Pacific Seacraft 37	John Alden	Palos Verdes
2) <b>Lorgadoir Eolais</b>	Cape George 38	R&H O'Shaughnessy	Sherwood, OR
3+) <b>Nomad</b>	Rival 36	R & C Aronen	Oakland
3) <b>Robyn's Nest</b>	Island Packet 35	Chris & Robyn Parker	Placerville
3) <b>Andante</b>	Island Packet 350	David & Kathy Reed	Olalia, WA
3) <b>Ecco Bella</b>	Island Packet 350	M Addis & M Fiorillo	Tucson, AZ
3) <b>Safiyah</b>	Union Polaris 36	T Lumpkin & J Dallen	San Diego
3) <b>Salt Shaker</b>	Cape Dory 36	P & N Turner	San Rafael
3) <b>Content</b>	Pacific Seacraft 37	John & Penny Joiner	Lookout, CA
3) <b>Francesco</b>	Rafiki 37	Denny Lowe	Kirkland, WA
3) <b>Talerra</b>	Cape George 38	D & M Boots	Anacortes, WA
3) <b>Cardea</b>	Westwind 38	Jim Todd	San Diego
3) <b>Kind of Blue</b>	Island Packet 380	Jim & Judy McGihon	Gig Harbor, WA
3) <b>Charm</b>	Island Packet 380	D & M Sanford	Lacey, WA

### DESPERADO Division

1) <b>Pacifica</b>	Ericson 39-B	Greg & M Davids	Richmond
2) <b>No Regrets</b>	Cal 39	David & Patrick Kelly	Boulder Creek
3) <b>Wanderlust</b>	Gulfstar 37	W Sitch & Sara Fuller	Santa Rosa
3) <b>Coyote Blue</b>	Jeanneau SO 37	Bassett / Magnusson	Langley, WA
3) <b>Far Fetched</b>	Beneteau 390	Steve & Bruce Albert	Grants Pass, OR
3) <b>Capriccio</b>	Sabre 38 Mk I	Jan & V Meermans	Poway
3) <b>Vanishing Point</b>	Hunter 380	Hansom / Stephens	Goleta
3) <b>Sea Fox</b>	Moorings 38	Håkanson / Vik	San Francisco
3) <b>Solitude</b>	Catalina 38	Richard Gilmore	Sacramento
3) <b>Calou</b>	Ericson 38	The Powell Family	Tiburon
3) <b>Ketch 22</b>	Freedom Express 39	Tom & Naty Marlow	Sunnyvale
3) <b>Black Watch</b>	C&C 39	Daniel Matthieu	Burnaby, BC

### 3) Whitecap

Westsail 39

Harry & M Thompson

San Diego

### 3) Flying High

C&C Landfall 39

Lungren / Canter

Sunnyvale

### ENCHILADA Division

1) <b>Bronco</b>	Morgan O/I 41	Nels Torberson	Hayward
2+) <b>360°</b>	Passport 41	Mary & Joel Thornton	Sammamish, WA
3) <b>Sea Peace</b>	Passport 40	Cass / Gaus	Menlo Park
3) <b>Rondeau Bay</b>	Passport 40	Jim & Barbara Ellis	Danville
3) <b>Bellavia</b>	Passport 40	Milton & Eva Tanner	Emeryville
3) <b>Rocinante</b>	Passport 40	David & Laura Harris	Chelan, WA
3) <b>Wildflower</b>	Passport 40	Eversole / Duncan	Alameda
3) <b>Yohelah</b>	Tashing Baba 40	R & T Sicade	Seattle
3) <b>Détente</b>	Hunter Legend 40	Donald Himes	Placerville
3) <b>Deborah Rae</b>	Pacific Seacraft 40	Dick & Armi Johnson	La Habra Hts
3) <b>Heart 2 Heart</b>	Irwin 41	Overley / Shacklett	Cucamonga
3) <b>In the Mood</b>	Formosa 41	Stan & Karen Dodd	Martinez

### FRIJOLE Division

1) <b>Athena</b>	Beneteau First 36.7	P & N Brocchini	Carmel
2) <b>Tropical Storm</b>	X-Yachts 482	Doug Forster	Mill Valley
3+) <b>Viking II</b>	MacGregor 65	Erik & Mia Smitt	Sacramento
3) <b>Barbarella</b>	Hobie 33	Jim Blakewell	Oklahoma City
3) <b>J/World</b>	J/120	Wayne Zittel	Alameda
3) <b>Pythagoras</b>	Olson 40	Dale Winson	Laguna Beach
3) <b>Mal de Mer III</b>	J/40	Ed & Cindy Huckins	San Diego
3) <b>Bluebird</b>	J/120	Tom Cullen	Santa Barbara
3) <b>Gettin' Around</b>	Catalina 400	D & J Springstead	Buford, GA
3) <b>Page One</b>	Beneteau First 42	Craig & Lamia Alger	Chico
3) <b>Compañera</b>	Farr 44	Eichen / Flieder	San Diego

### GUACAMOLE Division

1) <b>Synchrony</b>	Tartan 41	DiGiovanni / Phillips	San Francisco
2) <b>New Moon</b>	Hunter 410	Gerald & Karen Elder	Albuquerque, NM
3+) <b>Mirage</b>	Hunter 410	Robert & Amy Leslie	Redding
3) <b>Deliverance</b>	Hunter 41	Daniel Swett	Bonita
3) <b>Gemini</b>	Albin Numbus 42	L Sutton & D Grant	Menlo Park
3) <b>Tequila Rose</b>	Catalina 42 Mk II	Paul & Kathy Eguina	Elk Grove
3) <b>Volare</b>	Catalina 42	G & D Cockle	Sydney, Australia
3) <b>Renaissance</b>	Catalina 42	Jim Hosie	Folsom
3) <b>Imagine</b>	Catalina 42	Tom & Diane Miller	San Diego
3) <b>Itsabout</b>	Valiant 42	J & C Graff	Denver, CO
3) <b>Brisa</b>	Custom 50	Ed & Sandy Martinez	Mill Valley

### HUEVOS RANCHEROS Division

1) <b>Misjudged II</b>	Hunter 460	Patrick Magers	Irvine
2) <b>Voyager II</b>	Norseman 447	C. Wayne Ratliff	San Luis Obispo
3) <b>Mystical Traveler</b>	Beneteau 423	L & S Guthrie	Boulder, CO
3) <b>Louella - Joie de Vivre</b>	Beneteau 423	M & L Mellon	San Diego
3) <b>Wiz</b>	Nautor Swan 44	Darrell & Susan Clark	Polson, MT
3) <b>Mykonos</b>	Swan 44 Mk II	M & M Eisenzimmer	San Geronimo
3) <b>Wave Goodbye</b>	Redding / Newman	Redding / Newman	Carlsbad
3) <b>La Storia</b>	Morgan 45	B & J McChesney	La Quinta
3) <b>Nonnie</b>	Passport 456	Paul Redington	Bellingham, WA
3) <b>Cabernet</b>	Hunter 460	Chuck & Judy Drake	Benicia

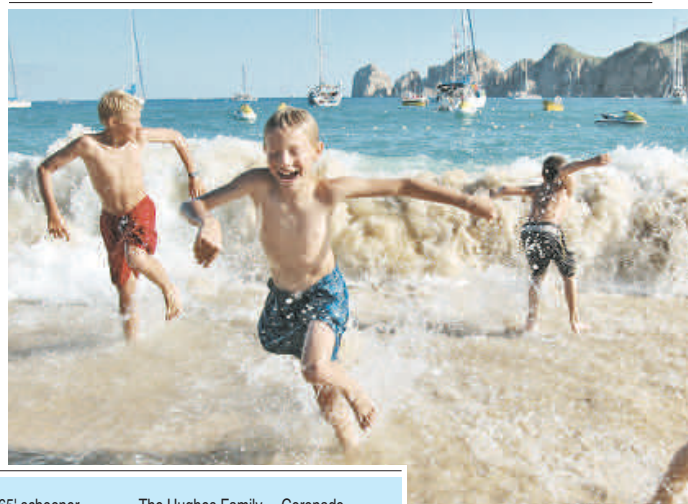


slip — roughly 55 of them.

After surviving the annual Squid Roe bacchanalia, the final events of the Ha-Ha were a celebratory beach party the afternoon of November 10, and the awards ceremony on the 11th. The beach party this year was held at a place called the Mango Deck. Activities — slightly abbreviated by a city power outage that killed the sound system — include our famous "Here to Eternity Kiss" competition. This year, five couples braved the steep shorebreak to take part. (See *Sightings* for the finalists.)

And finally, Saturday evening, there

was the awards presentation, held near the Cabo Marina launch ramp. As always, the Marina's management supplied endless *cervezas* for the thirsty fleet members. Some Ha-Ha'ers, however, were already en route to La Paz or up into the Sea of Cortez, having had



**Timeless thrills in the Cabo surf. Some things still haven't changed.**

enough of the rattle and hum of Cabo after only a day.

There were several surprises in the overall results. Despite the fact that Ha-Ha organizers pay big bucks to have handicaps and results processed by the latest supercomputers (wink, nod), there were numerous ties in all divisions for third place. In fact, everyone who didn't get first or second tied for third.

Actually, handicaps and results are all figured using the LGU (looks good to us) handicap system. Any boat which sailed the whole way won their division, unless some other boat also sailed the whole way. Then one got first, one got second and anyone who motored tied for third. (In two die-hard sailing divisions there were three-way ties for first.) Makes sense, right? All skipper's who sailed all three legs — there were about 20 of them this year — received a coveted 'winner green' Ha-Ha T-shirt.

Of special note was Bronco's performance

3) <i>Wanderlust</i>	Hunter 466	Madera / Kaufman	Venice
3) <i>Peregrine</i>	Tayana 460	Bill Chapman	San Diego

## IGUANA Division

1) <i>Sailors Run</i>	Baba 40	Jeff & Debbie Hartjoy	Coupeville, WA
2) <i>Saeta</i>	Sceptre 41	R & A Black	Santa Cruz
3) <i>Sea Breeze</i>	Swift 40	Chris Arnold	Gardnerville, NV
3) <i>Vallee Cachee</i>	Endeavour 40	Leonard Bisgrove	San Diego
3) <i>Patriarch</i>	Samson 40	Richard Brandes	Benicia
3) <i>Quantum</i>	Cooper 416	Phillips / Leach	Redwood City
3) <i>Aztec</i>	Cape North 43	D & C Cammack	Stockton
3) <i>Valkyrie</i>	Roberts Offshore 44	D & R Eberhard	Stockton
3) <i>Kinship</i>	Cartwright 44	Chris Golan	Seattle, WA
3) <i>Bohemian</i>	Lancer 44	P & M Thompson	Costa Mesa
3) <i>Liberty</i>	Formosa 46	Carl Nichols	Friday Hrbr, WA

## JALAPEÑO Division

1) <i>Ruby Slippers</i>	Jeanneau 49	The Rard Family	Arlington, WA
2+) <i>Escapade</i>	Beneteau 473	Upham / Black	Sun Valley, ID
3+) <i>Georgia J</i>	Passport 47	Kim & Sharon Barr	Tiburon
3) <i>Beaudacious</i>	Catalina 470	Paul C. Klein	Carmichael
3) <i>Seventh Heaven</i>	Catalina 470	Jim & LeDean Mills	Newport Beach
3) <i>Stainsby Girl</i>	Catalina 470	Garry Dobson	Livingston
3) <i>Three Quarter Time</i>	Catalina 470	Chuck Pfaff	Auburn
3) <i>So Cal So Good</i>	Beneteau 473	R & P Merrill	San Diego
3) <i>Magic Cloud</i>	Swan 48	Keenan / Wolken	Half Moon Bay
3) <i>Renegade</i>	Tayana 48CC	Paul & Marilyn Butler	Fair Oaks
3) <i>Timeless</i>	Tayana 48 CC	Hubbard/Beauchamp	Santa Cruz
3) <i>Deep Water</i>	Hylas 49 CC	Tim & Thea Henney	Park City, UT
3) <i>Adelia</i>	Jeanneau 49	Kip Stumbough	Oxnard

## KILO Division

1) <i>Fafner</i>	Dufour 45	The Arnold Family	San Jose
2) <i>Beagle</i>	Morgan 461	Jim Scull	San Diego
3+) <i>Walela</i>	Amel Maramu 46	C & M McDanel	Fiddletown
3) <i>Avrio</i>	Globe 41	Jill & Evan Jacoby	Lk Stevens, WA
3) <i>Equinox</i>	Island Packet 440	Hank & Betsy Martin	Bothell, WA
3) <i>Pura Vida</i>	Gulfstar 44 Mk II	McDaniel / Vincent	Marna del Rey
3) <i>Southern Star</i>	Island Packet 45	Mark & Molly Rogers	Berkeley
3) <i>Libertad</i>	Amel Maramu 46	D & V Johns	Santa Barbara
3) <i>XTerra Firma</i>	Formosa 47	Axel Heller	Temple City
3) <i>Ladyhawke</i>	Mariner 50	M & M Morehouse	Santa Cruz
3) <i>Niki Wiki</i>	Gulfstar 50	Jonesy & Terry Morris	Chula Vista
3) <i>Finalé</i>	New Zealand 50	Ken Dubach	Longmont, CO
3) <i>Salt Whistle</i>	Cheoy Lee 53	Justin & Sue Malan	Carmichael

## LANGOSTINA Division

1) <i>Cocokai</i>	64' schooner	Sanders / King	Long Beach
1) <i>Alaska Eagle</i>	S&S 65	OCC Schl of Sailing	Newport Beach
1) <i>Kialoa III</i>	S&S 80	OCC Schl of Sailing	Newport Beach
3) <i>Raptor Dance</i>	Valiant 50	B & M Finkelstein	Santa Rosa
3) <i>Distant Drum</i>	Beneteau 15.50	Harry Hazzard	San Diego
3) <i>L'Attitude 32</i>	Beneteau 523	Bob Barry	San Diego
3) <i>Chessie</i>	Tayana 52	R & Kn Genet	Jacksonville, FL
3) <i>Mistress</i>	Swan 53	Tom LaFleur	San Diego
3) <i>Brier Patch</i>	Bowman 57	Phil & EJ Kinnison	San Diego
3) <i>Alsumar</i>	S&S 70	Bill, Ted & Mike Davis	Las Vegas

3) <i>Patricia Belle</i>	65' schooner	The Hughes Family	Coronado
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## MARGARITA Division

1) <i>Flying Fox</i>	Corsair F31 UC tri	Ludgate / Gow	Costa Mesa
1) <i>Catade</i>	Lagoon 42	Wurfl / Downs	San Diego
1) <i>New Focus</i>	Catana 431	Paul Biery	Livermore
3) <i>Sea Ya</i>	Seawind 1000	Joe Weathers	Grass Valley
3) <i>KatieKat</i>	Seawind 1000	J & K Siudzinski	Los Altos
3) <i>Southern Belle</i>	Fountaine-Pajot 42	Salley / McCoy	Newport Bch
3) <i>Yachtsman's Dream</i>	Fount-Pajot 43	John & Lela Bickford	Richland, WA
3) <i>Pantera</i>	Custom 44' cat	Bob Smith	Victoria, BC
3) <i>Apollo II</i>	Fountaine-Pajot 45	Vic & Roberta Kelley	Sonora
3) <i>Kalewa</i>	Custom 46' cat	The Millett Family	Lihui, HI
3) <i>Quo Vadis</i>	Prout Snowgoose 37	David Priestley	Palm Springs
3) <i>Paradise Express</i>	Seawind 1160	R & R Hutson	Big Bear Lake
3) <i>Flying Fox II</i>	Dragonfly 1200 tri	D. Steven Fox	Malibu
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# BAJA HA-HA '06

— the boat with the medical emergency during Leg 1. The Ha-Ha race committee awarded them 'medical dispensation redress' for motoring two hours into Turtle Bay to get help for injured crew, which catapulted them into yet another first place in the Enchilada Division. Other than that engine use, Nels has never used his engine during the past six events, winning his class every time.

Specialty awards went to the 'Chato-holic' boats (*Raptor Dance* and *Sailor's Run*), youngest Ha-Ha'er (1-year-old Cooper Clark of *Wiz* was the youngest mobile one — every time we saw him, that kid was running at full throttle; six-month-old Roberto — son of Susan and Paul of *Compañero*, was the youngest 'carry-on'.) The oldest Ha-Ha participants this year were Merrill Newman of *Solstice* and Kent Lovelady of *Alaska Eagle*. Both are 78



**At the urging of a Cabo DJ, a bevy of Ha-Ha ladies charged into the surf and whipped off their tops — just to earn a shot of tequila.**

years young.

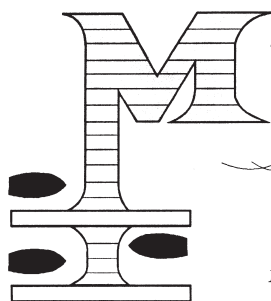
The best spinnaker-destruction story went to *Walela* for running over their kite and leaving a trail of confetti. Eugene Russell of *J/World* aced the 'sailing naked' women's category, while Grant Redfern of *Wolverine* scored for the men. This guy sailed in the buff in the frigid first leg! But if you're a part-time fur trapper from the Yukon, maybe those 50° nights seemed blazing hot. The 'Fearless Female Skipper' award went to Jennifer Sanders of the schooner *Cocokai*. The 'Clean

Wake' award, supplied by the Seven Seas Cruising Association, went to the mighty *Alaska Eagle* crew out of Orange Coast College. And the coveted 'Spirit of the Ha-Ha' award went once again to Debbie and Jeff of *Sailor's Run* — the

spirited rendition of La Bamba that she sang with the band at Bahia Santa Maria may have clinched the deal.

And so ended another Baja Ha-Ha, the largest and, by all accounts, one of the best of them all. Although an incredible amount of behind-the-scenes work and planning goes into each of these events, it's the people who bring it to life, and the Ha-Ha team felt truly lucky to have so many wonderful sailors take part, assist their neighbors, and help each other to live their dreams.

— latitude



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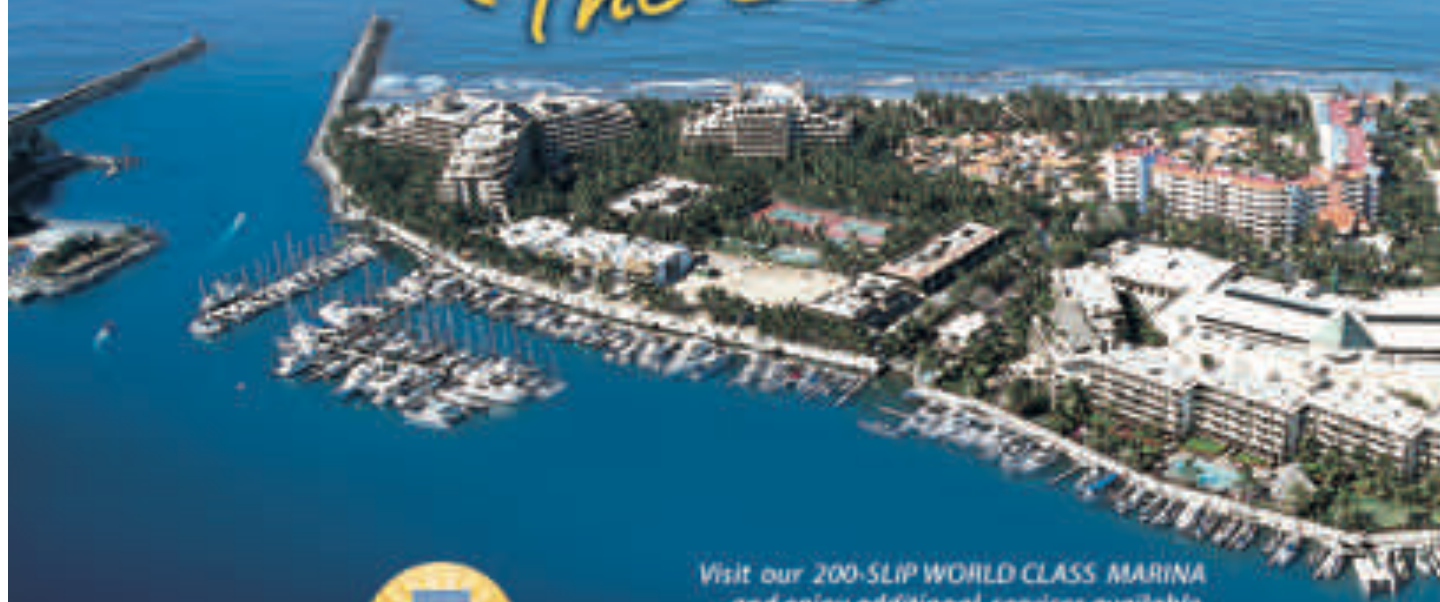


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# SAUSALITO YC MIDWINTERS



LATITUDE / JOHN ARNDT



**A**h, yes. The leaves are crunching, car dealers are clearing out the '06s and Starbucks is once again offering egg nog lattes — winter must be just around the corner.

How could it have come again so quickly? There's so much to be done: winterize the boat, store the sails, stash the foul weather gear, and cozy up next to the fireplace with a warm drink and

a good nautical tale in hand until spring rolls around again.

Or not.

While that scenario may be playing out for anyone who lives east of I-5, for those of us fortunate enough to live and sail in the Bay Area, the coming of winter means it's time to pull out the light air sails and put away the heavy sea boots because the best sailing season of the

year is just beginning.

Okay, so San Francisco isn't always a sailor's paradise in winter. Some sailors will require a warm layer of fleece. And let's face it, sometimes it is better to be sitting in front of a fireplace than battling a winter storm. But neither foulies nor fleece were necessary on November 5, when the Sausalito YC kicked off its annual Sunday Midwinter series.



## — A MIDWINTER DAY'S DREAM



LATITUDE / SUTTER

*"Sail long and prosper!"*

While other parts of the country were wading through floods and shoveling snow, sailors here made the most of the sunny skies, gentle 8-10 knot breeze, and — for the first time in several weeks — relatively benign currents to ease back into the generally calmer winter sailing season.

In fact, Sausalito YC couldn't have asked for a better start to its five-race

series. There was just a brief 20-minute postponement while PRO Jeff Zarwell and his race committee waited for the westerly to fill before firing off both of the two scheduled starts for the day.

**D**ivision A, which combined both the spinnaker division and J/105s, were sent on a double-sausage course

between Yellow Bluff and Knox.

Unfortunately, at least one boat in the non-spinnaker start didn't catch the race committee changing the course flag between rolling starts, and followed the spinnaker boats around their course.

Did we mention midwinter racing is a great way for newcomers to learn the sport, and that it's okay if you make a few mistakes here and there?



# SAUSALITO YC MIDWINTERS



LATITUDE / JOHN ARNDT



*California daydreamin' (clockwise from here) — 'True North', 'Great Sensation' and 'Racer X' rocket out of the starting blocks; 'Très Bien' looking, well, très bien; chuting the breeze; looking for passing lanes; light winds made for easy sailing and big smiles on the Wyliecat 30 'Lynx'; "Have you seen an inflatable mark around here anywhere?"; 'Takin' care of business on 'Gammon'; inset, busy on the bow.*



TIM SELL



LATITUDE / JOHN ARNDT







LATITUDE / SUTTER

# A MIDWINTER DAY'S DREAM



TIM SELL



LATITUDE / LADONNA

# SAUSALITO YC MIDWINTERS

LATITUDE / LADONNA



The rest of Division B, which included the non-spinnaker division as well as the separately scored Santana 22 fleet, sailed a triangle course, with Yellow Bluff at the top, a left-hand turn at Harding, and on to Knox.

Several boats made the trek down from Tahoe for the race (see previous

*Comin' and goin'. We bet everyone wishes all midwinters were this nice.*

note about life east of I-5), including Gary Redelberger's snazzy new Farr 36, *Racer X* and Richard Courcier's Melges 32 *Merlin*. From all accounts, they appeared to have made the right decision to come down off the mountain.

Meanwhile, the two Wyliecat 30s in the race, *Lynx* and *Carlene*, had their

own match race of sorts, staying in rather close proximity all the way around the course and finishing within two seconds of each other. (Though *Lynx*'s slightly higher rating gave her a one-point advantage once handicaps were applied.)

All in all, not a shabby way to set the tone for the rest of the winter season, if we do say so ourselves. If only all mid-winter racing could be this nice.

— **latitude/ss**

## DIVISION A

Spinnaker — 1) **Racer X**, Farr 36, Gary Redelberger; 2) **Merlin**, Melges 32, Richard Courcier; 3) **Chorus**, Kettnerberg 38, Peter English; 4) **True North**, Baltic 42DP, Jeff Dunnivant; 5) **Great Sensation**, 1D-35, GPSA. (13 boats)

J/105 — 1) **Lulu**, Don Wieneke; 2) **Bandwidth**, Leslie Richter; 3) **Blackhawk**, Scooter Simmons. (7 boats)

## DIVISION B

Non-Spinnaker — 1) **Grey Ghost**, Hanse 342, Doug Grant; 2) **Veronese**, Beneteau 47.7, Chris Dawson; 3) **Roxanne**, Tartan 30, Charles James; 4) **Nordlys**, Knarr, Joel Kudler; 5) **Cup of Tea**, Rhodes 19, R. Korman. (12 boats)

Santana 22 — 1) **Tackful**, Frank Lawler; 2) **Inshallah**, Shirley Bates; 3) **Elaine**, Pat Broderick. (4 boats)



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# South Bay Yacht Racing Association

## 2007 RACING CALENDAR

### WINTER SERIES

January 6	Winter #3	Oyster Pt. YC
February 3	Winter #4	Coyote Pt. YC
March 3	Winter #5	Sequoia YC

### SUMMER SERIES

April 14	Summer #1	Sierra Pt. YC
May 5	Summer #2	Coyote Pt. YC
June 2	Summer #3	Bay View BC
June 23	Summer #4	San Leandro YC
August 4	Summer #5	Ballena Bay YC
September 8	Summer #6	Coyote Pt. YC
October 13	S.B. Finals	Sequoia YC
October 14	S.B. Finals	Sequoia YC

### 2007-2008 WINTER SERIES

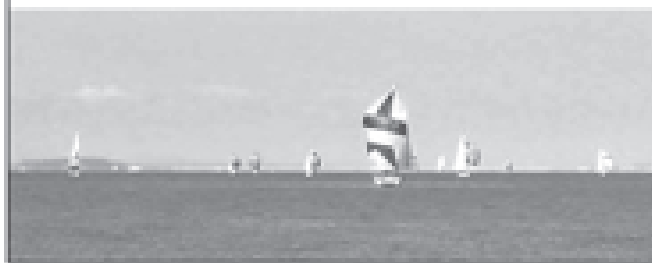
November 3	Winter #1	Sierra Pt. YC
December 1	Winter #2	Coyote Pt. YC

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# 2006 — THE YEAR



*Tiki Greene hangs out on her parents' cruising boat.*



*Warp factor 10 — 'Brasil' enters hyperspace during the Volvo Ocean Race.*



*Lynn Goben enjoys the cruising life.*



*The Bay's own Stan Honey navigated 'ABN Amro One' to a win of the Volvo.*



*Still the greatest place in the world to sail.*



What a year. We still haven't caught our breath and it's not even over. Here's a quick look back — In **January**, the 72-ft schooner *Lord Jim* left the Bay to start her — count 'em — fifth circumnavigation. We're thinking the 1938 Alden schooner has more open ocean sailing under her keel than any sailboat since *Flying Cloud*. Speaking of far horizons, we poked our nose into the mysterious Northwest Passage aboard *Cloud Nine*, where there's never any dearth of ice for happy hour, and pondered mysteries of another sort in a *12-Volt Primer* (but still can't figure out how to reset our cellphone ring). Behind the scenes, the great flood of New Year's Day 'sank' our office. We did the whole February issue sitting in lawn chairs at picnic tables while it all dried out. **Miracles** didn't cease in **February**. We interviewed Craig McCabe about his incredible tale of survival after falling from his boat off Southern California and spending six hours in the chilly water before being rescued. Going from horrific to hilarious, Jim Dilworth told us all about building a functional sailboat for a TV reality show — in three days. We wound up the issue with several doffs of the hat to West Coast sailors at a honkin' Acura Key West Race Week — Rick Wesslund and Tom Coates, both Bay Area sailors, won the J/120 and J/105 divisions, respectively, while the irrepressible Dave Ullman trounced a 60-boat fleet of guys half his age to win the Melges 24 class — for the fourth time. Go Cal!





*Tai Chi meets sailing*



*Practicing for the 2038 America's Cup.*

*Yankee — 100 years old and still going strong.*



*Cruising the Northwest Passage puts you at the mercy of ice — and icebreakers.*



*Sacrificing socks for the greater good. Don't try this at home.*

**March** started off with a peek into the machinations of the ongoing Volvo Ocean Race, where the new 70-footers kept breaking right and left. While pundits predicted all sorts of mayhem, the incredible sailing teams fixed the boats and kept on going. Back in the office, we blinked and realized *Latitude* was 30 years old. So *that's* why there are old guys in the mirror. Speaking of old bold sailors, we caught up with Jim Greene for another interview. Greene has probably done more long distance sailing (including three circumnavigations) on less money than anyone alive — including the last one with wife Anna and daughter Tiki. **In April**, we took a page from those pagan sailors back east and chronicled our own 'burning socks' ritual in the backyard. The clearing skies and lovely spring weather you all enjoyed in the weeks following? Yeah, us. You're welcome. Elsewhere in the issue, we profiled the lovely 53-ft Stone schooner *Yankee* on her 100th birthday. Another classic, Paul Scripps' beautiful 79-ft *Miramar*, stole the spotlight from the sleds by sailing across the finish line of the PV race under a cloud of sail for a third in division. Not bad for a 50-year-old boat. While in PV, we saluted this year's lucky group of Puddle Jumpers on the eve of their departure for the South Seas. Back in the Bay, we noted our annual list of charter companies and boats which operate on the Bay. Nice folks all. Hope you were able to steer some business their way this year.



# 2006 — THE YEAR



**Magnifique!** — the French super-trimaran *Geronimo* set several sailing records during brief visits to the Bay.



**'Odyssey'** looking positively beautiful in her double-breasted suit.



Let's hear it for positive flotation.



**'Dauntless'** in the heat of battle at the Master Mariners Regatta.



Not your father's Santana 27 — Gordie Nash and 'Arcadia.'

LATITUDE/ANDY



CHRISTINE WEAVER

The **May** issue kicked off with our popular *Perfect Daysail* feature, 'digitally remastered' in full color like the rest of the magazine. Just remember: counterclockwise is the way to go. Speaking of the 'ways to go,' Olivier de Kersauson's giant trimaran *Geronimo* stopped by the Bay on a hurried record-setting program which saw her set new marks all over the Pacific. Closer to home, boats in the Singlehanded Farallones enjoyed a fabulous reach out to the Rockpile, and a fabulous reach back in! Max Ebb — well, actually Lee Helm — set readers straight on the latest *mal de mer* treatment, and Christopher Straub sailed the rhumbline to win the 53rd annual Bullship race from Sausalito to San Francisco in El Toros. The **June** issue started with a whale of a tale when Paul Farr's J/105 *Jupiter* somehow got a whale wedged between her keel and rudder. Picture a dog shaking a stick for what happened next. If you're not whistling the *Twilight Zone* theme yet, imagine if you will the Fennell family's road trip to Mississippi so they could own both Moore 24s that wear the same hull number — 75. Back in the real world, the Vallejo Race was beautiful and sunny, the Delta was beautiful and sunny, and Liz Clark, the young surfer girl who's sailing the world in her Cal 40, was beautiful and sunny. Rounding out the issue was a feature on the extreme makeover of *Arcadia* by owner Gordie Nash. This boat started life as a dowdy, middle-aged Santana 27 and came out a sexy blonde rocketship — no botox necessary.





LATITUDE/LADONNA

'Ragtime!' races into paradise in the Singlehanded TransPac.



What a croc! Taking the plunge at Paradise Village.

The splendid 'Maltese Falcon' takes flight.



Bruno Peyron's mighty 'Orange II' currently rules the waves.



LATITUDE/RICARDO DEL SUR

A tall ship and a wave to ride her by — Liz Clark is still surfin' and sailin'.

The big news in yachting in **July** was the launching and first sea trials of Tom Perkins' incomparable *Maltese Falcon*, a 287-ft miracle of modern technology with the heart of a clipper ship. Speaking of miracles, Walter Teper was trying to put the loss of his Nauticat 33 behind him (he was rescued during horrid weather off Costa Rica the previous December) when he got a call from the Coast Guard. "We found your boat," they said. *Chaton de Foi* had been found floating serenely off Hawaii in June. As we speak, he's over there fixing her up for more cruising. Elsewhere, we celebrated another colorful Master Mariners Regatta, took a slow cruise up the Napa River, and made a fast passage to Stockton in the Ditch Run. The theme for the **August** issue was, simply, 'Wow!' The French maxi-cat *Orange II* averaged almost 26 knots to set a new west-east TransAtlantic record (4d, 8h, 24m). Making history in the left ocean, Liz Baylis and her *E.T.* crew (Jim Antrim and hubby Todd Hedin) became the only boat in Pacific Cup history to win three times with the same crew. Farther down the Hawaiian chain, the fourth time was a charm for veteran singlehander Mark Deppe who sailed his J/120 *Alchera* to a Singlehanded TransPac win. We wrapped up the issue with a vastly entertaining interview with one of the vastly entertaining characters of Bay Area sailing: Josh Pryor, builder and skipper of the ubiquitous charter boat *Ruby*. Midnight rock & roll cruises, strippers, fistfights, rescues — *Ruby* has seen it all.



# 2006 — THE YEAR



LATITUDE/LADONNA

*Delta has introduced a new line of huggable anchors.*



COURTESY NICK BARRAN

*Call them Ishmael — 'Mureadritta XL' was rammed by whales and abandoned in the Pacific.*



LATITUDE/ANDY

*Happy endings at BBS.*



*Sailors and boardheads had some close encounters in '06.*



How cruising has changed over the last 25 years. When the first issue of *Latitude 38* came out in 1977, you navigated with RDFs and weird quasi-religious artifacts called 'sextants'. In the **September** issue, our Ha-Ha Cruising Rally primer listed the accoutrements and considerations of the modern cruising boat: email, Internet cafes, sat phones, radar, global positioning, electronic charts, personalized weather forecasts — and what a nice bouquet Mexican Zinfandel has these days. What would Joshua Slocum have thought? Elsewhere, Lee Helm showed her thong — which is what she calls her spinnaker reefing system — and Ernie Rideout shows that old guys rule: He won the Santana 22 Nationals at age 88. As always, the last big hurrah of the summer sailing season is the Big Boat Series in September. It was covered in detail in our **October** issue, from the teeth rattling roundups of the honkin' first two days to the down-to-the-wire Sunday finishes, where at least one win was decided literally by inches. From 'outta sight' racing to out-of-sight cruising, we caught up with blind sailors Scott Duncan and Pam Habek who left San Francisco in 2004 and are presently in New Zealand fitting out a new-to-them Pearson 39 to continue their travels. Closer to home, more inspiration came from the successful Leukemia Cup, proceeds of which went to fight blood diseases — winners even got to have their pictures taken with Gary Jobson.





*What Captain Jack hath wrought — you couldn't turn around last year without running into pirates and their booty.*



LATITUDE/ANDY

*S\*\*t happening on 'Phantom Mist'.*

*Days of thunder — the 2006 Big Boat Series will be remembered for big breeze and great competition.*



*With all due respect to dogs, there's only one sailors' best friend.*



*Lin and Larry — still cruisin' after all these years.*

It was a **November** to remember as 165 boats and some 650 sailors headed south from San Diego on the 2006 Baja Ha-Ha Cruisers Rally (the coverage of which you will find in this issue). Coverage of the start of the Velux 5 Oceans singlehanded round the world race made us feel like spring chickens when we noted that 67-year-old sailing legend Robin Knox-Johnston was going again. Last time he did a solo roundabout, in 1969, he was barely 30 and it took 313 days. Now he's more than twice that age and will do it in less than half that time. There's progress for you. In our own backyard, Kiwis Hamish Pepper and Chris Williams topped a 66-boat fleet to win the Star Worlds, and later in the month, Great Britain's Ben Ainslie topped 16 of the world's best skippers in the World Match Racing Tour's Allianz Cup. For star power at the other end of the sailing spectrum, we interview old pals Lin and Larry Pardey, who are still cruising — still without an engine — after all these years. What can we say about **December** that you can't just turn a page and find out? Not much. So we will devote this last bit of space to a very important purpose. That is to thank everyone for, well, everything. To our faithful advertisers, a number of whom have been with us since issue #1: You guys are the best. To the many contributors whose stories and photos you have enjoyed: A high five. And finally, to you, the readers: Thanks for one hell of a fun ride. . . and for one more year we don't have to get real jobs.



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## SEASON CHAMPIONS, PART II

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—Welcome to the second installment of our annual Season Champions series. This month, we'll profile winners in 11 of the Bay's strongest one design classes.

The 'sailing season' for these guys varies as widely as the boats themselves. The Alerion Express 28 fleet, for example, sails a gentle 8-race, 2-throwout season, while the Etchells sailors race a full-metal-jacket 52 counters with 11 throwouts. Needless to say, the latter group are either single or have very understanding (and lonely) spouses.

Whatever the format, whatever the fleet, the big appeal of one design is the same: with all boats being equal (theoretically, anyway), crew skill and tactics

are what win races. Of course, there's a *bit* more to it than that, but one design does put a premium on good crew work and few mistakes.

Twenty years ago, most one design fleets raced under the YRA's One Design Classes Association umbrella. With such an eclectic group, it was impossible to please everyone so, one by one, many fleets seceded from YRA to run their own seasons. This month's champions represent about half ODCA boats, half stand-alone classes.

We were sorry to see the ODCA ranks ebb lower once again (fewer than 70 boats in 11 classes qualified — i.e., raced more than half the races), especially

since ODCA President Pat Broderick worked hard over the past year to address their needs and wants. This year, for example, there were more windward/leeward courses, more temporary buoys and, most important, consistently good race management by host race committees. Everything worked well, with the major beef being the long wait between races when fleets were scheduled to sail more than one race.

So he fixed that, too. And a bunch of other stuff. In fact, the revamp of ODCA is looking so appealing that we hope some of the hiatus fleets will consider rejoining the fold. In the following report, he details a few more specifics of what's





new for ODCA in 2007.

— **latitude/ss & jr**

**I**n an attempt to eliminate long waits between races, in 2007 there will be more separate start/finish lines. This way, early finishers don't have to wait for all other fleets to finish before they can start their next race. We're hoping this will work well enough that on some days (for the first time), fleets will be offered the possibility of three shorter races instead of two longer ones.

Also starting in 2007, the ODCA Season will be split into a first and second half. If there are different fleet champions

***A chorus line — J/105s kick up their heels at the Summer Keel Regatta in August.***

for each half, the Champion of Champions Regatta (in October) will be the tiebreaker. Hopefully, this will encourage participation for races in August and September.

The Encinal YC's 'South Bay/Alameda Side' was popular this year, so EYC will again host next year's SB/AS races. Improvements will include offset marks at the windward end of the course and a separate finish line so fleets can begin additional races as soon as possible after finishing.

For 2007, most races will again be windward/leewards using temporary

buoys wherever possible. Cityfront courses will use a temporary mark at the foot of the Hyde Street Pier, providing medium-length legs, while Olympic Circle courses will use a temporary mark to create 1.5-mile legs. Shorter legs mean more opportunities for spinnaker work and fewer 'Bay tours' for ODCA boats.

The Bay View Boat Club will host the South Bay races. They also plan to use more temporary buoys so that — for the first time in ODCA history — those races will be windward/leewards. Again, separate start/finish lines will allow rapid 'turnaround' between race starts.

Another important addition to ODCA racing next summer is the Summer Sail-

# SEASON CHAMPIONS, PART II

stice Regatta. ODCA fleets will sail two races on the Olympic Circle on June 23, then join the Summer Sailstice festivities on Treasure Island. This new event will be a fitting close to the first half of the ODCA Summer Season.

The Corinthian YC-hosted ODCA Season Closer this year proved popular, and will be back on the schedule for '07. There was a good turnout on both Saturday and Sunday, with several ODCA fleets opting to sail along with the HDA boats on their Islands Tour Race on Saturday. The always-gracious CYC offered burgers on their deck and overnighting in their harbor. Additional ODCA fleets have already signed up for the 2007 version, which will again offer either ODCA-specific racing in the Knox area, or the option to sail with HDA in their Knox-Bonita Race on Saturday, followed by two windward/leeward ODCA races in the Southampton area on Sunday. Again, the CYC will offer dinner and berthing on Saturday night.

Finally for 2007, ODCA is going 'paperless' using YRA's newly redesigned website. Individual sailing instructions for each ODCA race day will be posted, including classes, starting order for the first race, and courses.

There's plenty of time for ODCA fleets to round up new participants and prepare for next year's ODCA Season. There's also time for additional one design fleets to contact the YRA office and explore the possibilities of participating in next year's ODCA racing. For more information, go to [www.yra.org](http://www.yra.org).

— pat broderick

We didn't have room to run profiles of the winners in all one design classes, so first congratulations go to the following ODCA winners and runners-up in the following fleets.

**BENETEAU 36.7** — 1) **Mistral**, Ed Durbin; 2) **Serendipity 2**, Thomas Bruce; 3) **Bufflehead**, Stuart Scott. (5 boats)

**ALERION EXPRESS 28** — 1) **Eagle**, Chuck Eaton; 2) **Maeve II**, Nancy Pettengill; 3) **Scrimshaw**, Michael Maurier. (6 boats)

**ANTRIM 27** — 1) **Max**, Bryan Wade; 2) **Cascade**, Steven Reinhardt; 3) **Always Friday**, John Liebenberg. (5 boats)

**CATALINA 30/CAL 29** — 1) **Goose**, Michael Kastrup; 2) **Starkite**, Laurie Miller; 3) **Missy B**, Russell Calvery. (3 boats)

**EXPRESS 37** — 1) **Expeditious**, Bartz Schneider; 2) **Golden Moon**, Kame Richards/Bill Bridge; 3) **Elan**, Bill Riess. (6 boats)

**J/105 (ODCA)** — 1) **Whisper**, Eden Kim; 2) **Orion**, Gary Kneeland; 3) **Kookaburra**, Philip Jensen. (3 boats)

**OLSON 30** — 1) **Hoot**, Andy Macfie; 2) **Naked Lady**, Jeffrey Blowers; 3) **Family Hour**, Bilafer Family. (5 boats)

## Moore 24 No Idea



**Scott Sorensen**  
**San Francisco YC**

With two season championships in the three years he's been racing Moore 24s, it's obvious that Santa Clara firefighter Scott Sorensen and his crew are well-dialed into these boats. That's no small feat, since the Moores consistently field one of the largest starting fleets and some of the most prominent sailors in Bay Area racing.

Sorensen, class president and 2005 season champion, attributes his success almost entirely to his crew: Chris Chapman, Maria Flores and John Kernot. "We gel better and we work better. It's not just about having good crew work, but the amount of fun onboard," he says. "I've actually noticed that the amount of laughter on the boat directly translates into our success."

Just because Sorensen won the season doesn't mean it was a runaway victory. The top three boats this year each won three regattas. One of Sorensen's wins this year, the Gorge Regatta in Oregon, was his favorite race of the year. Part of the class's Roadmaster Series, the Gorge trip was a hit all around. The water was 70 degrees, the air was 90, and the wind blew a consistent 18 knots. "It was beautiful," Sorensen says wistfully.

Impending fatherhood is causing Sorensen to relinquish his presidential role at the end of the year, but he has no intention of giving up the Moore as well. It's just too much fun.

2) **Eclipse**, Brad Butler; 3) **Paramour**, Rowan Fennell. (54 boats)

## Olson 25 Vivace



**Nelson (left)/VanKirk**  
**Richmond YC**

Larry Nelson and Frank VanKirk compiled an impressive record in 2006. After discarding their three worst finishes, all that remained were seven firsts, four seconds, a couple of thirds, and just one fourth — nearly a clean sweep. ("No, that's the name of the second-place boat," Nelson points out.)

"It was closer than it looked," he explains. "We had a few races that went our way toward the end of the season. But the competition was really strong." Although this isn't their first season championship (they also won in 2004), Nelson says that this year they really earned it. Last time around, former season champion Jens Jensen spent most of the season travelling for work, so they snuck into first. This year, both Jensen and *Clean Sweep's* Tom Nemeth gave *Vivace* a run for the money.

For Nelson (who skips the summer season) and co-owner VanKirk (who drives the winter races) having a consistent crew contributed to the season win. Terry Bennett, Mike Quinn, Harry Weiner and Baird Lloyd Nuckolls have been sailing with Nelson and VanKirk since they bought *Vivace* four years ago. "We have such a great time together, and it's an awesome boat. And we love racing one design!" Nelson says. Looking to next year, Nelson is excited about the class's prospects. Ten boats have already signed up for the ODCA season, with two more hopefully on the way.

2) **Clean Sweep**, Tom Nemeth; 3) **Hamburger Haus**, Jens Jensen. (9 boats)



**Islander 36  
Tom Cat**



**Barry & Sylvia Stompe  
SSS**

This season was nothing short of a blow-out in the Islander 36 class. First-place *Tom Cat* finished with 16 points and second-place *Absolute* had 21. Third-place *Pacific High* was a full 31 points behind.

Barry Stompe says simply that the stars were aligned for his season victory. It doesn't hurt that former two-time winner Peter Szasz took the year off, choosing to help run races rather than win them this season.

Nevertheless, Stompe, a Marin general contractor, is an accomplished sailor who certainly deserved this win. His sailing resumé includes local and international one design and handicap racing, as well as three years cruising on a Cape North 43. Six years ago, he came across *Tom Cat*, a well-used boat in need of a little TLC, and gravitated right to it. "It has such nice lines, and it's a great Bay boat," he says.

Perhaps more than the boat, though, Stompe really likes the class. "The Islander fleet is one of the best fleets I've ever been a part of. They have a great website, lots of members, and everyone is really helpful."

Stompe's stellar crew this year included wife Sylvia, Angie Lackey (with whom he'd sailed for 12 years before buying *Tom Cat*), Chris O'Brien (a *Latitude* crew party recruit), Andrew Gavurnik, Brad Bergman, Diana Jason and Oliver Wiggett.

2) **Absolute**, Steve Schneider; 3) **Pacific High**, Harry Farrell. (15 boats)

**J/24  
TMC Racing**



**Mike Whitfield  
Cal Sailing Club**

In 2004, Mike Whitfield was awarded 'Rookie of the Year' by the J/24 class. In 2005, he received the fleet's sportsmanship award. In 2006, he continued the trend, this time taking home the season championship.

The boat, hull #4906, has a rich pedigree. It's a four-time national champion and, under former owner Vince Brun, placed 5th in the 1998 Worlds here on the Bay. Sometime after that, the boat migrated to Hawaii and, in 2004, Whitfield bought it and shipped it back. He's been tearing up the Bay — and the highway — ever since.

With 14,000 miles on the trailer since buying the boat, Whitfield and crew get around. This season included road trips to the Nationals in Houston (23rd/60) and the Dist. 19 Championships on Lake Washington in Seattle (2nd/30). He qualified for the Worlds in Melbourne, and would have gone, but cost became an issue. "I could have bought two boats for the amount I would have spent to sail two regattas in Melbourne!"

Whitfield, a management consultant, says the key to this year's win was consistency. In a no-throwsout season, they raced every single event.

His crew played just as important a role. The most consistent in his crew pool of 13 included Lou Anna Koehler (bow), Lulu Yang (mast), Eamon O'Byrne and Chris Shaeffer (pit), and Lester Igo (trimmer).

2) **Casual Contact**, Ned Walker; 3) **Rail to Rail**, Jepsen/Henneberger (17 boats)

**Newport 30  
Fast Freight**



**Bob Harford  
Berkeley YC**

"It's a whole lot of luck that separates the winners from the losers," quips Bob Harford modestly about his winning season. While that may be the case for some, in Harford's case, there's more to it than that.

The Sacramento hairstylist has won the season championship three times since 2001, each time with different crew. In fact, aside from the boat, Harford is the only thing that hasn't changed.

Thankfully for Harford, good crew is easy to come by when you have a winning boat. His new-this-year crew are such rockstars, that, like Madonna, they don't need last names: Rueben, Brian, Ted, Brian, Gerard, Walt, and B.J. (Actually, he admits sheepishly, "I'm not even sure I know their last names.")

They may be new to the boat, and Harford may not know their last names, but the crew is a dedicated group who were on the boat for nearly every race of the season. That consistency is what Harford says made all the difference in a very tight one-design fleet.

So tight, that when Harford came from behind to win one of the ODCA races on the Knox Course this season, he was just one second ahead of Dick Aronoff's *Harry*, who was, in turn, only two seconds in front of Bob Schock's *Achates*.

"All of the boats in the fleet gave me a run for the money this year," Harford says. "That's what one design racing is

2) **Harry**, Dick Aronoff; 3) **Zeehond**, Donn Guay. (6 boats)

# SEASON CHAMPIONS, PART II

## J/105 *Good Timin'*



**Perkins/Perkins/Wilson  
St. Francis YC**

Chris Perkins (above) says *Good Timin'*'s win this year — their seventh class season championship in seven years of owning the boat — came down to three basic factors: no breakages, no mistakes, and a great set of sails.

After several years plagued by equipment issues, having a breakage-free season speaks for itself. And a consistent and well-practiced crew certainly helped eliminate the mistakes. Co-owners Dave Wilson and Phil Perkins, along with Jon Perkins, John Collins, Aimee Leroy, and regular sub Dan Ward were instrumental to the campaign's success again this season. As for the sails, they were actually a well-used set initially bought for the 2005 Big Boat Series.

The *Good Timin'* crew didn't take their win for granted. Nipping at their heels were perennial favorites Tim Russell on *Aquavit* and Scott Sellers on *Donkey Jack*. "It's very competitive," Perkins says of the large one design fleet. But with one of the top J/105 skippers in North America, the smart money was on *Good Timin'* to take the title again. "We had an incredible season. All single digit finishes," he says.

Perkins, a CPA when he's not sailing, also had an incredible personal season. He won the J/105 NAs in Marina Del Rey on Tom Coates' *Masquerade*, sailed with Philippe Kahn's *Pegasus* team in the Mumm 30 NAs, and skippered the local entry in the World Match Racing Tour's Allianz Cup this fall.

2) *Aquavit*, Tim Russell; 3) *Donkey Jack*, , Sell-ers/Kaiser/Ryan. (36 boats)

## Express 27 *Baffett*



**Baffico (above)/Baskett  
St. Francis YC**

The division of responsibility between the two owners on *Baffett* is quite straightforward. Tom Baffico (the "Baff" in *Baffett*) steers and Forest Baskett (the "-ett") is the voice of reason.

"Forest handles the front of the cockpit and keeps me from pushing a rounding too hard or being over early on the starting line," explains Baffico, a Silicon Valley sales director. It's been that way since he and Baskett, a venture capitalist, purchased the boat in 1994. With two season championships, a few MORA titles, and a Nationals win to their credit, the arrangement seems to work just fine.

Baffico is equally as straightforward about *Baffett*'s season. "2006 was as pleasant a year sailing on the Bay as I can remember." That may have more to do with the lack of Cityfront races in the Express 27 schedule than any lack of wind. But it certainly doesn't mean that the season was a walk in the park.

*Baffett*'s success was largely due to good races early in the season and perseverance. Although 32 boats actively raced in 2006, only 8 qualified for the season championship. Among the top five finishers at the Nationals, only *Baffett* made the cut.

While participation may have waned ever so slightly, after 12 seasons on *Baffett*, Baffico's enthusiasm for the boat hasn't diminished. "The Express 27 is a great boat and the best bang for the buck that you can get on the Bay."

2) *Magic Bus*, The Deeds; 3) *Wyle E. Coyote*, Dan Pruzan. (8 boats)

## Melges 24 *Team Taboo*



**Pugh (above)/Perkins  
StFYC/SFYC**

"Winning the season championship was a complete surprise. We weren't even thinking about it," admits Steve Pugh. Considering the crew's 2006 schedule included a trip to the south of France to race in the Melges Worlds, it's not surprising he was distracted.

But with nearly all first and second-place finishes on the Bay, *Team Taboo* — with Phil Perkins on helm, John Collins on the bow, and Scott Inveen and Pugh in between — easily came out on top in the local fleet.

Not surprisingly, the Worlds tops both Perkins's and Pugh's list of most memorable races. "It's an extreme rush," Pugh, a commercial real estate broker, says of being on a starting line with former Olympians, world champions, and America's Cup sailors. "That's why we love racing in this fleet."

Perkins (who is also won the J/105 season on *Good Timin'*) is a bit more philosophical about the regatta, in which they placed 52nd overall and 18th in the Corinthian fleet. "The combination of the extremely tough competition and competing in a non-English-speaking country was an eye opener. It made me very glad to have kept my day job!" Unfortunately for Pugh, Perkins's day job with Bank of America Leasing has now taken him to Ireland for at least a year.

Shawn Bennett will step in for Perkins for the 2007 season, which includes another stop at the Worlds, though this time closer to home in Santa Cruz.

2) *Grinder*, Jeff Littfin; 3) *USA 49*, Shawn Bennett. (7 boats)



**J/120  
Chance**



**Barry Lewis  
St. Francis YC**

The way Barry Lewis sees it, two things make the J/120 the premier big boat one design class in the Bay. The first is the great competition. "These guys are all great sailors and the leads change frequently," says the wireless industry entrepreneur. Secondly, it's a true Corinthian class. Not only do the owners drive their boats, they've all become friends and get together through the season for regular 'skipper's dinners'. "It's the best fleet I've ever sailed in," he concludes.

Lewis came to the class in 2001 after a lifetime of dinghy sailing, which included the intercollegiate circuit (for the Naval Academy) in his younger years, and more recently with his son on Lasers just prior to getting *Chance* — his very first keelboat! He's never looked back and never looked elsewhere.

Lewis considers his crew — Doug Nugent, Scott Kozinchik, Matt Gingo, Christian DiCarlo, Michael Redmon, Mark Rupper, Aaron Elder, Sean Ross and David Krausz — "one of the most talented and dedicated of any class. They're the main reason we did so well."

*Chance* was really on a roll this year, and Lewis was hoping for a repeat of their dual 2003 win of the season championship and Big Boat Series. The former came down to the last race, where he narrowly edged out Steve Madeira's *Mr. Magoo*. At the '06 BBS, *Chance* led until the last race, when they stumbled to eighth, allowing *Magoo* to take the division win — by literally about a foot.

2) *Mr. Magoo*, Steve Madeira; 3) *Desdemona*, John Wimer. (9 boats)

**Etchells  
Wilder Beast**



**Tim Wells  
San Francisco YC**

Australian Etchells sailor (and 1983 America's Cup winner) John Bertrand once called the Etchells class "Olympic class sailing when there are no Olympics." 2006 season champion Tim Wells would certainly agree with that assessment. "The best sailors and most competitive class in the world!" he says.

Tim (with son Tucker, above) came to the Etchells ranks three seasons ago after a professional sailing career which included a Red Bull-sponsored 11-Metre campaign in the late '90s, and rides on the Farr 40s *Crocodile Rock* and *Wahoo*. When he decided to 'go Corinthian', there was only one fleet he had his sights on. This year he won it.

Wells, who these days makes his living as a VP of market development for a software company, gives main credit for the win to his very supportive wife, Allison. With 52 counting races, the sailing season doesn't allow much family time. Next on the list would be Tim's middle man and co-skipper, Bill Barton. "Bill is not only the grandfather of the fleet, he's the soul of it, too. As a driver, the guy can still pull a monkey out of his . . . well, he can still get us out of trouble even when we totally get caught in the back of the fleet." Rounding out the crew were a revolving cadre of bowmen, including Jeff Holder, Tim Duffy and Chris Rainey.

Wells credits competitors Craig Healy, Bill Melbostadt and Philippe Kahn for keeping the pressure up and the excitement going right up to the last race.

2) *Down Under*, Andrew Whitmore; 3) *Ginna Fe*, Mike Laport. (12 boats)

**Santana 22  
Carlos**



**Jan Grygier  
Richmond YC**

It was Woody Allen who said, "90 percent of life is showing up." It was Jan Grygier who demonstrated it. "[2005 champion] Michael Andrews on *Bonita* is still faster than me, but not when he doesn't show up!" quips Grygier. That said, there's no doubt that, after two consecutive years of second-place finishes in this re-emerging fleet, it's Grygier's turn to bask in the glory.

Going into the season, Grygier wasn't aiming for the top spot. As fleet captain, his priority was getting more boats on the starting line. He found success in that department, too. Working with rookie owner Pete Trachy, the class started a casual racing series at Treasure Island that encourages crew swapping and mentoring by the class's top sailors. The first weekend brought out 17 Tuna 22s, and the next formal race, the Great Pumpkin, had 8 boats on the line. "That's the most boats we've had for a spinnaker race on the Bay in at least five years!" Grygier says.

Grygier, a hydrologist for PG&E, has been sailing since he "was an embryo" and has owned *Carlos* for five years. What made the difference this year, he says, was learning to "listen to my gut, particularly with regards to wind shifts."

Grygier sailed with "a cast of thousands" this year. His most consistent crew included Clyde Neisen, Eydee Mazenko and Ru Paster.

2) *Maguro*, Pete Trachy; 3) *Tchoupitoulas*, Stephen Buckingham. (10 boats)

# SURF LANDING

One of the scariest things in cruising is watching novices make beach-landings through the surf in their outboard-powered inflatables. Their lack of skill is understandable in the sense that few of them have had any practice. We don't know of anywhere in the States where beach landings are common, but in Mexico, cruisers want to or have to make beach-landings all the time.

Nobody should underestimate the power of waves — even two-footers — to do harm. They can flip or roll inflatables. If the kill switch isn't activated on the outboard, the props can rip through human flesh almost like a chain saw. The results are something you never want to see.

The good news is that with some education and experience, even novices can become pretty good at beach landings. Copying what other obviously skilled dinghy operators do is one good way to learn. It also helps if you're a decent body surfer who feels confident in the waves and the ocean, because most bodysurfing principles apply to dinghy landings and launches.

In an attempt to help novices out, we're going to offer some general tips, and advice for taking your dinghy in through the surf as well as out through the surf. These are rough guidelines only, and there can be situations in which they don't apply, so the final decisions on what to do are up to you.

## General Rules

1) Never turn your back to the ocean. This is the rule of all rules, what all Hawaiians teach their children, and will prevent most of the worst disasters. Nonetheless, novice dinghy operators do it all the time.

2) Don't dawdle. If you're coming in with the waves, you'll only have about 20 seconds to do your business right. If you hesitate, you're gonna get drenched or

*The rule of all rules:  
Never turn your back  
on the ocean.*

dumped. The bigger the waves, the more important the speed. Going out through the surf, you have even less time because you and the waves are approaching each other as opposed to going in the same direction.



*During the Ha-Ha stop at Turtle Bay, Jim Hosie and crew of the Folsom-based Catalina 42 'Renaissance' demonstrate what happens if you bury the dinghy bow even on a small wave. Spectacular!*



ALL PHOTOS BY LATITUDE/JR



# SURF LANDING

3) Be patient. Waves come in sets, so it makes sense to wait until there is a lull. On days when there are big waves, you may have to wait five, 10 or even 15 minutes for an advantageous time to make your move. We once watched a hardened *panganero* hover for 15 minutes behind the breakwater at Punta Mita before he made his run for it.

4) Not all landing sites are equal. If a beach is straight and the swell is coming straight in, you don't have much choice. However, many beaches are curved. The most inside spot, where you'd anchor your boat to avoid the worst of the swell, frequently has the smallest surf.

5) Always have the kill switch line attached to your body, so if you dump, the prop will be stopped. Twice in the last two years Ha-Ha participants haven't followed this critical guideline, and twice they came within inches of slicing up their backs.

6) Don't overload the dinghy. It's safer to make two underloaded trips in and out than one overloaded trip. If you're overloaded, you don't have the speed necessary to be nimble.

7) Never turn your back on the ocean. It can't be emphasized enough.

## Techniques For Dinghy Landings In The Surf

While looking back at the ocean, evaluate the size and consistency of the swell, the best place to make a landing, and prepare for your assault on the shore. Preparations include making sure the kill switch line is securely attached to your wrist, that the kickup lever has been activated so the engine will tilt up when it hits bottom, that whatever gear you have is properly stored, and that everybody in your boat is poised for hopping out of the dinghy the instant your shoreward motion runs out of steam.

Timing and speed are everything. When you've identified a lull, immediately get on the back of the first small wave following a big set. You want to be as close to catching the wave as you can without actually catching it, because it will give you the most time before the next wave and because it will mean the water is slightly deeper, giving your outboard more time to run before it hits bottom. Ride the back of that sucker for as long as you can do it with speed — usually until the bottom of the outboard hits — at which point you've got



*We're not saying that's what happened in this case, but overloaded and/or underpowered dinghies often end up in a shower of saltwater — particularly if the skipper's timing was bad and/or the crew was lethargic.*

to kill the outboard and tilt it up.

The instant the outboard hits bottom or you slow way down, and while you're killing and tilting the outboard — everybody else in the dinghy must — quick as bunnies — jump out and square the bow of the dinghy toward the beach, and start pulling like hell. If there is any kind of swell at all, your entire team needs to be as quick and coordinated as a commando team. If you have a person with limited mobility aboard, it might be better to have them stay in the dinghy until the very end.

People get into the most trouble by taking their own sweet ass time following the wave in front to shore and by dawdling when getting out of the dinghy. The result is the same, getting hit by the whitewater from the following wave, which turns the dinghy sideways, putting it at risk for rolling.

The worst thing you can do when coming in is actually catch the wave like a surfer would. In such cases you'll

*When it comes to taking dinghies through the surf, he who hesitates gets drenched.*

either be pitchpoled — see the opening spread — or turned sideways to the wave and rolled. Circumstances vary tremendously, but if you ever find yourself in the situation where you are going to

end up inadvertently catching a large wave, it might be best — assuming everyone is a good swimmer — to bail. This should never be done until the outboard kill switch has been activated. If everyone has to bail, immediately check to make sure everyone is safe.

(If you're an expert with a powerful but lightly-loaded dinghy, you know that you can pretty much outrun the waves right into the beach — *panganero* size — and be done with it. Bless

you, but this article isn't for you.)

## Techniques For Dinghy Launchings Into The Surf

Since you'll be going into the surf as opposed to with the surf, you'll have way less time between waves, and therefore speed and timing are doubly more critical. Preparation is essential. If there is any swell at all, you should have been watching for five or 10 minutes in advance, getting the feel for the size and regularity of the waves. Get the kill switch around your wrist, have the engine in the down position, and emphasize to your crew the importance of speed in getting into the dinghy at the right time.

When everybody is ready, walk your dinghy out so the outboard — in the down position — isn't touching the bottom, but it's not so deep that you and your crew can't quickly jump in. In cases of much surf at all, it will make a lot of sense to strip down to your bathing suit. Big deal, you're in Mexico, the water is warm.

When a big set comes in, you want to walk the dinghy out a little further, always keeping the bow pointed into the waves. You may have to wait in this staging area for some time. Almost always, the best time to make your move is right after the last wave of a big set. As soon as you've punched on or over the whitewater of that wave, everybody must jump into the dink as quickly as possible, the engine starts on the first pull, and then you go like hell. Naturally, you absolutely don't want to start the engine until everyone is safely aboard. With any luck, you'll make it outside the surf line before the next wave breaks.

It's possible that there will be a time where you misjudged the timing between waves, the crew wasn't as nimble as they needed to be, or the engine didn't start. If



you find yourself facing a wall of white-water, a person on each side should get out to try to punch the dinghy over or through the soup. If it's a big wave almost about to break, you want to roar out as fast as you can, then back off the throttle at the last second so as to prevent your dinghy from doing a backflip onto you. If it's a really big wave about to break on you, it's probably best if the engine is killed and everyone bail. If you do this, you must immediately check to make sure that everyone is safe. On this year's Ha-Ha, one woman was temporarily trapped beneath the overturned dinghy. Those who aren't good swimmers tend to panic in unfamiliar situations in the surf, and will need help immediately.

There are times when the surf and conditions get so bad, that's it reckless to try to take the dinghy through the surf. In those cases you simply have to wait or make other arrangements. You might also find a more experienced dinghy person to take your rig through the surf, then swim out to join them. Do whatever it takes to be safe.

**W**e're not trying to scare anyone with this piece, just trying to prevent them from getting hurt. Reading about how to bring a dinghy in or out through the surf is usually more complicated than actually doing it. If you've done any bodysurfing or surfing, you'll have an intuitive feel for what to do and when. If you haven't done any bodysurfing, you should, as after a few sessions you'll feel 10 times more confident in the ocean than before, even in larger waves. In fact, you'll start having a blast and probably want to start taking up boogie-boarding and/or surfing, two of the most fun things to do in life. For older people who haven't gotten much physical exercise or may have lost agility, the biggest challenges are being



*This group is looking pretty good. They'd babied the dink through a wave, are in reasonably deep water, the outboard is down, two of the crew is already in — it's time to go like hell.*

able to get in or out of the dinghy quickly when necessary. Just remember that a second or two can make the difference between you and all your valuables getting soaked, and you and your valuables being dry as a bone.

Once you get some experience, dinghy landings and launchings through the surf became a blast. So good luck — but be safe!

— latitude 38



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# MAX EBB

“Steer right for the big green gas tank!”

“The what?” asked the skipper. “I don’t see any big green tank.”

“The big green gas tank,” I repeated. “The one behind Brickyard Cove that was taken down a few years ago. Aim for the big space where it used to be.”

The driver didn’t have the slightest clue what I was talking about. He was too new to sailing ever to have seen that landmark.

“Well, then steer almost all the way down to Brooks Island.” I pointed to it, just to make sure he understood which island I meant.

“Really? That’s way off our direct course. Are you sure you want us to sail all that extra distance?”

“Trust me,” I said, summoning up all the authority of my years racing on the Bay. “We usually pass a hundred boats on the way to Vallejo by going this deep.”

“If you say so,” he shrugged, and bore off another fifteen degrees.

“Now if only we had a way to square back that cruising spinnaker for sailing a deep reach . . .”

With careful trimming we could keep the undersized asymmetrical chute full, and we held a good breeze even though the boats sailing the more direct course were on a higher and faster reaching angle.

“You know, we’re not really racing,” the skipper’s wife tried to remind us as she picked up a tray of fancy deviled eggs that we had ignored.

“Nonsense,” the skipper replied. “Rule of Sailing Number One: Any time two sailboats are in sight of each other, heading in roughly the same direction, they are racing.”

“Rule of Sailing Number Two,” added the guest who was intently tending the spinnaker sheet. “If the other boat is going faster, we’re not racing.”

“What about the one that says that sailboat racing is like standing fully clothed under a cold shower tearing up hundred dollar bills?” suggested another crew, obviously new to the game.

“No, that’s cruising,” the skipper corrected her. “Racing is like standing fully clothed under a cold shower tearing up hundred dollar bills with someone yelling at you the whole time that you’re doing it all wrong.”

The skipper’s wife shook her head, mumbled something about how much the skipper hates racing, and took the almost untouched tray of snacks back

to the galley.

Our destination was a yacht club in the North Bay. And the skipper’s wife was correct: This was not a race but a club cruise. The owners of this boat — novice sailors with a new 40-footer — had invited me to come along as their guest, and I had to admit it was a refreshing change from having to organize a trip on my own boat.

The hull design of this boat was mod-

ern and fast, but the setup screamed ‘cruiser’ in every detail. It had every imaginable gadget, from a trash compacter to a wide-screen TV. But we held our breeze past the tail of the Angel Island wind shadow and, as the owners noticed the drooping sails of the other boats becalmed in the lee of the island, something about their attitude seemed to change.

When our courses converged and the rest of our small fleet had made it through the worst of the wind shadow

*Destination races — easy courses to fun locations — may be the wave of the future for the cruising set.*





## — GOING THE DISTANCE

(some of them using power, we suspected), we had a commanding lead.

"We destroyed 'em!" proclaimed the skipper.

"Sure did," I agreed. "Good sailing. That cruising spinnaker isn't so bad after all."

We held onto the lead most of the way up the channel to the club's guest docks where our fleet would rendezvous, even though the wind went forward and then started to fade altogether. Some of the boats behind started their engines.

"Cheater!" yelled our skipper as the first one motored past. That's when I spotted Lee Helm, grad student and race crew, who can take her pick of top-end race boats on any weekend. She was coiling a sheet on the foredeck of the cruiser under power.

We had made our point, so we started our engine, too and, a few minutes later, we were taking docklines as the raft-up formed.

"Lee, what on earth are you doing on that crab crusher?" I asked her quietly

when she stepped over our lifelines to secure a spring line.

"Professor's boat," she whispered.

"Ah . . ." I said knowingly. "Political necessity."

She nodded. "And it's not a crab crusher, it's a bleach bottle. I mean, like, at least use the correct pejorative."

"Then what do you call that big flush-decker coming in next?" I asked, pointing to an older design that was all cabin from bow to stern except for a small midships cockpit on the roof.

"Aircraft carrier," she said. "And that one over there, from the dark years of



# MAX EBB

IOR, is a broach coach. Totally."

**M**y hosts, eager to show off their new boat, had invited as many cruisers as would fit into their main salon for drinks. They were very proud and very happy campers.

"We should schedule impromptu races more often!" the skipper decided. "Let's ask our own club's race committee to give us some reaching courses, just for club boats. The finish lines could be at interesting cruising destinations like this one. Who is our race committee, anyway?"

"Nearly all racing is windward-leeward these days," said Lee's professor as he settled into a very soft and expensive settee with a glass of the cheap wine that had been poured for him. "The problem is that it's not very interesting racing on a reaching course."

"Well, I sure don't want to bash my brains out doing windward-leewards around the cans all afternoon," said another guest. "That's why I dropped out of racing."

"I thought the reach we just sailed to get here," replied my skipper, "was about as interesting as it gets."

"Well, you would," the professor answered. "You bloody well clobbered us."

My skipper's grin — which hadn't really gone away since we tied up — got

*"I'm not sharing my bunk with a sailbag."*

even bigger and wider.

"That's the difference between sailing a closed course and sailing to a distant destination," I said, trying to sort this out. "Buoy racing is windward-leeward for very good reasons — reaches tend to be parades, with no passing lanes, as they say. But a race that actually goes somewhere — well, then you have to know the Bay. You need to know the

wind shifts, the calm spots, the tide rips, the countercurrents. It's a whole different game than buoy racing and, as you saw today, there are opportunities for big gains and big losses."

"Very true, even if the course is mostly a reach," added the professor. "But today I think you were just lucky."

"Nonsense!" our skipper insisted. "We knew where the wind shadow would be. We need to get our club to put on some official races that have interesting courses and go someplace. We could call them 'destination races' and combine them with club cruises."

"You really think there are enough potential racers just from our club?" asked the owner's wife. She started listing names, unconsciously counting on her fingers. "I can only think of five, maybe six, boats who would ever be interested."

**M**eanwhile, Lee Helm, having sniffed out the best source of free food,

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## — GOING THE DISTANCE

had slipped into the boat and joined the conversation in the main salon by way of the galley and a plate of those deviled eggs.

"Max is right about reaches on short courses being boring," she said. "But, like, you might be onto something for races that go around islands and headlands. I mean, the Vallejo Race is one of the most popular events of the season. I can see trying to put on more races like that — to attract boats that don't really fit in a YRA category."

"If you think you can talk enough of our club cruisers into taking a walk on the dark side," said one of the cruisers.

"I'll write up something for the newsletter," offered one of the guests.

"I'll organize a potluck," said another.

"We can hype it up at the next dinner meeting . . ."

"YRA should organize this," said the former racer. "It will only work if you can

you're, like, geared up with a full quiver of jibs and racing spinnakers."

"And YRA is losing market share," said the ex-racer. "Think of all the boats like this — the Beneteaus, Catalinas, Hunters, Island Packets. Boats that aren't set up for racing but still might be tempted by an interesting course with a good party at the finish. The main idea would be to design races for the kind of cruising boats that people are buying now, not the boats they bought 20 or 30 years ago."

"We don't have any lockers for extra sailbags," noted our skipper, "so we need to use a handicapping system that doesn't make us all buy a lot of extra sails to be competitive."

"And doesn't make us leave our berth cushions home," added the professor.

"It could be a new charter association," suggested the ex-racer. "On the other hand, a lot of our target market doesn't belong to a yacht club, so they

### Destination Yacht Racing Association (DYRA) Schedule

1st May Saturday: Richmond to Vallejo  
1st May Sunday: Vallejo to San Rafael  
1st June Saturday: Cityfront to Coyote Point  
1st June Sunday: Coyote Point to Cityfront  
Late June: Tiburon - Treasure Island (for Sailstice party!)  
Last July Saturday: Second Half Opener (Pt. Bonita race)  
Last July Sunday: Race back to Richmond, Tiburon or SF  
Mid-August Saturday: South San Francisco to Berkeley  
Mid-August Sunday: Berkeley to Cityfront  
Labor Day Weekend: Jazz Cup (Richmond to Benicia)

draw entries from all the clubs."

"The YRA does that already, don't they?"

"For sure," said Lee. "But YRA doesn't really serve boats like this. You have to be in an active one-design class or, if you race handicap, the rating assumes that

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# MAX EBB

can't race in YRA."

"That's, like, one reason why you probably shouldn't go to YRA for the first couple of seasons," said Lee. "Top-down management would kill this off before it gets started. Gotta let the racers decide how to manage the entries and the ratings. Also, I think you have to choose the courses so the race committee workload is really light, so clubs will agree to put on races."

"Our club will certainly run some of these races," said our skipper. "There are more of us cruisers in the club than there are YRA racing types, and we host one or two YRA races every year."

Meanwhile, a spread of cheese and crackers was produced, and wine glasses were replenished.

"I think the key is to have courses that end at finish lines off yacht club race decks," said Lee, "so you don't have to ask anyone to sit out there on a committee boat all day waiting for boats to

crowded. It was a fun weekend — though we still liked Vallejo better."

"You could include a distance race ending at Treasure Island for Sailstice," said Lee. "That's a great party too. And the Saturday race of the Second Half Opener to Pt. Bonita. Then add a few courses that end at Corinthian, Richmond, Berkeley, or any club that can sight their finish line from their clubhouse."

"Speaking of that Second Half Opener at the end of the July break," complained the ex-racer, "I never liked what they did on Sunday with

a start so far away from the Saturday finish. It was easier to just turn around and go back to our own marina. But Sunday's race counted in the season scoring. Logistics were also too complicated for us to do the Saturday night party properly. Not like at Vallejo, where

## Principles of Destination Racing

- 1) Long courses from point A to point B, with a lot of reaching.
- 2) Finishes at hospitable yacht clubs or marinas with post-race parties.
- 3) Minimize RC workload by finishing from race decks where possible.
- 4) Handicap with cruisers in mind:
  - 4a) Appropriate rating adjustment for actual jib size.
  - 4b) Appropriate rating adjustment for roller furling.
  - 4c) Appropriate rating adjustment for non-spinnaker or cruising spinnaker
- 5) Require berth cushions and other amenities to remain in place.
- 6) Limit crew weight so entire crew can sleep on board.

finish. That, and piggy-back on existing races. You could start with the Vallejo weekend."

"We could revive the Coyote Point race," suggested the former racer. "Half the YRA fleet used to go down for the Season Opener because Vallejo was too

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## — GOING THE DISTANCE

we all used to sleep on board and race back the next day."

"You think they should just cancel the Sunday races?" I asked.

"That would sure make the party more fun," he said. "Then we could sleep late, have a nice breakfast, swim in the pool, and cruise back. Even better, I think the host club should have late starts on Sunday right in the Estuary, where the race finishes."

"Then you would end up back in the Estuary at the end of the day. How would that help with logistics?"

"Each start would be for boats going back to a different marina. They could announce, for example, a 1 p.m. start for boats returning to the Cityfront, a 1:10 start for boats going to Richmond, a 1:20 start for boats going to Tiburon, etc."

"And you expect them to send RC people to all those places to take finish times?"

"No, it would be up to clubs at the other end to monitor finish lines and do some scoring if they felt like it," he said. "Obviously in that format, it couldn't be

a counter for the season score."

"I'll add it to the schedule," said Lee, taking notes on the back of a paper plate.

"I'm still concerned about one thing," said our skipper. "If these races turn out to be fun, what's to stop the real racers from barging in and making us cruisers completely uncompetitive unless we re-

*"We should schedule more impromptu races!"*

rig with racing sails and gear?"

"Gotta make some mods to the ratings," said Lee. "I mean, look at how this boat is equipped: one roller-furling jib, one cruising chute, dodger, inflatable dinghy on deck. There's no reason why it can't be raced as-is on a mostly even basis against a boat with a full inventory. You just have to figure out how to make

some reasonable rating adjustments for all the things that slow it down. For starters, there should be, like, an accurate rating adjustment for whatever size jib the boat has."

"That one used to get abused a lot," the ex-racer noted. "People would take the small jib credit, but all summer they raced in number three weather anyway so it was a free time allowance for them."

"It would work better for the destination races," Lee predicted, "because nearly all the courses would go through areas that usually have some light air. Of course, there's, like, always a lot of randomness in this — but maybe more randomness is a good thing for this fleet."

"Every dog has to have its day," I said before I could think better of it.

"What about our roller furling?" asked the skipper's wife. "I'm not sharing my bunk with a sailbag."

"In the Caribbean you get a rating credit for it," said Lee. "And one club on the Bay allows, like, 12 seconds per mile. Maybe it should be even more, when you consider that roller furling means you're



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# MAX EBB

almost always stuck with the wrong jib up."

"A fair rating credit for no spinnaker," noted Lee's professor, "is going to be a little more difficult."

"Don't forget the cushions," I reminded Lee, who was taking all this down.

"Right — you want to require that all berth cushions stay in place, and maybe think about requiring water and fuel tanks at least half full."

"Should we regress all the way back to the CCA rule and require a 7' 11" hard dinghy?" asked the professor.

"If that's what the fleet wants," I said. "Maybe tie it to size — require at least an inflatable on any boat over 35 feet, and some kind of dinghy with an outboard or a sailing rig on any boat over 40 feet."

"There's another problem if we mix it up with real racers," said the former racer. "How can we be competitive for the season if we miss a race or two?"

"Throw-outs!" I said.

"That doesn't help. You still need to show up for every race if you want your best finishes to be the ones that count. I might not want to do all 10 races, especially the ones that start and finish on

the other side of the Bay."

"Simple," answered Lee. "Before the season starts, declare which of the races you want to count. Maybe, like, 6 or 7 out of 10. Then you could do a light season and still have as good a chance as

*"All they do is drink  
with the same crowd at  
another club."*

someone who raced all of them. I mean, you could still totally sail in all the races if you wanted to but only the six you chose in advance would count toward your season score."

No one could see anything wrong with this scheme, so our host poured us all another glass of cheap wine, added some chips and dip to the offerings on the table, and the conversation moved back to the kind of dinghies that various sizes

of boats should be required to bring to the parties.

"Why in the world should we require dinghies on board," asked our skipper, "when the fleet is always going to be dockside at the finish venue?"

"You haven't cruised with kids in a long time, have you?" chuckled the professor.

We didn't hear the answer because there was a knock and a voice informing us that the yacht club's bar was now open. A major exodus followed.

"I'll never understand these club cruises," Lee said when we were the only ones left in the cabin. "All they do is drink at some other yacht club bar with the same crowd they could be drinking with back at their own club."

"I guess getting here was half the fun," I suggested.

"But if this destination racing thing takes off, we can increase that to at least three-quarters."

— max ebb

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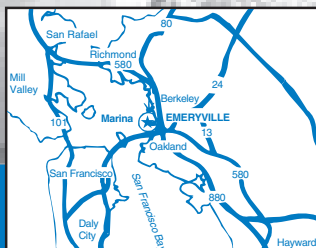
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# THE RACING

*As the year comes to an end, so does the racing calendar. But not before we get reports from the World Match Racing Tour's sole U.S. stop, the **Allianz Cup Presented by Oracle**; the ever-popular **Great Pumpkin**, the **Berkeley** and **RegattaPRO Midwinters**, and a stocking full of **Race Notes**.*

## Allianz Cup

Sixteen of the world's top match racers came to town October 24-27 and, though plenty of America's Cup talent took part, the occasion was a different A-Cup, the Allianz Cup Presented by Oracle.

At the only U.S. stop on the 2006-07 World Match Racing Tour, skippers representing *BMW Oracle Racing* (which fielded two boats: one helmed by syndicate owner Larry Ellison and the other by team CEO Chris Dickson), *Emirates Team New Zealand*, *Alinghi*, *United Internet Team Germany*, *Mascalzone Latino-Capitalia Team* and *Team Shosholozza*, joined a handful of equally talented non-Cup sailors competing for a share of the \$100,000 prize money on the line.

The Bay treated teams to unusually warm weather for the competition in J/105s, but not much in the way of wind. Teams that spent the previous week prepping in winds closer to 15 knots suddenly found themselves having to grapple with just five knots of true wind

Ed Baird, 3-1.

Leading up to the finals, Ainslie beat fellow Brit Ian Williams 3-1 in the semi-finals on Saturday. Williams was the only non-Cup-affiliated sailor to make it to the final four. The other semi-final match-up put Baird against Jesper Bank of *United Internet Team Germany*. Baird took both matches to advance to the final. Bank defeated Williams 2-0 in the petit-finals to place third in the regatta.

Reigning match racing world champion Peter Gilmour, racing with locals Bill Colombo, Keith Love and Sean Svendsen, finished in sixth place. The other local team, headed by J/105 guru Chris Perkins, started strong with a 2-0 record in the opening round robin racing, but was eliminated by the end of the first day.

"It was probably one of my best sailing experiences ever," said an enthused Svendsen after the regatta. "To be sailing with that caliber of people was truly amazing. Those guys just see things on the water so quickly, even if they

haven't sailed on the course before. And Gilmour was incredible — calm, collected, a consummate gentleman. He made everybody on the boat rise to a higher level because he's such a good leader."

The sailors weren't the only fans of the event. As Ellison proved when he helped bring the Moët Cup to San Fran-

cisco in 2003, San Francisco is a natural venue for spectator-friendly sailing, and, with a little effort, it's not hard to get spectators out to watch.

Allianz Cup racing took place within spitting distance of host St. Francis YC, where grandstands were set up for easy public viewing on shore. (Though even Ellison couldn't have planned the northerly breeze, which made a great venue



ALL PHOTOS BOB GRIESER

even better for those gathered along the shoreline. Spectators could watch nearly the entire race without having to adjust their seats. At times the pre-start action was practically in their laps.) Loudspeakers broadcast play-by-play commentary, and the umpires on the water were patched in to explain their calls. As is par for the course on the WMRT, races were short, often no more than 30 minutes.

The opening act each day was Oracle-sponsored aerobatic champion Sean Tucker, whose red biplane executed a series of neck-breaking maneuvers right above the crowd. And during racing, a replica of *America*, the yacht that started it all in 1851, was sailing in the background with VIP guests aboard.

Whether we'll see anything along the lines of that other international match



**Two faces of the Allianz Cup Presented by Oracle** — left, the concentration of winning skipper Ben Ainslie. Right, the happiness of Larry Ellison that his crew did so well in such a talented fleet. "Let's hear it for sixth!" he joked.

and strong currents.

Racing on behalf of ETNZ, Ben Ainslie sailed to his first World Match Racing Tour victory, defeating *Alinghi* after-guard-member and veteran match racer





**Ben Ainslie comes off the starting line ahead and to leeward of Ed Baird in Final Flight 3 of the Allianz Cup presented by Oracle.**

race, the America's Cup, here in the future remains to be seen. As Ellison points out, first he has to win a few sailboat races off Valencia next spring.

Until then, the World Match Racing Tour resumes its 2006-07 season with the Monsoon Cup November 29 — December 3 in Kuala Terengganu, Malaysia.

1) Ben Ainslie (GBR), Emirates Team New Zealand; 2) Ed Baird (USA), Alinghi; 3) Jesper Bank (DEN) United Internet Team Germany; 4) Williams (GBR) Team Pindar. (16 boats)

#### **Great Pumpkin — The Great Fall Classic**

While the pros were busy earning

their keep off the Cityfront, across the Bay, local racers flocked to Richmond YC's Great Pumpkin Regatta for the sheer joy of sailing. As dependable as the 'spring forward, fall back' that took place the same October 28-29 weekend, the Pumpkin featured three 'serious' races for 215 boats in 20 divisions on Saturday. The not-so-serious (but infinitely more venerable) Great Pumpkin pursuit race around Angel and Alcatraz Islands followed on Sunday.

"It was a very pleasant weekend to be out in any kind of boat," said RYC's Gail Yando. While the Saturday portion of the regatta used to have only one design racing, the last two Pumpkins have added PHRF starts on each of their three course venues: Olympic Circle, Southampton and a 'deep water' course

for larger boats. Eric Arens and his race committee managed to handle all three with their usual ease. Of course, clear skies, shorts-and-T-shirt temperatures and an 8-10 knot northwesterly were the icing on the cake.

Seven boats posted straight bullets on Saturday to win their fleets: *Astra* (IOR), *Mr. Magoo* (J/120), *Ditzy* (Alerion Express 28), *Ricochet* (Ultimate 20s), *Orion* (J/105), *Sheeba* (99er) and *Shameless* (SF 30).

"The racing was actually much closer than the results indicate," said *Ditzy*'s Ralf Morgan about the six-boat AE28 fleet. "There was a fair bit of crossing tacks, and some of it came down to playing what few shifts were there. In those conditions, boat speed seemed to help more than pointing angle."

# THE RACING



*Scenes from a truly Great Pumpkin, clockwise from top — Going the 'wrong' way around Alcatraz; hanging out on a Tempest; a crowded house on 'Family Hour'; Express 27s at the finish on Saturday; John Travolta — or is it Elvis? — welcomes racers back to Richmond YC.*

In the three-boat Antrim 27 class, racing was so tight that the boats finished in a three-way tie for first, each having posted a first, second and third during the day. John Liebenberg's *Always Friday* won in the tiebreaker.

What makes the Pumpkin a must-do event on almost everyone's racing schedule, though, is what happens after the racing. The costume contests, kegs and a band on Saturday night, along with

Sunday's trivia quiz, continue to attract the masses. This year, a power outage just as the band got rocking brought an extra spark to the disco-themed festivities. Emergency candles and flashlights added to the ghostly atmosphere, and the band used whatever acoustic instruments they could find so that 'John Travolta' and friends could maintain the fever pitch until the power returned.

Back on the water Sunday, small

boats and local yacht designers ruled. Kim Desenberg's Wylie Wabbit *Mr. McGregor* was the first to finish the pursuit race, sailing a counterclockwise route around Angel Island and Alcatraz. (You can go either way.) He was followed by Geoff Gardner's Antrim-designed *Ricochet*, Jocelyn Nash's Wylie-designed 28-ft Hawkfarm, and two more Wabbits, Greg Byrne's *24K* and Andy Hamilton's *Buster*.





ALL PHOTOS CHRISTINE WEAVER

The perfect conditions for Saturday's racing held for Sunday, and 146 boats got off the starting line. For the first time in years, the decision between whether to go clockwise or counterclockwise was nearly a wash. "We went the wrong way and came in around 20th," said *Motorcycle Irene's* Will Paxton. "Two Express 27s that went the right way beat us, but only by about 10 boat lengths. They had a nice spinnaker reach from Alcatraz to

the finish line, and the tide worked out better for them."

It's always hairy when boats on opposing courses meet, but when a fleet of 20-ft boats goes head to head with a fleet of 40-ft boats, there are going to be a few "oh no" moments. Thankfully, there were no crashes as the clockwise and 'counterclock' boats met near Alcatraz this year, but Yando says the race committee may consider putting an offset

mark near Little Alcatraz next year for safer separation.

One last fun aspect that separates the Great Pumpkin from just about every other race anywhere is, well, the pumpkins themselves. On Sunday, the race committee plops a bunch of them in the waters around the course and racers get extra credit for retrieving them.

After topping the Santana 22 class on Saturday on *Carlos*, Jan Grygier down-

# THE RACING

shifted on Sunday, sailing the pursuit race with his 9 and 10-year-old sons. It was the first time the three sailed together without additional adult supervision, so there was a bit of concern. It turned out to be a great father-son bonding experience, though not because of the racing. "Usually we do pretty well in the pursuit race, but this year the kids were a little distracted by the pumpkins, so we stopped to pick one up on our way around the course," said Dad. "They had a great time."

## SATURDAY

### DEEP WATER COURSE

IOR — 1) **Astra**, Farr 40, Mary Coleman, 3 points; **Infinity**, Holland 47, Gary Gebhard, 6. (2 boats)

BENETEAU — 1) **Mistral**, Beneteau 36.7, Ed Durbin, 4 points; 2) **Inspired Environments**, Beneteau 40.7, Timothy Ballard, 5; 3) **Phantom Mist**, Beneteau 36.7, Gary Massari, 11. (9 boats)

J/120 — 1) **Mr. Magoo**, Bob Garvie, 3; 2) **Desdemona**, John Wimer, 6. (2 boats)

EXPRESS 37 — 1) **Golden Moon**, Richards/Bridge, 5 points; 2) **Bullet**, Michael Maloney, 5; 3) **Spindrift V**, Larry Wright, 8. (4 boats)

1D35 — 1) **Double Trouble**, Andy Costello, 3.5 points; 2) **Sweet Sensation**, Gary Fanger, 5.5; 3) **Great Sensation**, Roberto Giramenti, 10. (4 boats)

HANDICAP — 1) **Jeannette**, Frers 40, Henry King, 4 points; 2) **Howl**, Sydney 38, Peter Krueger, 5; 3) **Sand Dollar**, Mumm 30, Erich Bauer, 9. (9 boats)

### OLYMPIC CIRCLE COURSE

ANTRIM 27 — 1) **Always Friday**, John Liebenberg, 6 points; **Cascade**, Steve Rienhart, 6; 3) **Arch Angel**, Bryce Griffith, 6. (3 boats)

J/105 — 1) **Orion**, Gary Kneeland, 3 points; 2) **Bald Eagles**, Dave Liggett, 7; 3) **Risk**, Titchener/Whitney/Woodley, 8. (5 boats)

OLSON 30 — 1) **Family Hour**, Bilafer Family, 4 points; 2) **Voodoo Child**, Charles Barry, 5; 3) **Junkyard Dog**, Ross Groelz, 9. (4 boats)

99ER — 1) **Sheeba**, C&C 99, Mike Quinn, 3 points; 2) **Razzberries**, Olson 34, Steve Hollingsworth, 8; 3) **Two Scoops**, Express 34, Christopher Longaker, 10. (5 boats)

SF 30 — 1) **Shameless**, Custom Schumacher 30, George Ellison, 3 points; 2) **Jane Doe**, Olson 911SE, Bob Izmirian, 5; 3) **Abba Zabba**, Tartan 10, Charles Pick, 8. (6 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 6 points; 2) **Get Happy!**, Brendan Busch, 8; 3) **Wile E. Coyote**, Dan Pruzan, 12. (16 boats)

WYLIE WABBIT — 1) **Weckless**, Russell Canada, 6 points; 2) **24K**, Greg Byrne, 7; 3) **Buster**, Andy Hamilton, 10. (9 boats)

HANDICAP — 1) **Uno**, Wyliecat 30, Steve Wonner, 4 points; 2) **Crinan II**, Wyliecat 30, Bill West, 8; 3) **Vuja De**, Ultimate 24, Chris Kim, 9. (5 boats)

### SOUTHAMPTON COURSE

MELGES 24 — 1) **Tinseltown Rebellion**, Cam Lewis, 6 points; 2) **Personal Puff**, Dan Hauserman, 5; 3) **Flexi Flyer 02**, Mitchell Wells, 10. (5 boats)

MOORE 24 — 1) **Paramour**, Rowan Fennell, 5 points; 2) **Little Boat of Horrors**, Scott Sorensen,



*On the line — Chris Larson won the 46-boat Melges 24 Nationals in Jacksonville, Florida, just as we went to press.*

6; 3) **Eclipse**, Brad Butler, 7. (20 boats)  
ALERION EXPRESS 28 — 1) **Ditzzy**, Ralf Morgan, 3 points; 2) **Dream**, Kirk Smith, 8; 3) **Eagle**, Chuck Eaton, 9. (6 boats)

ULTIMATE 20 — 1) **Ricochet**, Geoff Gardner, 3 points; 2) **Salsa**, Steve/Matt Boroughf, 8; 3) **Babe**, Bill/Pat Andrew, 11. (7 boats)

J/24 — 1) **On Belay**, Don Taylor, 6 points; 2) **Breakthrough**, Jamuel Starkey, 7; 3) **Water Rat**, Donald Knitter, 8. (4 boats)

SANTANA 22 — 1) **Carlos**, Jan Grygier, 5 points; 2) **Dominatrix**, Heidi Schmidt, 9; 3) **Bonito**, Michael Andrews, 13. (9 boats)

HANDICAP — 1) **Cheeseburger**, J/22, Kristen Lane, 5 points; 2) **El Gavilan**, Hawkfarm, Jocelyn Nash, 6; 3) **Hamburger Haus**, Olson 25, Jens Jensen, 7. (9 boats)

## SUNDAY

### GREAT PUMPKIN PURSUIT RACE (12.5 miles)

1) **Mr. McGregor**, Wylie Wabbit, Kim Desenberg; 2) **Ricochet**, Ultimate 20, Geoff Gardner; 3) **El Gavilan**, Hawkfarm, Jocelyn Nash; 4) **24K**, Wylie Wabbit, Greg Byrne; 5) **Buster**, Wylie Wabbit, Andy Hamilton; 6) **(no name)**, Cal 20, Byron Jonk; 7) **Auggie**, Santana 22, Sally Taylor; 8) **Eclipse**, Moore 24, Brad Butler; 9) **UFO**, Ultimate 20, Trent Watkins; 10) **Wingit**, Multihull, Ray Wells. (146 boats)

## RegattaPRO Midwinters

Building on a successful inaugural season last year with the RegattaPRO One Design Midwinters, Jeff Zarwell has expanded his yacht club-agnostic series

to include a separate keelboat weekend for 2006-07. The new Winter Keelboat Invitational Series greeted the Melges 24 and J/24 fleets with light winds and an ebb tide on its first two-race day, November 4.

In the first Melges 24 race, *Flexi Flyer* and *Smokin'* merged into the fast lane,

Much as we'd love to cover every single race in high definition detail, there are only so many hours in the day. If you'd like to see your race covered in these pages, send us the results, a brief report, and a crisp photo or two in a timely manner. With that out of the way, read on for this month's Box Scores.

### GOLDEN GATE YC MIDWINTERS (11/4):

PHRF 1 (< 54) — 1) **Kokopelli**<sup>2</sup>, Santa Cruz 52, L. & S. Spund; 2) **Quiver**, N/M 36 Mod, Jeff McCord; 3) **Great Sensation**, 1D35, Gary Fanger. (17 boats)

PHRF 2 (55-59) — 1) **Yucca**, 8-Meter, Hank Easom; 2) **X-Dream**, X-119, Steen Moller; 3) **Eurydice II**, Custom Ross, George Biery. (8 boats)

PHRF 3 (100-155) — 1) **Uno**, Wyliecat 30, Steve Wonner; 2) **Harp**, Catalina 38, Mike Manix; 3) **Lilith**, Wyliecat 39, K. & T. Knowles. (16 boats)

IOD — 1) **#78**, Paul Manning; 2) **Youngster**,





COURTESY MELGES 24 US NATIONAL CHAMPIONSHIP

stretching out to a four-minute lead over the rest of the fleet at the leeward markset. They maintained the lead all the way to the finish. *Bones*, on the other hand, initiated a two-boat tango at the start — with the committee boat. "They snagged the rode on the committee boat and led the two of us in a

pretty graceful dance," Zarwell said. The starting sequence for the J/24 fleet was momentarily postponed while everything got sorted out.

One week later, Zarwell was out again for the Winter One Design Invitational Series for J/105s, Beneteau 36.7s and J/120s. (He expects the 1D35s and Beneteau 40.7s on the starting line next month as well.)

The breeze was shifty, but the rain stayed away for the most part, and the result was good racing sprinkled with several high-tension moments on the starting line.

In the 36.7s, Ed Durbin on *Mistral* demonstrated that he knows his boat and his Bay, while the 13-boat J/105 fleet took advantage of the shifty weather to mix things up a bit. In the end, Jeff Thorpe, steering *Blackhawk*, posted bullets for both races. However, there were a few protests pending in the 105 fleet, so the results below are provisional.

#### KEELBOAT INVITATIONAL (Nov. 4)

MELGES — 1) **Flexi Flyer**, Mitchell Wells, 2 points; 2) **Smokin'**, Kevin Clark, 5; 3) **Wuuf Daddy**, Dean Daniels, 6. (6 boats)

J/24 — 1) **TMC Racing**, Mike Whitfield, 3; 2) **Snowjob**, Brian Goepfrich, 4; 3) **Bogus**, Chris Snow, 7. (8 boats)

#### ONE DESIGN INVITATIONAL (Nov. 11)

J/120 — 1) **El Ocaso**, Rick Wesslund, 5 points; 2) **Dayenu**, Dennis Jermaine, 6; 3) **Grace Dances**, Dick Swanson, 6. (9 boats)

BENETEAU 36.7 — 1) **Mistral**, Ed Durbin, 2; 2) **Ay Caliente!**, Kennedy, 5; 3) **Bufflehead**, Stuart Scott, 5. (4 boats)

J/105 — 1) **Blackhawk**, Scooter Simmons, 2;

2) **Brick House**, Kristen Lane, 5; 3) **Jam Session**, Adam Spiegel, 6; 4) **Lulu**, Don Wieneke, 10; 5) **Alchemy**, Walt Sanford, 10. (15 boats)

#### Berkeley Midwinters

Right next door to the RegattaPRO One Design midwinters, Berkeley YC was at it again on the Berkeley Circle. With help from the prodigal Express 27 fleet, BYC continued its lead in the midwinter popularity contest. Of the 107 entrants, 85 showed up for the first race of BYC's midwinter season on November 11.

"Boy, oh boy. We sure got lucky. No rain!" reports race chair Bobbi Tosse. "The weather people kept insisting during the previous week that we were doomed to be rained on. I actually heard of at least one racer who opted to bag the race rather than get wet. Tsk, tsk."

As it happens, the rain did make an appearance early in the day but was gone by late morning, leaving a 12-15 knot northerly in its wake. Buoy 'H' was the weather mark for the 8.8-mile Olympic triangle/windward/leeward course on the Berkeley Circle. "A lovely day on the Bay," Tosse said.

As is typical this time of year, Sunday was almost the opposite of Saturday. A moderate 8-10 knot breeze from the south greeted the 39 contenders at the start. As the day progressed, so did the wind direction, shifting almost continuously to the east.

By mid-afternoon, the wind nearly died altogether before drifting in from the west, obliging the racers and race

## BOX SCORES

Ron Young; 3) **La Paloma**, James Hennefer. (6 boats)

PHRF 4 — 1) **Straitjacket**, Pocket Rocket, Ben Hackett; 2) **Crazy Jane**, Thunderbird, Doug Carroll; 3) **Gran Wazoo**, Pearson 29, Sal Balistreri. (5 boats)

CATALINA 34 — 1) **Wind Dragon**, Dave Davis; 2) **Mottley**, Chris Owen; 3) **Crew's Nest**, Ray Irvine. (7 boats)

KNARR — 1) **Pegasus**, Peter Noonan; 2) **Knarr 134**, J. Eric Gray; 3) **St. Bertram**, George/Gregory. (6 boats)

FOLKBOAT — 1) **Shanty**, Richard Haslacher; 2) **Nordic Star**, Richard Keldsen; 3) **Little Svendle**, Bill DuMoulin. (5 boats)

#### FALL DINGHY/JOE LOGAN (StFYC: 10/21-22):

29er — 1) Max Fraser, 5 points; 2) Jen Glass, 6; 3) Danny Cayard, 7. (9 boats)

505 — 1) Mike Martin, 5 points; 2) Nick Adamson, 11; 3) Mike Holt, 20. (8 boats)

LASER — 1) Vincent Porter, 9 points; 2) David

LaPier, 16; 3) Tracy Usher, 17. (30 boats)

LASER RADIAL — 1) Nicholas Dugdale, 7 points; 2) Katie Maxim, 7; 3) Evan Brown, 14. (4 boats)

VANGUARD 15 — 1) Richard Feeny, 8 points; 2) Harrison Turner, 15; 3) Sally Madsen, 22. (10 boats)

MERCURY (Joe Logan) — 1) Doug Baird, 6 points; 2) Dan Simmons, 15; 3) Bill Worden, 6. (13 boats)

#### RED ROCK REGATTA (TYC: 10/28):

DIV. 1 — 1) **Joyride**, J/105, Bill Hoehler; 2) **Sunshine**, Moore 24, Stan Martin; 3) **Simba**, Express 27, Lon Woodrum. (8 boats)

DIV. 2 — 1) **Don Wan**, Santana 28, Don Kunstler; 2) **Galante**, Folkboat, Otto Schreier; 3) **Shenandoah**, Catalina 27, Ian Matthew. (5 boats)

#### CORKSCREW SLOUGH (SeqYC: 10/21):

EL TORO — 1) Paul Zander; 2) Vaughn Seifers;

3) Dave Albright/Dave Vickland (tie). (16 boats)

#### JACK & JILL +1 (IYC: 11/4):

DIV. A — 1) **Aqua Nut**, Melges 24, Alicia Bernhard; 2) **Bewitched**, Merit 25, Laraine Salmon; 3) **Double Trouble**, Moore 24, Calie Anderson. (7 boats)

DIV. B — 1) **Pip Squeak**, Santana 20, Vivienne Fagrell; 2) **Wuvulu**, Islander Bahama 30, Laurie Miller; 3) **Magic Carpet**, Ranger 23, Bridget Woodard. (6 boats)

#### COLLEGIATE RANKINGS (as of Nov. 13):

COED — 1) Dartmouth; 2) **Stanford**; 3) Georgetown; 4) Boston College; 5) Harvard; 6) Charleston; 7) Hobart/Wm. Smith; 8) **USC**; 9) Brown; 10) Roger Williams; 11) St. Mary's; 12) South Florida; 13) University of Rhode Island; 14) Yale; 15) Coast Guard; 16) **Hawaii**; 17) **UC Irvine**; 18) Kings Point; 19) MIT; 20) Pennsylvania.

WOMEN — 1) St. Mary's; 2) Yale; 3) Boston College; 4) Navy; 5) Tufts; 6) Georgetown; 7) Charleston; 8) Harvard; 9) Dartmouth; 10) **Stanford**; 11) Old Dominion; 12) **Hawaii**; 13) **UC Irvine**;

# THE RACING

committee to hang out in the pleasant sunshine a bit longer. Yeah, it was tough, but somebody had to do it.

## SATURDAY SERIES (Nov. 11)

DIV A (< 87) — 1) **Mintaka 4**, Farr 38, Gerry Brown; 2) **Jeannette**, Frers 40, Henry King; 3) **Advantage 3**, J/105, Pat Benedict; 4) **Cirque**, Beneteau First 42.7, Louis Kruk. (11 boats)

DIV B (90-141) — 1) **Lilith**, Wyliecat 39, Tim & Karin Knowles; 2) **Petard**, Farr 36 Mod, K. Buck/A. Newell; 3) **Spirit of Elvis**, Santana 35, L. Lanier/M. Cunningham. (8 boats)

DIV C (144-168) — 1) **Boogie Woogie**, Ranger 33, G. Michael Yovino-Young; 2) **Loose Lips**, Merit 25, Phill Mai; 3) **Chesapeake**, Merit 25, James Fair. (5 boats)

DIV D (>171) — 1) **Topgallant**, Newport 30, Jim Lindsey; 2) **Latin Lass**, Cat 27, Bill Chapman; 3) **Achates**, Newport 30, Robert Schock; 4) **Fast Freight**, Newport 30, Robert Harford; 5) **Harry**, Newport 30, Dick Aranoff. (15 boats)

OLSON 30 — 1) **Voodoo Child**, Charles Barry; 2) **Hoot**, Andrew Macfie; 3) **Wraith**, R. & C. Wilson. (9 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, W. Paxton/M. Jones; 2) **Magic Bus**, S. & P. Deeds; 3) **Strega**, L. Levit; 4) **Moxie**, Jason Crowson; 5) **New Wave**, Buzz Blackett. (20 boats)

SF 30 — 1) **Wishful Thinking**, Tartan 10, Lester Gee; 2) **Shameless**, Schumacher 30 Cust.,

George Ellison; 3) **Jane Doe**, Olson 911SE, Robert Izmirian. (7 boats)

ULTIMATE 20 — 1) **Cloud Nine**, Jim Carlsen; 2) **Salsa**, M. & S. Boroughf; 3) **UFO**, Trent Watkins. (7 boats)

MOORE 24 — 1) **Flyingtiger**, Vaughn Seifers; 2) **Numa Boa**, M. English/G. Combrisson; 3) **Gruntled**, Simon Winer. (11 boats)

OLSON 25 — 1) **Vivace**, Frank VanKirk; 2) **Clean Sweep**, Tom Nemeth; 3) **Synchronicity**, Steve Smith. (8 boats)

J/24 — 1) **TMC Racing**, Mike Whitfield; 2) **Phantom**, John Gulliford; 3) **Frogflips**, Richard Stockdale. (6 boats)

SANTANA 22 — 1) **Carlos**, Jan Grygier; 2) **Tchoupitoulas**, Stephen Buckingham. (5 boats)

## SUNDAY SERIES (Nov. 12)

DIV 1 (0-99) — 1) **Hoot**, Olson 30, Andrew Macfie; 2) **Eurydice II**, Cust. Ross 930, George Biery; 3) **Junk Yard Dog**, Olson 30, Ross Groelz; 4) **Wraith**, Olson 30, R. & C. Wilson. (11 boats)

DIV 2 (102-144) — 1) **Dianne**, Express 27, Steve Katzman; 2) **Kwazy**, Wabbit, Hillary Hanson; 3) **Ergo**, Express 27, Chris Gage. (8 boats)

DIV 3 (147-168) — 1) **Chesapeake**, Merit 25, James Fair; 2) **Twoirrational**, Moore 24, T. Chargin/B. Burleson; 3) **Predator**, Hawkfarm, Jim Wheeler; 4) **Frogflips**, J/24, Richard Stockdale. (14 boats)

DIV 4 (>171) — 1) **Spindrifter**, Tartan 30, Paul Skabo; 2) **Latin Lass**, Cat 27, Bill Chapman; 3)

**Antares**, Islander 30-2, Larry Telford. (7 boats)

ULTIMATE 20 — 1) **Mo-Jo**, John Todd; 2) **Salsa**, M. & S. Boroughf; 3) **Breakaway**, John Wolfe. (7 boats)

CATALINA 22 — 1) **Dumbo**, David Torrisi; 2) **No Cat Hare**, Donald Hare; 3) **Criosaidh**, Greg Rhode. (5 boats)

## Race Notes

And the winners are: **Paige Railey** of Clearwater, Florida, and Kiwi **Mike Sanderson** were named the **ISAF Rolex World Sailors of the Year** earlier this month at the ISAF Annual Meeting in Helsinki. This was the second consecutive year that 19-year-old Railey — who is one of the U.S.'s top prospects for an Olympic medal in 2008 in the Laser Radial — was short-listed for the honor. In 2005, British sailing star Ellen MacArthur took the title. Also nominated this year were Mónica Azón Canalda, Sandra Azón Canalda and Graciela Pisonero Castro (ESP), Dee Caffari (GBR), Dorte Jensen (DEN), Helena Lucas (GBR) and Daida Moreno (ESP).

Sanderson earned his place by skippering the winning entry, *ABN Amro One*, in the recent Volvo Ocean Race. Aided in

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no small part by Palo Alto's **Stan Honey** as navigator, Sanderson led the team to wins in six of the nine legs in the round-the-world-race marathon, as well as five of the seven in-port races. Sanderson topped some pretty elite company in the voting: Peter Gilmour (AUS), Sebastien Josse (FRA), Yves Parlier (FRA), and Bruno Peyron (FRA).

While we're in Europe: The sails on the Volvo boats had barely dried when Ericsson Racing started lining up its team for the **2008-09 Volvo Ocean Race**. Marin's **John Kostecki** has been named skipper and Argentinian Juan Kouyoumdjian designer. Kostecki led *Illbruck Challenge* to a win in the 2001-02 race and was part of Ericsson Racing Team's 2005-06 VOR entry as tactician during in-port races.

'Juan K' also has an excellent VOR pedigree, having designed the aforementioned *ABN Amro One* and its sister ship, *ABN Amro Two*. Both were the only non-Farr Yacht Design boats in the 2005-06 race, and, incidentally, the only two boats in the race that did not have significant structural damage. In 2005, *ABN Amro One* set the 24-hour monohull

world speed record of 546.14 nautical miles. It was subsequently broken by *ABN Amro Two* earlier this year. The latter's record of 562.96 nautical miles still stands.

Third time's the charm? Santa Cruz's **Morgan Larson** is one of a handful of recent recruits to Swedish America's Cup team **Victory Challenge**. The 20-time U.S. champion and three-time World champion in various classes will serve in a strategist/tactician role for the team. Larson sailed with *AmericaOne* and *One-World Challenge* in the previous two Cup campaigns.

Speaking of Valencia: With winter on its way in Spain, several campaigns vying for the America's Cup next year have moved to more favorable climates for winter training. *Emirates Team New Zealand* and *BMW Oracle Racing* have set up shop in Auckland. (The former for obvious reasons, but as *BMW Oracle* CEO Chris Dickson explained, half of his crew are Kiwis, too.) In mid-November, defender *Alinghi* shipped 224 tons of equipment to Dubai, UAE, for its winter training program.

Top dog: **Alan Field**, the reigning

Martin 242 North American Champion, won **US Sailing's Championship of Champions** on October 29. Racing in Y-Flyer scows at the Grande Maumelle Sailing Club in Little Rock, Arkansas, Field, from Los Angeles, and crew Steven Hunt of San Diego won two races on the last day to pull off a come-from-behind victory.

In other US Sailing adult champion news, **Deb Capozzi** of Bayport, NY, defeated Katy Pilley-Lovell of New Orleans to win the **U.S. Women's Match Race Championship** for the Allegra Knapp Mertz Trophy at Newport Harbor Yacht Club on November 11. San Rafael sailing wiz **Liz Baylis** and her San Francisco Women's Match Racing Team defeated Sandy Hayes of Scituate, MA, in the petit finals to take third place in the regatta. Sailing with Melinda Erkelens, Pease Glaser and Jo Ann Jones, Baylis beat Hayes with a 2-1 record in the best-of-three series.

Not to be: The expected rematch between former America's Cup rivals John Bertrand and Dennis Connor at the **2006 Audi Etchells Worlds** in Fremantle, Australia, didn't happen after all. DC



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# THE RACING

pulled out of the regatta just days prior to the start on doctors orders. However, the other 70+ competitors, including several Bay Area teams, were lapping up the conditions the Fremantle Doctor was sending their way as we went to press. Check *'Lectronic Latitude* for updates and the January issue of *Latitude* for a complete report.

Pros and ams: Ken Read went undefeated in the match racing phase of the **20th Annual Bitter End YC's Pro-Am Regatta** in early November on Virgin Gorda. He posted 2-0 records over Russell Coutts in the semi-finals and **Paul Cayard** in the finals to win the 'junior' division. Sailing in the 'masters' division, Charles 'Butch' Ulmer beat Bruce Kirby, 2-0 in the semis and Keith Musto 3-1 in the finals. Cayard and Musto joined forces to win the team championship, while Ulmer and **Dawn Riley** partnered up for second. The race format stipulates that the crew aboard each 'pro' boat are amateurs who are Bitter End resort guests.

This year, the Bay Area 'ams' were represented by **Nadine Francyk**, who's



**Team Molly** — Belvedere's Molly Carapiet and crew Molly O'Bryan finished in ninth place at the 470 Olympic Pre-Trials in Long Beach in October and are now off to Florida for two more pre-Olympic events in January. 2008 may be the last time the 470s see Olympic action.

becoming a regular at the annual event and this year qualified for the Hobie Wave division of the Fifth Annual Musto Scuttlebutt Sailing Club Championship Regatta, held concurrently with the Pro-Am.

Better late than never: The **Rolex America's Cup Hall of Fame** has in-

ducted the late Australian yacht designer **Ben Lexcen** and American **Stephen Van Dyck**. Lexcen designed Alan Bond's winged-keel *Australia II*, which defeated Dennis Conner's *Liberty* in the final race of the 1983 America's Cup. Van Dyck was the navigator aboard the 1970 Cup-winning *Intrepid*.

Ch-ch-ch-changes: At its November annual meeting, the ISAF Council voted to reduce the number of classes competing in the **2012 Olympics** from 11 to 10. No announcement yet as to which of the current fleets will be on the chopping block, though some are predicting that the men's and women's 470 events will be replaced by a women's doublehanded class. Could the 29erXX be the next new Olympic class?

The council also approved formation of the **ISAF World Cup Series for Olympic Classes**, comprised of Sail Melbourne (AUS), Rolex Miami OCR (USA), Princess Sofia Trophy (ESP), Semaine Olympique



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Française (FRA), Holland Regatta (NED) and Kiel Week (GER). The series is to kick off as soon as possible, and no later than 2008.

Both changes are indicative of comments made by ISAF President Göran Petersson (SWE) in his opening address to the Council: "We all know the sport has to develop a professional and widely recognized world tour." He later noted, "You cannot have competition unless it is commercially viable and a strong commercial base is needed for our sport."

That time again already? The notice of race and entry form for the **44th Trans-Pacific Yacht Race** from Los Angeles to Honolulu next summer are online at [www.transpacificyc.org](http://www.transpacificyc.org). The 2007 race will include a class for boats built to the new Storm Trysail Transpac 65 (STP65) box rule (see this month's *Sightings*), and a change in the monohull minimum length from 30 to 26 feet. Also new this time around: boats will use a satellite tracking system to relay their positions every four hours. If you're thinking about doing the race, sign up before March 9 to qualify for the discounted entry fee.

Southbound traffic: As of press time, 43 boats had entered **Del Rey YC's Puerto Vallarta Race**, which starts February 16-23 in Marina Del Rey. Northern California boats include Keith Brown's Peterson 46 *Aleta*, Dave Rasmussen's Synergy 1000 *Sapphire*, Liz Baylis and Todd Hedin's Antrim 27 *E.T.*, and Tom Akin's Santa Cruz 52 *Lightning*.

The maxZ86 *Pyewacket* will also be there. You may recall that Roy Disney donated *Pyewacket* to Orange Coast College after the 2005 TransPac, saying that his offshore racing days were behind him — and that he decided a few months ago that those days aren't quite behind him yet. So he's getting the boat ready for one more crack at the TransPac. Disney, one of the really good guys of sailing, is chartering the boat for the PV Race. For the TransPac, the big feline will get her 18-ft keel put back on, as well as upgrades of all sails, rigging and onboard systems.

Looking Back: Belated congratulations to **George Hinman**, commodore of the New York Yacht Club and winner of the **2006 Fremont Bank International Masters' Regatta**. Hosted by St. Francis

YC October 13-15, the event drew a deep and talented group of competitors, all of whom had to be 60 years old or older per regatta rules. The crew — young sprites who had to be at least 45 years old — were also an illustrious group. Dick Tillman of Indiana finished second, followed by regatta founder and local sailor **Don Trask**.

Looking Ahead: What does football have to do with sailboat racing? Usually not much. But this year a change in the Pac-10 football schedule means that **The Big Sail** between UC Berkeley and Stanford won't happen until November 28. (It's always held the Tuesday before the Big Game.) That's after our print deadline, but our online publication, *Lectronic Latitude* (see [www.latitude38.com](http://www.latitude38.com)), will have coverage of the event which pits current students and alumni from both schools against each other in a match racing in J/105s in front of the St. Francis YC.

Looking Way Ahead: It's just been announced that the **2009 J/24 Nationals** will be on San Francisco Bay. The host yacht club is still to be determined.



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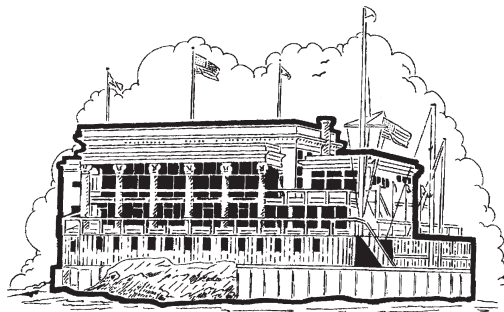
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# WORLD

*We depart from our usual format this month to bring you a special report on the experiences of **Sailing School Trainees in the Annual Baja Ha-Ha Rally**, as well as miscellaneous **Charter Notes**.*

## **Education at the Offshore Campus: School Boats Do the Ha-Ha**

If you read our 12-page treatise on last month's Baja Ha-Ha rally — or were lucky enough to participate — you know that, for most boat owners who enter it, this annual southbound migration represents the first step into a new lifestyle of full-time cruising.

The hundreds of men and women who come along as crew, however, are generally not so lucky, as most have to head 'back to reality' shortly after the event winds down at Cabo San Lucas. Nevertheless, we're told that the 760-mile ocean voyage is typically an incredibly fulfilling experience for those who crew, as they can't help but glean invaluable insights into the challenges of offshore sailing, boat preparation and interpersonal crew dynamics.

With such benefits in mind, three different California sailing schools were represented this year — a first in the event's 13-year history — entering four well-equipped, yet vastly different boats.

The first two boats to commit to the rally last spring, in fact, were from

*The OCC boats are officially 'dry ships' which run serious sail training programs. But that doesn't mean their skippers and crews don't get a little silly once they reach port. Left to right are: Capt. Brian, mate Holly, chef Jules, Pancho the tequila man, Steve, Allan, Rina (levitating), Capt. Scott and Kent.*

Orange Coast College's renowned School of Sailing and Seamanship: the 80-ft S&S ex-maxi racer *Kialoa III*, a recent acquisition, and the 65-ft S&S *Alaska Eagle*, which has been offering offshore sail training programs in far-flung destinations for more than two decades. (Originally named *Flyer*, this boat won the '77-'78 Whitbread Round the World Race.)

J/World Performance Sailing School entered a J/120 (aptly named *J/World*) which shuttles annually between the company's bases at Alameda and Puerto Vallarta. Club Nautique entered *New Moon*, a Hunter 410 from their yacht management program, owned by club members Gerald and Karen Elder of Alameda. They both did the trip this year under the guidance of highly regarded instructor Mike Warren, as a precursor to Ha-Ha'ing on their own next year.

All told, 28 sailors of vastly different backgrounds, ranging in age from late 20s to late 70s, crewed to the Cape on



*"Hey, this is supposed to be fun, right?" The J/World crew strikes a pose prior to the Costume Kickoff Party in San Diego. Left to right are Greg, Jenn, Paul (in front), Jef and Eugenie.*

these four boats. We caught up with some of them during and after the event, and asked them to share their impressions. No doubt some of you out there will want to follow in their wake. (All three of these schools say they hope to field entries in future Ha-Has.)

Despite his gray beard, we had no idea that *Alaska Eagle* crewman Kent Lovelady was 78. He was so chipper and full of life when we met him at Bahia Santa Maria that we would have bet he was 20 years younger. Then again, why wouldn't he be as excited as a school boy on spring break — he'd just sailed over 600 miles offshore aboard one of the most legendary yachts in the annals of sailing. Kent, a longtime sailor, told us he'd signed up for the program at the Strictly Sail Pacific boat show last spring, hoping to gain a



LATITUDE / ANDY



# OF CHARTERING



COURTESY J / WORLD

*Kialoa* crew, she was in awe of the experience when we talked afterwards. "Standing at the helm where sailing giants have stood was just amazing," she explained, "even though, being only 5'2", I had to stand on a dish pan to read the compass!"

On all four boats, the primary motivation for signing on was similar: to experience offshore sailing with professional guidance, while joining in the Ha-Ha fun. In addition, at least half of these crewmembers hope to do the Ha-Ha on their own boats (and continue cruising) within the next five years. To that end, some were working to complete requirements for specific U.S. Sailing accreditations, i.e. Bareboat Cruising, Coastal Passage Making and Offshore Passage Making.

Among the certificate-seek-

— he devoured back-to-back classes at *J/World* and by the end of the month found himself sailing to San Diego with the school's notoriously fun-loving instructor, Eugenie Russell. When we met Jef at Bahia Santa Maria he was totally psyched by the experience thus far — including the problem-solving challenges presented when the boat's rudder shaft developed a worrisome leak. We wouldn't be at all surprised to see Jef skippering his own boat in the 2007 rally.

Jef's *J/World* crewmate, Jenn Johnson, somehow broke away from her busy homelife to make the trip — she has three boys, 18, 19 and 20. And she hoped to complete her Bareboat Cruising certification in the process. Although she's from land-locked Arizona, Jenn explained that she's always loved boats and the ocean, and has long had fantasies of "sailing off into the sunset." Now, for better or for worse, she has definitely been smitten by the cruising bug. "This trip has introduced me to the life I have always dreamed about. I never knew if I could handle it, but now I know I can." Like

many who are new to the routine of watchstanding and slowly bonding with unknown crew, the transition for Jenn was gradual: "The first two or three days I was thinking, 'Damn, no Internet, no cell phone, I haven't talked to my kids in two days, I don't know these

bit of offshore experience and build confidence in his sailing skills. His instincts were correct, although he may now be spoiled forever due to *Alaska Eagle*'s pedigree and the guidance of OCC's fine instructors, Captain Brian Kfoury and First Mate Sheri Crowe, both of whom have done more miles of offshore sailing than they can count. "Everything about this program is absolutely top notch," said Kent with a smile. No doubt he'd sign up again in a heartbeat.

Meanwhile, over on *Kialoa III*, Hazel Caldwell was also having a grand time. "I'm a middle-aged lady who's sailed the Bay for 30 years, mostly on my Ranger 22. I guess I was just looking to get some wind in my face!" One of two ladies on the

ers, Jef Torp was a standout. In fact, we're pretty sure any sailing school would love to have him as their poster boy. Having recently sold his business in Boise, Idaho, Jef was determined to take fast action on his longtime ambition to become an accomplished sailor. Beginning October 2 — of this year!



WAYNE SHEN

**Left:** Aboard *Club Nautique's* entry, the Hunter 410 'New Moon', Instructor Mike Warren (on left), student Pat Williams and owner Gerald Elder were all smiles. **Below:** At Bahia Santa Maria, Williams launched himself into the drink.



WAYNE SHEN

# WORLD

people very well. . . What am I doing here? But by the end, well, I would do this again *a billion times over!*"

Having recently retired, and eager to get some offshore experience, Steve Gimber jumped at the chance to crew on *Alaska Eagle*. He was eager to improve his skills, although he wasn't necessarily interested in coming home with a formal course certification. "We covered navigation, sail trim, maintenance, safety. . . anything we wanted to know. Brian and Sheri set the example by standing watches and sharing chores."

Gerald Elder, owner of *New Moon*, explained that although he and his wife Karen had considered doing the Ha-Ha on their own, it seemed like a smart idea to have longtime Club Nautique instructor Mike Warren along this time in addition to the other Club crewmembers. When we caught up with Gerald halfway



LATITUDE / JR

***Like moving up to the varsity team, these recreational sailors were thrilled to learn the ropes aboard the famous 'Kialoa III'.***

through the trip, his broad smile belied the fact that he was thoroughly thrilled by the overall experience. "Karen and I are absolutely going to do the Ha-Ha next year. And now we'll know exactly what to expect."

Wayne Shen, who teaches beginning sailing courses at Club Nautique, also

crewed for Gerald and Karen. Like them, he will probably be skippering his own boat, a recently purchased Tayana 37, in next year's event. "I, too, decided to learn more about long distance offshore sailing by going with the Club this time, so I will be better prepared to do it on my own boat next year."

Asking participants to describe a particularly

memorable aspect of the trip brought a variety of responses:

"We were greeted at our first anchorage, Turtle Bay, by a group of dolphins — right at sunrise, no less," recalled *J/World* crewman Paul Lauher. "It really was a magical moment."

Some sailors hate night watches, but not *J/World* crewman Greg Nyce: "Sailing at night for the first time was pretty cool, especially when we started getting pelted by flying fish! The stars seemed far more brilliant than I ever remember,

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# OF CHARTERING

and a few times we kicked up a little phosphorescence."

Dave Foster of *New Moon* agreed: "The full moon and stars on several nights were really a mystical and unique experience. But handling the helm on night watch was also the most challenging part of the journey. Since our autopilot was broken, we all got lots of time steering the boat night and day in a variety of conditions."

"For me," said *Eagle* crewman Kimber, "Perhaps the best thing about the trip was that most of the 12 of us on the boat started out as strangers and we all finished as good friends. So many good memories. . . The highlight has to be sailing at night under the full moon. It doesn't get much better than that."

Looking back on his experiences aboard *Kialoa III*, Robert Fraioli was most impressed by the crew's level of professionalism and their willingness to share their extensive knowledge: "Captain Scott Culver brought us thorough



*In addition to fine tuning their sailing skills, the 'J/World' crew did a lot of fishing. Here, Paul and Eugenie show off their catch of the day.*

knowledge of boats and their systems. He patiently taught a variety of skills that I will use while cruising. I have every electronic doo-dah that West Marine carries, but I wanted to learn celestial navigation as an additional skill. So First Mate Rob Wallace hauled out four sextants and conducted classes." Robert expects to skipper his own boat in next year's event.

For his *Kialoa* crew mate, John Gorton, who sailed last year aboard *Alaska Eagle* in the Tuamotus, it was easy to single out the highlight of the Ha-Ha: "The joy of sailing *Kialoa* at 13.5 knots!"

Allan Alexopoulos, who, along with his wife Rina, crewed on *Alaska Eagle*, was most impressed by the "easy camaraderie of the community" within the Ha-Ha. "Some sailing circles can feel downright caste-like, but it was very easy to develop connections, and you could feel the bonds deepen through the two weeks." This enthusiastic couple plans to begin their own three-year cruise by

PAUL LAUHER

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# WORLD

doing the '08 Ha-Ha.

*Eagle* crewman Matt Ratliff fondly remembers the surreal nighttime scene in the Turtle Bay anchorage: "Looking out at all the boats anchored with their masthead lights on, it was like a small city in the middle of nowhere."

By all accounts, each of these boats offered worthwhile experiences, but one aspect of the trip aboard *Kialoa* made everyone else jealous. Mike 'the wizard' Chambreau, who's crewed on a variety of Ha-Ha boats over the years, explained: "Our meals on *Kialoa III* were particularly memorable. Gourmet Chef Dave Tatum did a fantastic job, with 'themed' meals every day, starting with Japanese (two kinds of sashimi, proper sauces, etc., served on black lacquered plates). Then on to Thai, Vietnamese, Indian (superb bread and curries), Southern (pork loin stuffed with cornbread), Spanish (paella Valenciana), and a special dish with steelhead salmon, halibut, Peruvian purple potatoes and haricots vertes. He even did a Chinese 'takeout' dinner, complete with the little cardboard boxes and chopsticks!" OCC programs have never



LATITUDE / ANNIE

*The Hunter 410 'New Moon' glides over the starting line in typically mild conditions off San Diego's Coronado Roads.*

had it so good — *and*, the chef stands full watches!

Culinary envy aside, each crew offered plenty of sensible advice to those who might consider signing on to a school program in a future Ha-Ha rally or elsewhere:

"Do it!" said Foster of *New Moon*. "I'd considered doing the Baja Ha-Ha previously, but came up with all the practical excuses *not* to take the plunge. Life's too short to keep postponing all our dreams until it's too late to realize them."

"Whatever expectations I had were surpassed," said Gimber of *Alaska Eagle*. "The Ha-Ha trip was a good mix of sailing and socializing — a chance to see a variety of boats and cruising styles."

"Have a mindset that includes real work," suggests Gimber's crew mate Allan Alexopoulos. "These are team-oriented boats, and it was great to build the trust with each other so we could get quickly up the learning curve and sail crisply."

"Just spend a couple of weeks and learn from people with good experience before you do it yourself," suggested

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# OF CHARTERING

Shen of Club Nautique. "One mistake on rigging can cost you a lot more than the price of a school program. Perhaps more importantly, you can experience the cruising life before you really jump into it."

"Paying to crew on a school boat obviously costs more than simply sharing expenses with a conventional crew arrangement," reasoned Paul Lauher of *J/World*. "But I am confident that I learned more and it was absolutely worth it."

"I chose to go with *J/World*," explained Greg Nyce, "because I knew I would be sailing on a boat similar in size to what I will eventually purchase (i.e. 40 feet or less). I was also looking for a fun crew, and I had a pretty good idea that Eugenie would provide plenty of entertainment." (All who know this lovably crazy Frenchie can be sure Greg was not disappointed.)

We'll give the last word of advice to John Gorton, who hopes to do another trip aboard *Alaska Eagle* every year or



ALLAN ALEXPOLOUS

**Aboard 'Alaska Eagle', (left to right) Holly, Rina, Steve and Sheri begin making repairs to a light air headsail.**

two: "Do it! But don't take my spot!"  
— *latitude/aet*

*Readers — For further info on these three fine sailing organizations see: [www.clubnautique.net](http://www.clubnautique.net); [www.sailing-jworld.com](http://www.sailing-jworld.com); and [www.occsailing.com](http://www.occsailing.com).*

## Charter Notes

Because most *Latitude* readers are active

sailors, we expend most of our ink in these pages discussing sail-it-yourself bareboat charters. But there's also a vast field of **crewed charter opportunities** out there, ranging from **lavishly appointed luxury yachts to square-rigged sail training ships and special expedition vessels**. We mention this here because, shortly before we went to press, some intriguing info crossed the

*World of Chartering* desk describing a unique expedition sailboat, the **56-ft aluminum cutter Seal**. Designed by Chuck Paine to the specifications of owners **Hamish and Kate Laird**, she plies the waters of **southern Patagonia and the Southern Ocean** during our winter months (the Southern Hemisphere's summer), offering both individual berths and whole-boat charters to places like **South Georgia Island, Antarctica and Tierra del Fuego**.

We've never met Hamish and Kate, so we cannot personally recommend them, but as you'll see by visiting their website



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# WORLD OF CHARTERING

([www.expeditionsail.com](http://www.expeditionsail.com)), their purpose-built cutter-rigged sloop is very impressive, as is the Laird's 12 years of experience in those treacherous waters.

In any case, if you're in the mood for a trip which will take you to the ends of the earth, waste no time in researching the possibility further. Hamish and Kate write that they have two **openings for individuals on each of two Cape Horn/Tierra del Fuego trips**: January 6 to 20 and March 26 to April 7.

Hamish describes these trips as "a chance to visit Cape Horn and perhaps even walk ashore on this infamous island. From Cape Horn, we sail to the magnificent glaciers that line the Beagle Channel. The trip is suitable for bird watchers, hill walkers, mountaineers, and, of course, for historically minded sailors interested in Cape Horn, the voyage of the *Beagle*, Fitzroy, Darwin, etc."

As you might imagine, such trips are not cheap, but then the far southern latitudes are probably not the place you



Look very closely and you can just make out the 56-ft 'Seal' (lower right), dwarfed by the unspoiled reaches of southern Patagonia.

want to book a 'bargain boat' anyway. *Seal's* design features a 'kick-up' keel and rudder in case of accidental groundings in poorly charted regions. She sleeps six guests in private cabins, and her main saloon features large windows which allow charterers a 360° view of the surroundings.

Be aware that all *Seal's* voyages are run "expedition style," meaning that

guests stand watches and help with sail handling and boat chores, including food preparation and clean-up, to the extent of their abilities. ("No experience is necessary.")

Meanwhile, a half a world away, the **"friendly kingdom" of Tonga** took a battering last month. South Pacific travel enthusiasts, such as ourselves, were shocked to learn that ri-

oters in the capital, Nuku'Alofa, all but wiped out the central business district. Their main grievance apparently had to do with unsatisfactory legislative representation, an issue which the prime minister has vowed to address.

About the time the dust settled from all that, it was learned that masses of organic residue called "pumice rafts" from the August eruption of an offshore volcano had been washing up on Tongan shores.

We bring all this up, of course, because the **Vava'u Group** of islands is a **prime South Pacific charter venue.**

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Our concern is that you not simply write off this wonderful cruising destination due to a few scary headlines. As we learned when Phuket, Thailand, was hammered by the December '04 tsunami, if a natural disaster or some political incident leaves a 'stain' on a destination's reputation which causes travelers to avoid it, the effects to the local economy can be disastrous.

Thailand healed its wounds long ago and is once again abuzz with tourism, and undoubtedly Tonga will fix its problems in short order also. As we've often noted here, the Vava'u Group, where bareboats are allowed to roam, is **a fascinating and friendly region** that should be high on every charterer's wish list. Vava'u, by the way, is located at the opposite end of the country (200 miles) from Nuku'Alofa.



LATITUDE/ANDY

**A Sunsail boat out of Vancouver, B.C., approaches the guest docks in front of Victoria's splendid Empress Hotel.**

A final note, as we head into the holiday season, is that, although **family gatherings** can be a bit hectic, they can also be **an ideal time to discuss future sailing plans** with parents, kids, uncles and aunts — assuming, of course, that you enjoy going sailing with your family

members. The point is, between courses at the dinner table you might have a rare opportunity to pitch a trip plan while you have everyone's attention. How often does that happen in a typical American family?

Remember also that even in places with large charter fleets — such as **St. Maarten and the BVI** — **savvy travelers book their boat far in advance** in order to get the best choices. Right

now is an ideal time to book spring and summer charters — especially if you hope to rent a catamaran — as the most desirable boat types seem to book up earlier every year.

In places with **relatively short seasons** and relatively small charter fleets, such as the **Pacific Northwest and Maine**, booking far in advance is also crucial. After all, you wouldn't want to be left with last boat at the dock, now would you?

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# CHANGES

*With reports this month from **Sapien's** October crossing to Hawaii; **Sensei's** visit to Niue; Liz Clark's trying to finish **Swell's** refit in Costa Rica and get sailing again; **Interlude's** visit — with a Geiger Counter — to the Marshall Islands; and tons of **Cruise Notes**.*

**Sapien — Gulf 32**  
**Dena Henkins & James Lane**  
**October Crossing To Hawaii**  
**(Marina Bay, Richmond)**

Starting in October, we made a fast 20-day, 2,362-mile crossing from the Golden Gate to Hilo, Hawaii. Jimmy Cornell's *World Cruising Routes* suggested that it was a fine time of year to go, but a lot of sailors wondered if we weren't going a bit late.

We got a bit of all kinds of weather. For seven of the first 10 days, we had Seattle-style gray weather, with no sun, no moon and no stars to guide us. Yay GPS! What we did have were winds that averaged about 15 knots, although they gusts to 38 knots. We also had following seas from 15 to 18 feet, but our Monitor windvane worked great. This weather

*This photo must have been taken south of the Tropic of Cancer, because James is buck naked — he's not even wearing a harness.*



DENA HENKINS

pushed us along at seven knots in the early going, a nice speed for our Bill Garden-designed 32-foot pilothouse sloop.

Our only previous offshore trip was aboard our Garden-designed 50-ft Sea Wolf ketch, when we sailed from Seattle to British Columbia and then down to the Bay Area. That was much more exciting, as we had fun things happen — like the packing gland blowing out and all of our bilge pumps breaking. During one period we had to pump 32 hours on a Thirsty Mate bilge pump — four on, four off — with no auto-steering because we were took close to the rocky Oregon coast to heave-to. We didn't sleep at all on that trip.

The trip to Hawaii was much nicer. On October 25th, which was clear and sunny with fair winds, we celebrated our 10th anniversary together. We even shook up our diet a bit by baking a cake to celebrate. Alas, the cake came out sway-backed because of the rocking of the boat, but it was delicious!

We stopped wearing clothes once we got south of the Tropic of Cancer, although we continued to wear our safety harnesses. We also took saltwater baths and used baby wipes — as was highly recommended in the November issue. An egg-timer kept whoever was on watch from sleeping too long between looking around for traffic, but we only saw four ships the entire way. On the other hand, we saw lots of dolphins, albatross, osprey and other birds, and tons of flying fish.

We arrived in Hilo in almost calm conditions, and followed a cruise ship behind the breakwater at Radio Bay. What a change! For our entire trip we figured other vessels were too close when they came within 12 miles, and now we had to Med-tie between two other boats. We did pretty good.

Like just about everybody else, our original plan was to sail south to Mexico and then across to Tahiti. But my mom lives in Hawaii and, over the course of a few visits, we fell in love with the Islands. Although it's lovely, Hawaii is not a sailor's paradise. But Hawaii puts us close to Kiribati, a group of islands we really want to visit. Our plan is to take any jobs we can get through the holidays in Hilo, then resume our adventures by bopping around the Pacific Islands.

— dena 11/15/06



**Sensei — Norseman 447**  
**The Mellor Family**  
**Niue, South Pacific**  
**(Richmond)**

Just 8 miles by 10 miles, Niue (pronounced 'NEW-way') is one of the world's smallest self-governing states — although it is in free association with New Zealand. Some 630 miles from Rarotonga in the Cook Islands, and 265 miles from Vava'u, Tonga, it's a frequent stop for cruisers making their way across the South Pacific.

The most westward island-nation in Polynesia, Niue is an uplifted coral atoll, and has landscape is unlike anything we've ever seen. Because the land is porous limestone, there are no rivers, and the cold rainwater quickly filters through the rock and mixes with the warm, clear seawater. So when you look through your mask as the two types of water mix, it's a little bit like swimming in an oil and



# IN LATITUDES

PHOTOS COURTESY SAPIEN



***Life is pretty sweet when you're wing-on-wing in the trades, the sea is flat, the sun is going down, and your landfall will be Hawaii.***

vinegar salad dressing! When near the shore, the water temperature drops precipitously, and your view is clouded by swirls of fresh water. But if you swim just a few feet deeper into the clear layers of saltwater, you can easily see fish — and the famous poisonous sea snakes that are common to the island.

Niue was devastated by category 5 tropical cyclone *Heta* during the first week of '04, and two locals lost their lives. The island's crops were even harder hit, so for now tourism is about the only way the 1,500 residents can generate any income. An Australian company believes that the little island has the world's largest deposits of uranium, but it's yet to be proven.

Prior to *Heta*, Niue had 21 mooring balls for visiting cruisers and a yacht

club. The yacht club was blown away and hasn't been rebuilt, and only 12 of the mooring balls survived. One of the interesting things about Niue is that there is no place to land your dinghy. So the islanders erected a crane and lifting hook on the concrete commercial dock, which allows cruisers to lift their dinghies out of the water when coming ashore. The cruising kids quickly master the art of operating the huge steel levers that control the crane, and also like to use the crane's maneuvering rope to swing out over the pier and into the crystal clear

water. On an island where nobody lives in fear of liability lawsuits, we cruisers are expected to behave ourselves with a potentially lethal piece of equipment.

Until recently, the island phone system consisted of primitive hand-cranked telephones. But now a charitable internet user's society, with a modern communications station in the main town of Alofi, offers free wi-fi to many of the island residents. Boats anchored in the two main anchorages are also able to tune in. The Kiwis seem to have done a much better job enlightening the local population than the French did in Polynesia.

In order to support the tourism industry — and to enjoy ourselves — we rented a van and each day planned excursions with the other 'kid-boat' cruisers. There were nine kids in all, ages 4 to 12. While hiking through a cave to a natural arch, we found brightly colored surreal-shaped rocks and luminous pools. They were beautiful! The next day we traveled to Togo Chasm. After a 30-minute walk down a jungle path, we scaled a rise to be greeted by a blast of salt air! The scenery transformed into jagged limestone pinnacles, completely impassable were it not for the trail-building done by the locals. Thank you New Zealand, which supplies the island with 75% of its operating budget, and therefore money to make such improvements. We meandered through the black spires to find a chasm near the crashing surf. A ladder led down to a white sand floor with palm trees. The kids scampered about the sharp rocks and cliffs. Luckily, there were no casualties.

Each month one of the 14 villages hosts a town fair, and it was Latoka's turn the month we were there. It was interesting to see how the locals enjoy themselves.

***Imagine a country whose land is entirely the porous limestone of an uplifted atoll, and you've got the wild landscape of Niue.***



SENSEI



# CHANGES

SENSEI



**Niue's stairway to heaven.**

plosive laughter. Golf is a pretty casual affair on the island, for as Chris lined up for his last putt, a group of cruisers shouted "Miss! Miss! Miss!"

As we visited the different villages, we frequently saw colorful 'Prohibit Organic Pollutants' signs, and wondered what

**The only way to bring a dinghy ashore along Niue's extremely rocky shore is by using the crane.**

Actually, they do it much the way we do — with food, music and dancing. Chris was invited to sample the island's new 9-hole golf course, and Tom from *Sandpiper* and he were to play under the tutelage of Rex, the female drill sergeant. She whisked us about the course, saying things like, "Come on boys! It's your turn. Get moving. Take the cart." Rex also would give us advice, such as, "Don't swing too hard this time." Invariably, the results would produce explosive laughter. Golf is a pretty casual affair on the island, for as Chris lined up for his last putt, a group of cruisers shouted "Miss! Miss! Miss!"

they were all about. It turns out that local farmers are turning to organic produce to serve the lucrative natural foods market in New Zealand. In fact, efforts are being made to make Niue the world's first pesticide-free country by 2010.

The locals were so friendly and accommodating, so our eight days at Niue flew by. There's not another place to stop within hundreds of miles, so we weren't the only cruisers to be thankful it survived *Heta*.

P.S. *Latitude* has been instrumental in making our trip happen. Thanks for the inspiration!

— chris 09/15/06

## **Swell — Cal 40 Liz Clark Still Stuck In Puntarenas (Santa Barbara)**

At the end of my last report, *Swell* was still in the water at Puntarenas, Costa Rica, with almost all of the off-season work completed. All that I needed to do to get out of the Costa Rica YC — and town — was to pick up and install the new refrigerator compressor that the people at Glacier Bay had tried to send to me. It sounded easy enough, but what happened is an object lesson in the problems cruisers encounter trying to accomplish things in the Third World.

On the morning I expected the new compressor to arrive, I was told I had a message waiting at reception. I was disappointed to see that the miserable receptionist was on duty. In my best Spanish, I asked her about the message. She rolled her eyes and showed me a paper that read, "DHL, *Aduana*", with a phone number. She muttered some unintelligible explanation, dialed the number on the paper, and sent me to the other side of the window to pick up the guest phone. The phone was from the '80s, with the curly cord that you wrap around your finger. I could barely hear the voice

on the other end of the line. I do all right speaking Spanish in person, but over the phone — without being able to see hand gestures and facial expressions — my comprehension



isn't nearly as good. So when I set the old handset back in the cradle, I only understood that the package was stuck in Customs in the capital of San Jose. It would not arrive that day, nor the next, nor ever for all that I could tell. The evil receptionist thrust the bill for the call at me. I signed it and glared at her. I needed a translator — which meant I had to go to the 'principle's office'.

I patted down an unruly sprig of hair as I knocked sheepishly on the marina manager's heavy wooden door. I heard the buzzer that unlocks the door, and pushed it open. The cold air inside matched Carlos' chilling presence. I sat down nervously, and just as I opened my mouth to speak, he looked at me in exasperation.

"Look, Liz," he said, "I was in a meeting for seven hours last night. I didn't get home until 3 a.m. I'm tired and I don't have the energy to deal with you today. So make it quick, what do you want?"

That was enough to send me over the edge. "I'm stuck in your worthless excuse for a marina . . . paying to be here . . .

SENSEI





# IN LATITUDES

SHANNON SWITZER



*The sailing and surfing life was so sweet, and filled with such great adventures, that even a small refit seemed to drag on forever.*

no one else speaks English, and without a translator my compressor will never arrive . . . I'll grow old and die right here in Puntarenas . . ." At least that's what I dramatically thought to myself.

Instead, I broke into uncontrollable tears, then said, "You're always so mean to me. What did I ever do to make you hate me? I don't care how many hours your meeting was or how tired you are, you shouldn't treat people like you treat me. I'm not your child. I just need a little help, and that's your job!" The words spilled out between loud sobs.

He was startled. When I finally finished, his tone had changed.

"I'm sorry. I'm sorry. It's just that I'm really tired, and I think I'm going to quit."

"You should," I sniffled. "You don't seem happy."

Although slightly embarrassing, my emotional outburst earned me some translation time, and Carlos dialed

the number on the paper. I fell back into quiet sobs as he argued with the woman on the other end of the phone. After hanging up, he gave me the news: "They have to send paperwork to me to release the package because it wasn't addressed to you personally, but rather to the attention of you at the Costa Rica YC. It's going to take a few days, then you're going to have to take the papers up to San Jose and pay taxes to get the package out of Customs."

My heart sank. I wiped my eyes and thanked him as I left the office.

I crawled back into bed and closed my eyes, hoping to fall back to sleep and restart my day. 'Another week in Puntarenas,' I thought to myself, 'I can't do it, I've got to get out of here!' Nearing a state of tortured half-slumber, I remembered that Kat and Jenny, a couple of girls from California,

had invited me to come down and surf with them at Playa Hermosa. I'd given up on meeting up with them since I'd expected the new refrigerator compressor to arrive that day. But with a new plan, I hopped out of bed, stuffed my favorite 5'9" board into a bag, and grabbed a fistful of clothes and bathing suits. Before long, I was barreling out of Puntarenas on the afternoon bus.

It's true, I only slightly knew Kat from years before, and had only briefly met Jenny once, but I knew they had to be more fun than Carlos Chinchilla and my dockmate, the latter who barbecued in his tighty-whities. The bus was packed with commuters. Thanks to the fact it seemed to stop every 50 feet, the normal 40-minute ride took 2.5 hours. When the driver finally called "Hermosa!", I stumbled down the steps to grab my board from underneath the bus. As it pulled away, I squinted down at the words 'Cabinas Las Areas' on the scrap of paper in my pocket. I started down the road in the dark, but hadn't gone 100 yards before I saw those very words on a lighted sign.

The girls gave me a warm welcome, and showed me to my own room. All night I heard waves thundering onto the sand, and every few hours I'd get up hoping to see that dawn had broken. When it finally did, Dan Jenkins, the girls' photographer, showed up in his rental car and drove us into Jacó for an early session, killing time until the tide came back in at Hermosa. I was like a hyperactive kid without my Ritalin, paddling up and down the beach. Despite my maniacal surf buzz, I managed to connect a few open faces to the inside. Later in the day back at Hermosa, the waves were a bit more serious. I even got pitched out the lip into an airborne

*Once your boat is back in the water, it might seem like the refit is nearly over. Not in a Third World country, not by a mile.*



SWELL

# CHANGES

cartwheel during a ridiculous late take-off, which had everyone in the line-up hooting and throwing shakas. I surfaced giggling. As long as my board wasn't broken, I didn't care. After being stuck up the river in Puntarenas for so long, I was finding wave energy any way I could get it.

With the high sun and the tide low, just about everyone left. But soon Jenny approached with two empty garbage bags, a hat, and a big smile. Earlier we'd talked about cleaning up the beach, and she was ready. All I knew about Jenny is that contrary to what one might expect based on her small frame and delicate beauty, she was a fearless surfer. I'd seen video of her on a massive wave in *Puerto Underground 4*, and knew big-wave surfing was her niche. As we combed the high-tide line filling the garbage bags with plastic bottles, broken flip-flops, candy wrappers and random debris, I learned more about her unusual life. Her mother, a pro surfer, had home-schooled her and her brother while her father worked. As a child, her playgrounds had been the beaches of places like Bali, New Zealand and Australia. When her family settled into a more permanent life in Santa Cruz, the dangerous big wave break at Maverick's had called to her. And now she was getting ready to head back to the North Shore of Hawaii to train for the big days of winter. I had huge respect for Jenny's courage in the water, as I think she did for mine. Although we plugged our energies into different avenues of the ocean, we seemed to have a similar approach to

**Neither Liz or Jenny — seen cleaning up the beach in Costa Rica — are big girls, but they've got plenty of courage and determination.**



dealing with fear.

"Don't do it! It's huge! You're gonna die!" she said, mimicking what the other surfers would say to her when she was about to paddle out on big days. It reminded me of all the people who had told me not to take off in *Swell*, telling me that I'd drown in a storm or be taken by pirates. Jenny and I had both understood the risks involved in our decisions, but nonetheless decided to go ahead. We agreed that it was crucial to block out the negative energy generated by the fears of others so as not to absorb that

fear. On our way back towards the *cabinas*, a kid from the smoothie stand called us over and treated us to free smoothies for cleaning up the beach. The good energy was alive and well. We surfed another session that evening and headed out on the town to celebrate Kat and Jenny's last night in Costa Rica.

The girls gave me a ride to the airport in San Jose the next

***When the refrigeration problems seemed to become overwhelming, Liz did the right thing — she hit the waves, the natural tranquilizer.***

morning, and after we separated I called a number of a Johnny Rodriguez that was given to me by Carlos Chinchilla. When Johnny answered, he told me to stand where I was and look for a blue car. Ten minutes later, a man in his 50s, as round as a beach ball, with his pants anchored high to the middle of his belly, pulled up in an old blue Honda Civic. I understood little of what he said, but he looked over my paperwork and told me that Customs wouldn't open again until 2 p.m., two hours later. After a short drive, he parked his car, walked around to the back, and opened the trunk. He proceeded to wrestle out the most rickety old BBQ that I've ever seen. One of its wheels flew off and rolled down the sidewalk, so I chased it down the street, unable to keep from laughing. As it turned out, it was Costa Rican Independence Day, and Johnny was setting up his Q in a dilapidated building covered in flags where a band was playing. It looked as though I wasn't going to get my compressor anytime soon.







SHANNON SWITZER

Nonetheless, at 2 p.m. Johnny and I filled out a few papers, after which I followed him — and his BBQ — back to the car and then the DHL building. Amongst the chaos, I grabbed a number, and said good-bye to Johnny. I wasn't sure how he'd helped me, but I thanked him nonetheless. This was when the real circus began, as there was absolutely no sense of order to the system. After 45 minutes, I finally made it to the front of the line for a man to calculate the duty I owed. As soon as I got there, his computer crashed. After 30 minutes, he decided to call a technician. It turned out the technician was in the hospital, so a guy wearing a 'Where's Waldo' shirt showed up to lead me and several others across the street and two blocks up — in the pouring rain — to another building.

As we sat in another line, a woman tried to print our paperwork. It was one of those old printers with paper that's in one long connected piece with perforated edges to guide it through the machine. As my luck that day would have it, she couldn't get the printer to start the document at the top of the page. Instead, the little wheels would spin the page halfway

down, shoot black ink back and forth in the middle, but not at the top. She had to let the whole page finish printing before trying to start over. After four failures, she called another lady over. Although it was frustrating, it was so ridiculous that I couldn't stop smiling to myself. I finally walked out with my document printed in the middle of two connected pages, and followed Waldo shirt back across the rainy intersection.

Next, I waited in two payment lines, and forked over a total of \$120. Then came the glory moment: 10 minutes after I handed my papers to a guy with a forklift, he reappeared with a large white box with my name on it.

"Perdoname, necesitas ir a San Jose?" asked the extremely patient man who had been in line behind me.

"Si!" I replied excitedly. I had observed this man, who turned out to be Dr. Orlando Herrera, throughout our four-hour line-dancing extravaganza, and not once had he made a face or acted frustrated. I could tell his intentions were good, so he backed his car up to my box, loaded it in, and off we went. But my day of practicing patience was not over yet. Dr. Herrera had said he only needed to do a "few things" in San Jose, after which he could take me all the way down to Naranjo, which was halfway to Puntarenas. He spoke very little English, but he spoke slowly and clearly, so I could understand him. He had kind eyes and polite mannerisms.

By this time it was 5 p.m., and the rush hour traffic to San Jose settled into gridlock. More patience. We finally made it to the auto parts place he needed to visit, and he disappeared inside. I sat in the car and waited until well after dark. More than once I thought to myself, 'Why didn't you just get a taxi to the bus stop? You'd probably already be on your way to Puntarenas by now.' There was more traffic on the way out of town, and Independence Day fireworks in the air. But Dr. Herrera went out of his way for me, and even knew a refrigeration guy in Puntarenas. After giving me a tour of his town, we stopped at his office to get the phone number of the refrig guy. I didn't make it to the bus stop in Naranjo until after 9:30 p.m., and by the time I lugged the 60-pound box from the bus stop thru the gate at the Costa Rica YC, it was close to midnight. Nonetheless, I smiled when I finally looked at the box sitting in the cockpit of *Swell*, and realized that I'd made it

through that day.

The next morning was Friday the 15th. I called Dr. Herrera's refrigerator friend, but with Independence Day and the holiday weekend, he wouldn't be working again until Tuesday. I was determined to get everything else done on *Swell* before then. That notion collapsed when I noticed a four-foot shorebreak crashing out in front of the yacht club, at a place where it's usually flat. I spent the next few afternoons surfing Barranca's long lefts, and running from the vicious brigade of mosquitos that patrol the beach.

Well, the compressor is installed and the refrigeration is working, my new halyard is spliced, and the headsail is back on. In addition, my bilge is clean, the starboard running light is working again, and I replumbed the watermaker to my liking. The new fans are wired in and purring, and the sole is shining with two fresh coats of varnish, so all that's left to do is test each of the vital systems, get fuel, propane, and pay my bill at the yacht club! After all the obstacles of getting things done in the Third World, it sure will be good to get back to sea again!

— liz 10/20/06

## Interlude — Deerfoot 74 Kurt & Katie Braun The Marshall Islands (Alameda / New Zealand)

We arrived at Majuro Atoll in the Republic of the Marshall Islands in mid-December a year ago after a wet windy sail from Butaritari Atoll in the Gilbert Islands of Kiribati. The Marshalls are becoming a popular alternative destination for yachts wanting to avoid the

*When visiting certain of the Marshall Islands, it's not a bad idea to be safe like Kurt by bringing your own Geiger Counter.*



INTERLUDE

# CHANGES

South Pacific's November through April cyclone season. Other popular options include New Zealand and Australia, but these involve leaving the tropics, and we've been on a quest for the endless summer.

The R.M.I. has a Compact of Free Association with the United States, which pays tens of millions each year for building trust funds and renting parts of Kwajalein Atoll for missile testing. Bikini Atoll is also located in the Marshalls, and many artifacts from World War II can be explored on land and underwater.

We were able to navigate Calalin Channel, which is the entrance to the lagoon at Majuro, at night with the assistance of radar and by keeping a sharp lookout for buoys — which were *not* all located and/or lighted as indicated on our charts. We crept up to the lee of Anemwanot Island and dropped the hook at 10 p.m. for a well-deserved night of uninterrupted sleep. The next day we made our way to Uliga, the main island, and secured to a mooring that had been specifically built for our 35-ton vessel by Matt Holly, a local salvage operator and real estate mogul. The rental fee was a whopping \$2 a day.

After a painless check-in with Immigration and Customs, we enjoyed our first burgers and fries in months at the air-conditioned Tidetable Restaurant. The next day we were fortunate to have our grocery shopping coincide with the arrival of the monthly supply ship delivery to the Payless Supermarket. As such, we found a cornucopia of fresh fruit and vegetables from the States. In addition, there were a lot of U.S. brands and specialties — such as dill pickles

*During the holidays, many cruisers gathered at Majuro for the traditional Thanksgiving, Christmas and Waterfight festivities.*

— that we hadn't seen since leaving San Diego in '02. Majuro had the best provisioning and parts procuring we'd seen since leaving New Zealand, as there are supermarkets, an ACE Hardware, and a NAPA Auto Parts. In addition, the mail system is tied to the U.S. Postal Service, which enabled us to receive packages from the States within one week.

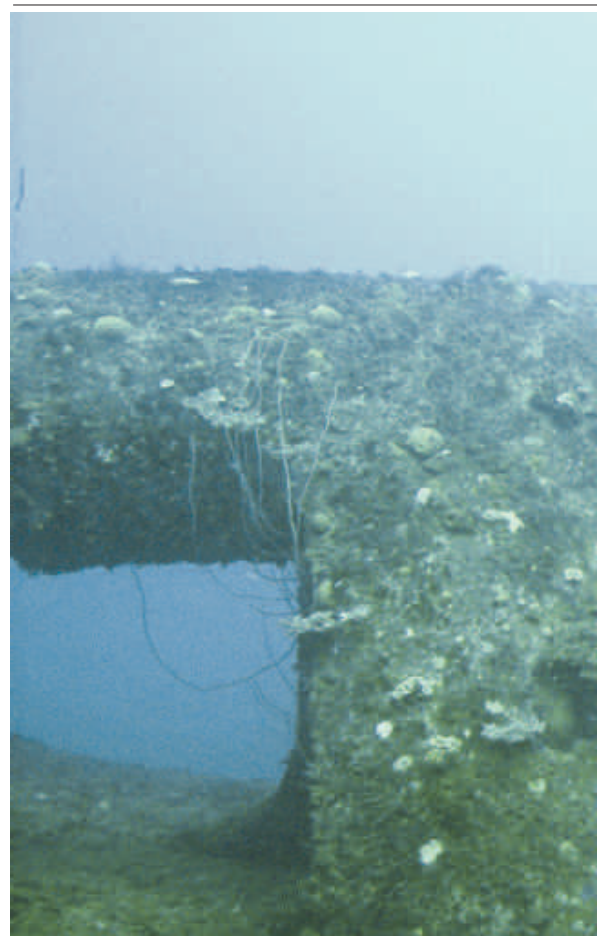
We spent the next few weeks enjoying the holiday season with fellow cruisers and locals. There were carols in the church, a cruiser Xmas potluck with turkey and trimmings, and a New Year's Eve block party with two bands. There were several hundred people for the New Year's bash, and the cruisers showed off their '70s disco moves. These moves really impressed the Marshallese who, by local custom, move very little when dancing. At midnight, a local dance troupe named Girl Power came out onto the street to perform some hip-hop choreographed dance routines. Katie was so excited to see some locals with good dance moves that she started shouting words of encouragement, such as, "You Go Girl!" Kurt pointed out that every single dancer in Girl Power was male. Nonetheless, their gender-bending performance — which even included hula dancing — was the best we'd seen since Tahiti.

The Marshalls are home to some unique sea life, such as the three-banded Nemo fish, so we did some scuba diving with Jerry Ross of Bako Divers. He gives cruisers a special standby rate when there is extra room on a boat. Our first dive with him was to call up sharks outside the lagoon. Jerry has the equivalent of a bird caller for sharks — an empty plastic bottle that he scrunches underwater. Just 100 yards from breaking surf, we dropped down from the dive boat into six-foot swells mixed with a lot of wind chop. But there was spectacular 100-ft visibility, and before Jerry even had a chance to use the shark caller, we saw 6-foot reef sharks, a big tuna and a turtle.

We were 90 feet down for about five minutes when the inflator valve on Katie's BCD got stuck in the 'on' position. With her bouy-

ancy increasing rapidly, she swam over to Kurt and started screaming for help. Yes, it's possible to scream underwater through the regulator. Kurt grabbed Katie, but was unable to hold the two down, secure the valve, or disconnect the hose. So within 10 to 15 seconds, we were both on the surface. No harm done, as we hadn't been down long enough to need to decompress. In addition, both of us were breathing rapidly and had clear ears, so we had no ill effects due to the rapid pressure change.

Katie manually inflated her BCD for the second dive of the day, and we had a great time diving a solid wall of hard coral that was swarming with turtles and fish. Luckily, Jerry was unsuccessful calling any of the big sharks that sometimes make an appearance, for we might have looked like a champagne lunch to them. We did numerous dives with Jerry that were nothing short of spectacular, and even returned to the Shark Chute to watch Jerry call up several 400-lb silver tip sharks. Our favorite dive was at a place called The Aquarium. You do a fast descent to 110 feet outside a pass into



INTERLUDE





# IN LATITUDES



INTERLUDE

**Experts say that few dives in the world can compare with diving on the ships sunk by nuclear explosions off Bikini Atoll.**

the lagoon, and then hang onto the reef to observe 'the aquarium' before drifting back inside. With 200 feet of visibility, we saw schools of sharks, barracuda, tuna, trevally, and numerous other fish. There were turtles and giant rays, too.

In addition to diving, we kept busy participating in the scheduled activities of the local Mieco Beach YC, which has an annual membership fee of just \$25. Many activities benefit local charities, and a yacht club membership brings discounts at some restaurants. The club also organizes local personalities to give educational talks to members about the geography, history and culture of the Marshall Islands. One such talk was by Jack Niedenthal, an American who came to the Marshalls as a Peace Corp worker, but subsequently married a Bikinian. He's become Bikini's liaison in all financial matters, including tourism, trusts and nuclear claims.

Katie was enthusiastic about visiting the atoll that the bathing suit was named

after, and we wanted to dive on the sunken nuclear test fleet. Fortunately, the cruisers convinced Jack to make the first week of the 2006 diving season with Bikini's exclusive dive operator Bikini Atoll Divers available to the cruising fleet. They are usually booked over a year in advance, but had a cancellation for the first week in March when a documentary film crew couldn't get the permits for their submarine.

On January 22, we left Majuro Atoll to explore some of the outer islands on our way to Bikini. Most of the islands fit our cruising agenda of traveling to places you can only get to by private yacht. Some of them do have regularly scheduled flights/ferries, although the Marshallese definition of a schedule leaves much room for interpretation. Once on island, there is no place to stay. Some of the tourist guides suggest camping, but all the land is privately owned and water is in short supply, so visitors have to quickly make friends. Despite the remoteness, we found all four of the islands we visited — Aur, Maloelap, Wotje and Rongalap — to have some form of electricity, and several were in the process of building resorts. Maloelap had an

incredible collection of WWII Japanese artifacts, including planes, bombs, anti-aircraft guns, fuel tanks, sunken supply ships, and so forth. Another highlight was when the cruisers played softball with the school kids on the grass airport runway. With all ages of children playing in one game with the cruiser adults, Katie taught them the concept of a set batting lineup — which they enthusiastically endorsed.

When we entered the lagoon in Rongalap, a shark ate the better part of our mahi mahi, which we'd caught coming through the pass. Rongalap had the best infrastructure of any of the outer atolls we visited, complete with basketball court. The main island there is being rebuilt for resettlement, and they are in the process of building a dive resort. Rongalap was evacuated after the fallout from a hydrogen bomb test on Bikini made the place uninhabitable. No people have lived on the atoll for over 50 years, so the sea life is some of the best in the South Pacific — although the presence of strong seasonal tradewinds limited our exploring the outer reefs.

We arrived at Bikini Atoll on February 25 — just in time to participate in the First Annual Yachties Week at Bikini. Once inside the lagoon, we caught a 30-lb yellow fin tuna. With so few people living there, the fishing is great. The only people currently living on Bikini are associated with the tourist dive operation or the U.S. Department of Energy.

**The Brauns caught a mahi entering the lagoon at Rongalap, but didn't reel him in fast enough to prevent a shark getting the best parts.**



INTERLUDE

# CHANGES

In 1946, the U.S. Navy moved the native population off of Bikini and moved in 242 ships and 42,000 men for Operations Crossroads, the first two of 23 nuclear bomb tests designed to demonstrate nuclear superiority and the efficacy of nukes as a tool in war. Seventy-three target ships — mostly obsolete U.S. warships and captured German and Japanese vessels — were outfitted for combat — fully fueled, loaded with anti-aircraft guns, ammunition, bombs and torpedoes — for the test. Submarines were also included to test the underwater effects of the blasts.

The first explosions, Able, on July 1, and Baker, on July 25, resulted in 14 vessels going down directly due to the blasts, with nine additional vessels sinking within a few days. The end result is that Bikini Atoll now has what most experienced divers would consider to be the best wreck diving in the world. Not only are most of the vessels historically significant, but since the citizens of Bikini were granted ownership of all the wrecks, they have declared them off-limits to treasure seekers, and therefore all the original artifacts remain. One of the American wreck dive masters said he has seen more artifacts in one week than in his whole diving experience up to that point.

The most recognized ship is the *USS Saratoga*, the nation's first fleet aircraft carrier and the wartime flagship of Admiral Bull Halsey. Initially intended to be built as a cruiser, her design was changed during construction to add flight and hanger decks before her launch in 1928. For 17 years she held the record for aircraft landings, nearly 100,000. Her deck length is 880 feet, and with her hull intact, she's the only

**The crews of 11 cruising yachts — including these fit-looking women — gathered at Bikini Atoll for potlucks and other fun.**

recreationally diveable aircraft carrier in the world, and also the largest intact divable wreck in the world. Her normal complement of aircraft was 80, some of which can readily be seen underwater on the hanger deck and on the lagoon bottom near the ship. She housed over 3,000 men, and we saw many artifacts.

Another famous diveable ship is the *Nagato*, Admiral Yamamoto's flagship, from which he commanded the attack on Pearl Harbor and uttered those infamous words, "Tora, Tora, Tora". Other divable wrecks include the destroyers *USS Lamson*, *USS Anderson*, the battleship *USS Arkansas*, the attack transport *USS Carlisle* and the submarine *USS Apogon*.

We both did three dives on the *USS Saratoga*, barely scratching the surface of things to see. The visibility was at least 100 feet, a nice feature considering that the diving is all of the technical decompression type to depths in excess of 160 feet. A typical dive includes 30 minutes of bottom time before a gradual ascent to a 'deco' station, which consists of a series of metal bars hanging at 30, 20 and 10 feet below the surface, where at the first stop a diver switches from compressed air to a regulator feed of nitrox (74% O<sub>2</sub>) mix. Over the next 20 or so minutes, the nitrox mix allows a diver to off gas nitrogen faster than using compressed air. Occasionally sharks — including big tiger sharks — will come to investigate the deco station with all the meat hanging there. As dive master Jim says: "The surface is not an option", due to the severe bends one could get by not completing the decompression stops. It's a good thing that Katie didn't have her BCD malfunction here! Our dives all went smoothly, and we entertained ourselves while decompressing by watching a two-foot by two-foot giant spadefish.

A record 11 yachts got together for two potluck parties ashore, and we helped to provide entertainment by playing our guitars. We also enjoyed walks and jogging on the well-graded roads that the DOE uses to gather soil samples. Kurt also did some tests with his handheld Geiger Counter. The current thinking is that the island



is not dangerous to live on — provided that you don't eat locally grown food. Most of the Bikinians were relocated to Kili Atoll, and they live either there or on Majuro. The elders hope they may someday return to Bikini, but the younger generation seems content with life closer to the western world conveniences that can be found on the more populated islands.

It's obvious to a visitor that one of the greater injustices of the U.S. involvement in the Marshall Islands is the mismanagement of transfer payments. To begin, many of the mayors of the individual islands are very self-serving in their fiscal dealings. Secondly, a significant portion of the more than \$250 million allocated by Congress as compensation for the nuclear testing and the \$30 million per year the U.S. pays for renting Kwajalein, ends up in subsidized living for the locals either as inefficient government jobs or, in effect, welfare payments. Additionally, the Marshallese birthrate is approaching the theoretical maximum of 4.24%. For example, there were originally 161 Bikinians moved during Operations





# IN LATITUDES



MOON AND STARS

*The spectacular beauty of the Caribbean sunrise — or is it a sunset? — as captured by Luprecia Dipp of the Puerto Vallarta-based Catana 47 'Moon and Stars' at Bocas del Toro, Panama. Lupe and J.R. have been cruising their cat in the Western Caribbean, but will transit the Canal in February.*

Crossroads, but now there are more than 4,000! This, combined with dependence on imported foods, has resulted in a loss of culture and self-sufficiency. The local basket-weaving is thought to be the best in the world, but very little of it is made. On the outer islands you can still meet people who work hard at copra or catching fish — or turtle for an upcoming feast — but the homes are almost all made of imported materials. The transfer payments per person for the average Marshallese is going down, and soon there will be a painful readjustment of the current reliance on outside food and materials.

— kurt & katie 03/10/06

## Cruise Notes:

Think lightning doesn't strike the same boat twice? Read on.

"At 2:30 a.m. on November 6, while at Panama's San Blas Islands, our boat was struck by lightning twice," report Dennis and Cindi Roquet of the Roche Harbor,

Washington-based Gulfstar 68 **Sea Bear**.

"The thunder and lightning were all around us and the other boats in the anchorage, but we didn't think that much of it because thunder and lightning are a daily occurrence in the San Blas Islands at this time of year. The first strike set off the electrical panel fault alarms — they sound like car alarms — for things like the bilge pumps. After a few more clamors of simultaneous light and noise, the next bolt hit the ring holding the foredeck light on the mast. The flash was blinding, the noise deafening, and the boat shook. What's more, the lifelines were illuminated! Unless you've been this close to thunder and lightning, it's hard to imagine the ripping sound and shaking caused by Mother Nature. Although the ring was later found on the deck and the indicator light on the control panel was literally blown

out of its socket, the bulb still dangled from its socket on the mast — and the light itself still worked!"

"Although shaken, we and our crew — Russel and Lucy — were not hurt," the Roquets continue. "When daylight came, we began to assess the damage. The good news was that all the electric toilets still worked, as did the engines, generators and the VHF radio. On the other hand, we lost three GPS units, two autopilots, all three Furuno instrument combos, two radars, two navigational computers with three plotters, a single-sideband radio, a modem for SailMail, two of the seven refrigeration systems, the sat phone, the sat tv, various lights, and transformers throughout the inside and outside of the boat. And this is the short list. The clincher was that the 'up' button on the anchor windlass was blown, so we had to raise the big hook and all the chain by hand and feed them into the chain locker. At that point we returned to Colon — truly the asshole of planet earth — using paper charts, pencils and parallels. We now look forward to dealing with the insurance company, boat surveyors, and replacing the gear in a Third World country. Naturally, there is no way we can make our goal, which was the Antigua Charterboat Show on December 6, which comes as a major disappointment to all of us. Currently, we're at Shelter Bay Marina, where Russel's curly Maori hair is now straight and stands up on end. He truly thought he was going to become a San Diego Charger."

"I'm late in responding to *Latitude's* request for information about the frequency of dinghy thefts in Mexico last cruising season," writes Gordon Hanson of the Sausalito-based Valiant 40 **Far Country**. "While we were in Barra de Navidad in February or March, there was a dinghy stolen from in front of the Sands Hotel, a place where nobody locks their dinghies. The dinghy was recovered on

*If you lose your dinghy and outboard — such as the one below — while cruising, your quality of cruising life drops to near zero.*



LATITUDE/RICHARD

# CHANGES

a nearby beach a day or two later, but without the engine. There were one or two other motor thefts I heard of as we went north, but I don't recall the details. Usually just the motor is taken, but I've started to see locals using inflatables, so it might change if the inflatables don't stand out so much."

If we recall, there was a dinghy slashed and the inflatable taken at Chacala last year. And at the end of this year's Ha-Ha, Dave Dury's Monte Sereno-based Offshore 54 Pilothouse **Freedom**, one of the four motoryachts in this year's Ha-Ha, had her Novurania inflatable tender and outboard stolen from the back of their boat while at anchor in Cabo San Lucas. The dinghy had not been locked to the boat. A nearby sailboat had jerry jugs stolen from their deck.

If cruisers in Mexico could alert us — richard@latitude38.com — about dinghy and outboard thefts, we'd be happy to report the news on *Lectronic Latitude* to warn people of areas that might be experiencing an unusual number of thefts. While dinghy thefts in Mexico are comparatively rarely, locks should still



LATITUDE/RICHARD

**We offer you photographic evidence that there is now a 'banjercito' at the Customs office in Cabo San Lucas.**

be used.

"Just as the Ha-Ha fleet was arriving in Cabo, we received a notice from Customs that a *banjercito* bank has opened up in Cabo San Lucas," reports Mary Shroyer of Marina de La Paz. "This

means that members of the Ha-Ha fleet — as well as everyone else — can get their **Temporary Import Permits** in Cabo while standing in line for the rest of their clearance papers. Or they can do it out on the ferry dock at Pichilingue when they come up to La Paz. I don't know if anyone has tried anchoring in the commercial part of Pichilingue and then taking their dinghy ashore to get their T.I.P. It could be a problem if they don't have a copy machine there — unless applicants get lots of copies made in La Paz proper and take them out to Pichilingue."

The *banjercito* indeed opened in Cabo in time for the arrival of the Ha-Ha fleet. Unfortunately, their computers weren't working, so they were unable to process any papers. But this year is certainly not like last year, as there seems to be a number of ports in Mexico where the permits can be easily obtained. In any event, several members of the Ha-Ha fleet reported they were able to get their permit quickly and easily over the internet. For those not familiar with Temporary Import Permits, they cost \$50 and allow owners

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## IN LATITUDES

of boats to return to the States without their boats. For those not familiar with Pichilique, the correct pronunciation is pee-chee-link-key. Try it, it's fun to pronounce.

According to Capt. Roy Rose, skipper of the San Diego-based **Royal Polaris** commercial sportfishing boat, on the night of November 13, singlehanded sailor R.T. Osborn of Portland discovered that his Balboa 35 — no name given — was taking on water 35 miles from Baja's San Benitos Islands. The islands are about 300 miles south of San Diego. When Osborn's pumps were unable to keep up with the inflow of water, he issued a Mayday. Although there were three boats in the area, the *Royal Polaris* was the only one to respond. When it was clear the boat was not going to make it, Capt. Rose advised Osborn to put on his survival suit if he had one, and gather his most important possessions. According to Rose, Osborn grabbed his wallet and a box of cigars. Other than being in a slight state of shock when rescued, Osborn was in good health, and taken back to

San Diego. The retired steelworker had been on his way to La Paz.

"It was good to see the Grand Poobah at the Ha-Ha Kick-Off Party at the Encinal YC in Alameda," writes Suzette Connolly of the Seattle-based Cal 35 **Altair**. "It brought back memories of when Paul Baker and I attended the same party before setting off around the world together in '00. We can't believe how green and inexperienced we were! We started with the Baja Ha-Ha, and as luck was with us, completed our circumnavigation via the Cape of Good Hope in August of this year. During our six-year sailing adventure, we were always in touch with the West Coast sailing news



**Suzette's 84-year-old father, Paul Connolly of San Francisco, mailed her fresh 'Latitudes' during her six-year circumnavigation.**

because my father, Jack Connolly of San Francisco, faithfully picked up a copy of *Latitude* each month and mailed it to whatever exotic location our next mail drop would be. It was always fun to get the magazine and see which of our cruising friends had contributed to *Changes*



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# CHANGES

in *Latitudes* or *Letters*. As for Paul and me, we're home for a few years to spend time with our parents and to replenish our cruising kitty. We plan to live aboard *Altair* in Seattle and take advantage of the great cruising opportunities in the Pacific Northwest. While enjoying life here, we'll be keeping an eye out for another boat that has a little more room for storage and a little more waterline for speed. Nonetheless, it will be very hard to find a better boat than our Cal 35, which has now been around the world twice, and is tugging at her lines ready to go cruising again. Paul and I loved the cruising lifestyle, so we'll definitely be going out again."

Despite the doubling of number of berths in the last couple of years at La Paz, marinas were filling up fast after the Ha-Ha. Gabriel Ley of **Marina Costa Baja**, which two summers ago was giving away berthing, reports that their 250-berth marina only had about 16 berths that weren't spoken for. And this is the high end marina in La Paz. Fortunately, **Marina Fidepaz**, one of the Singlar facilities in Mexico, was slated to open in mid-November, as soon as some dignitaries



LATITUDE/LADONNA

*When it came to the landscaping at the new Marina Fidepaz in La Paz, the Mexican government seemed to spare no expense.*

were available for an opening ceremony. The marina, which is on the far west side of town, will have 40 slips accommodating boats from 22-75 feet. There will be a maximum stay of 15 days in order to

accommodate transients — which we think is a great idea. They'll also have an 80-ton Travel-Lift — which we're told will be able to handle catamarans — a restaurant, showers, and eventually a pool and spa. Hot dang, you should see the nice docks, structures and beautiful palm trees. But with the exploding demand for slips in La Paz, it's good to know that the **El Paraiso Marina**, ultimately slated to have 500 berths, is planned for the big El Magote development across from the La Paz waterfront. Only 25 berths will be available in the beginning, and even they won't be ready for a year or so.

Elvin 'Sealover' and Connie 'Sunlover' of the trimaran **Western Sea**, who are the unofficial ambassadors of Puerto Escondido and the Loreto Fest, stopped by the Ha-Ha awards ceremony in Cabo San Lucas to give a big welcome to everyone in this year's group. They reported that Singlar's Travel-Lift has arrived, but the haul-out infrastructure isn't quite ready. They also report that Singlar is going to redo all of the 175 or so moorings in Puerto Escondido. The problem is that,

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# IN LATITUDES

when initially installed, they put big cement blocks at the bottom, to which they attached some nylon line, and then some chain to the mooring floating on the surface. Oops! What's needed is the chain rather than the line attached to the block, so the nylon line doesn't chafe through when boats swing.

The news isn't quite so good out of Mazatlan where, in late October, Antonio Cevallos, Harbormaster at **Marina Mazatlan**, told us that the marina and much of the development around it had been sold, and that the new owner would be installing a new harbormaster by November 1. This is a terrible disappointment, as Cevallos, whose brother Geronimo is the harbormaster at the nearby El Cid Marina, has been one of the most effective, well-respected, and well-liked harbormasters on the coast. He'll be sorely missed. The other not-so-good news out of Marina Mazatlan is that the prices have taken a big jump. Once one of the low-cost marinas in Mexico, during high season it now costs \$420/month, plus 15% tax, for a 40-ft boat. According to the calculations of

Frank Keavy of Portland, the total price of keeping his 42-ft boat at Marina Mazatlan jumped from about \$350/month to \$550/month, which he said made it more expensive than Marina El Cid, the three big marinas in La Paz, and Marina San Carlos.

The slip pricing in Mexico reflects, unfortunately, a growing imbalance of supply and demand. The number of boatowners wanting slips is rapidly outgrowing the number of slips becoming available. While there are three 450 to 500 slip marinas in development — at La Cruz, San Jose del Cabo, and La Paz — none of them will be ready with any significant capacity for a year or two. Even then, we expect the number of boatowners wanting slips to outpace supply for years to come. The one positive sign



LATITUDE/RICHARD

*With berths and buildings being developed so rapidly in Mazatlan, you won't see many sights like this anymore.*

is that there is lots of on-the-hard capacity coming online, so, as prices go up for slips, more folks not using their boats may choose to keep them on the dirt. The other really great thing about Mexico is that there are so many great places to anchor that getting a berth is strictly optional. We can't think of anywhere in Mexico that doesn't have a good to great free or nearly free anchorage near the

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# CHANGES

marinas.

Those looking for inexpensive berthing might want to consider Nova Scotia. Sutter Schumacher, *Latitude*'s new Racing Editor, was up there two months ago and had this to report:

"While in **Lunenburg, Nova Scotia**, which is 60 miles southwest of Halifax, we tied the 55-ft Chris White cat we'd be taking to the Caribbean at the old Scotia Trawler wharf. The cost of six weeks worth of dock space for the big cat, including shore power, was less than \$300 Canadian — or about \$270 U.S. The downside was that we had to climb through a gap in the fence to get to the boat after working hours. But there's a decent grocery store just outside the gate, a chandlery 100 yards down the road, and the town center is less than five minutes by foot. Because the shipyard is virtually empty — there was only one boat in drydock while we were there, the 122-ft **Alumercia** — it's quiet. It's not the Ritz of berthing situations, but it was a great deal."

Heading to Cabo even before the start of the Ha-Ha were Dan Zuiches and his



LATITUDE/J.R.

*We're curious; when heading south, do any boats bypass tourist-infested Cabo San Lucas and the famous arches?*


wife Danielle Dignan aboard the San Francisco-based Farr 44 **Confetti**. "We bought *Confetti* in July of this year, and began a two-year cruise that may or may not result in a circumnavigation. In any

event, Cape Horn is on our agenda. Our boat has already been around twice, so we figure that she knows the way. But first we'll stop along Baja's west coast for some surfing, then head into the Sea of Cortez to teach for NOLS (the National Outdoor Leadership School) for the winter. Danielle knows Rich and Sheri Crowe, who built *Confetti* in the late '80s, and who are about to finish their second sea-foam green Farr 44, from the School of Seamanship at Orange Coast College. We hope to be able to have the boats side by side in Mexico, as it would probably result in the most sea-foam green anyone has ever seen in one place!"

"I noticed your comments about the lack of hurricanes in the Caribbean," writes John Anderton of the Alameda-based Cabo Rico 38 **Sanderling**, who spent the summer in Trinidad. "It's my understanding that there's an El Niño in the Pacific, and when there is, it affects the weather on a global scale. A few months ago nobody knew that the El Niño would form this year, as they haven't figured out what causes it, so



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they can't forecast it. Starting in late September or early October, the moisture content of the atmosphere became very dry in the Caribbean, as dust storms from the Sahara desert began to travel across the Atlantic via tropical waves, robbing tropical waves of the fuel they need to develop into hurricanes. Shortly after that, the mid to upper level winds switched to their winter configuration, which means blowing from west to east. As such, any tropical waves that tried to form got their tops sheared off, and thus weren't able to develop into much of anything. Meanwhile, the sailing in the Windwards has been the best that I've enjoyed in the five years I've been here. In addition, the forecasters have declared an early end to the hurricane season, so I'm already in Bequia on my way to St. Barth."

Actually, scientists knew that El Niño conditions, which are associated with fewer hurricanes in the Atlantic and Caribbean, have been developing for quite a few months now. The real puzzler is why mild El Niños — such as the one we're

having this year — often seem to have a greater effect on 'normal' weather patterns than do strong ones. One of the El Niño effects is warmer water in the Eastern Pacific. During the Ha-Ha, the water on the Baja coast was the warmest we can remember, and Rob Wallace of **Kialoa III**, Orange Coast College's S&S 80, reported sailing through a patch of 90 degree(!) water about 30 miles north of Cabo. Then there is **Sergio**, a rare November hurricane off mainland Mexico which, as we go to press, was featuring steady winds of over 100 knots. It's not moving much, and seems to have forecasters stumped. Some predict that it's a threat to Cabo and La Paz, albeit with only tropical storm force winds, while



LATITUDE/RICHARD

*While still more than 200 miles north of Cabo, the crew of 'Profligate' test the waters of the Pacific. They were blue and salubrious.*

others predict that it will head due east and smack into Acapulco.

You're all invited! George Perrochet, President/CEO of the **Bahia Luminosa Resort** in Costa Rica, tells us that all cruisers are welcome to visit his hotel and enjoy the facilities free for their first day ashore — courtesy of *Latitude 38*! He likes the magazine that much, and says

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# CHANGES

his visiting north and southbound cruisers anchored out front do also. His resort is located at 9°51'N, 84°56'W, fronting "the most protected bay in Costa Rica" on the gulf side of the Nicoya Peninsula. By the way, the "facilities" don't include hotel rooms.

But if anybody far from California wants to get their *Latitude* right away each month, and with the photos looking more brilliant than ever, the only option is to subscribe to *e-Latitude 38*. It's the complete and entire electronic version of each issue, and they look great. The price is \$18 a year. For details, visit [www.latitude38.com](http://www.latitude38.com) and click on *e-books Latitude*.

According to a decree by the Port Captain at Wreck Bay in the **Galapagos Islands**, visiting yachts will now only be given permission to stop in those enchanted waters for five days. For many years, cruisers were only given 72 hours. That why everyone showed up claiming to have a broken engine or some other malady required them to stay longer on an 'emergency' basis. But for the last three or four years, yachties have been



*Despite the stop sign halfway through the lock in the Panama Canal, the citizens of Panama approved the expensive expansion plans.*

allowed to stay in the Galapagos for weeks to a month without any problem. Only time will tell how hard and fast the new five-day rule will be.

The citizens of Panama voted 78% to

22% last month to go ahead with a \$5.25 billion expansion of the **Panama Canal**. The plan is to add another set of much larger locks at each end of the Canal, and deepen the Canal to make it capable of handling almost all of the world's ships. (One ship, the just-launched **Emma Maersk**, the largest container ship in the world, will be three feet too wide for even the new locks.) With the expansion expected to take seven years, and the Canal expected to be operating at maximum capacity in three to five years, who is going to take the extra load? It's going to have to be divided among the new port facility and rail head at Prince Rupert, Canada, the port of Lazaro Cardenas in Mexico, and the Suez Canal.

What effect will the Canal expansion have on private yachts? It will almost certainly result in higher transit fees, as somebody is going to have to foot the bill for the improvements. And, as already has been seen, shipping concerns have been cutting into recreational boat facilities in Panama for terminals and other infrastructure. To our mind, the biggest blunder the Canal Commission planners

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could make with their expansion plans is to not spend a little extra money so that recreational boats under 60 feet could be taken around the locks by mobile lifts rather than having to go through the locks. Using 1,050-foot by 110-foot chambers, as well as millions of gallons of fresh water, to raise and then lower small boats 85 feet makes no sense to us.

Given the greatly increased demand for shipping capacity between China and the East Coast of the United States, there have once again been noises about building a Canal across **Nicaragua**. The biggest obstacle is the \$21 billion price tag. Speaking of Nicaragua, the citizens recently elected Daniel Ortega, the Marxist arch enemy of the United States, who was booted out of power 16 years ago, as their new president. Although nobody seems to know for sure, Ortega appears to have mellowed and become less combative than before. For example, he's devoutly embraced the Catholic church that he once battled against, and even supports Nicaragua's new law that outlaws all abortions — including those

when a mother's life is at risk. He's even spoken of Nicaragua's need for foreign investment. The tortured screams you're hearing are coming from Karl Marx, who is thrashing about in his grave. Since Ortega has not made any particularly provocative anti-American statements yet, the U.S. government's response to his election has been equally muted. Since Nicaragua is the third poorest country in the region behind Haiti and Cuba, let's hope the leaders of both Nicaragua and the U.S. can work together to improve, rather than destroy, the lives of the citizens of the country. Whether the Sandinistas will return to their old ways of expropriating private



COURTESY MARINA PUESTO DEL SOL

*When last in office, Marxist Ortega seized lots of private property. Will the new Ortega take developments like Puesto del Sol Marina?*

property — such as Roberto Membrano's **Puesto del Sol Marina** — and/or realign themselves with the PLO, is yet to be known.

If there had been a fishing contest on the Milk Run across the Pacific last year, the hands down winner would have been Ross Novak of the Fairbanks-based

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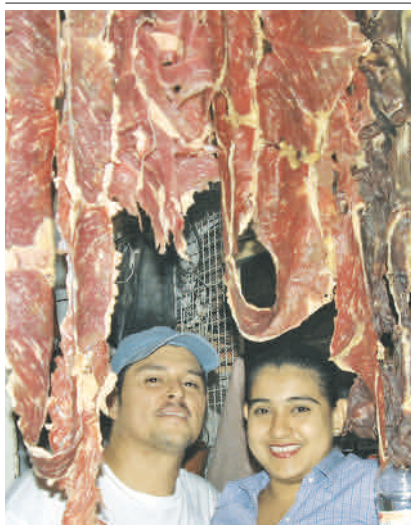


# CHANGES

Westsail 32 **Kabuki**. According to fellow '05 Ha-Ha participant Chris Mellor of the Richmond-based Norseman 447 **Sensei**, Novak's goal has been to try to catch 200 species of fish between Mexico and New Zealand. By the time he got to Tonga, he'd reeled in 159. Remarkable.

When it comes to scuba diving from a boat cruising the coast of California, can anybody top the haul by Scott Stolnitz of the Marina del Rey-based Switch 51 **Beach House**? During a single dive not far from Isthmus Cove on October 8, the dentist bagged, "Twelve bat ray, stingray, flounder, halibut, angel shark, and all the other usual stuff — on one dive!" Is there anything left?

"Everybody said that there weren't any open berths in San Diego, but I want everyone to know that we were able to host 36 of the Baja Ha-Ha entries of all sizes, from two days to a month," reports Scott Mac Laggan of **Sunroad Marina** on San Diego's Harbor Island. "We enjoyed having them at our marina and were pleased to be able to help out. They even had a BBQ at our pool-side pavilion, during which time they and some of our



LATITUDE/RICHARD

*When in Zihua, a fun thing to do is visit the historic mercado for provisions such as meat. They've got cuts not found in Costco.*

tenants got to meet each other."

Rick Carpenter reports that his **Rick's Bar and Zihua Cruiser's Club** reopened for the season on October for the Halloween Party and remodeling. They'll

have the same services as always — restaurant, bar, internet, showers, coin-op laundry and live music. In addition, Nathaniel, the 'dinghy valet', will be back at the foot of the *muelle* to help everyone land and launch their dinghies.

"As many Latitude readers are aware," writes Carpenter, "we started the Cruisers' Club last year, with members paying \$50/season for free wi-fi service on the bay, free showers, and discounts on events such as the Thanksgiving feast. It cost \$1,800 to set up the wi-fi service, but 36 cruisers signed up as members, so we covered our costs. This year we're mounting additional repeaters to expand the area of service, and are also installing a live camera feed overlooking the bay that will be broadcast over channel 11 TV to the local community. As such, cruisers will be able to go to any restaurant or bar in town and check on their boat on tv! It also will allow the port captain to put a VCR in his office and video all events in the bay — in case he needs to review an accident or whatever. We hope it will also appease the *panga*

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and fishing boat people, as it will afford them 24-hour surveillance of their vessels from their home. I want to remind everyone that Zihua SailFest, the terrific fund-raiser for local schools, which be held January 31 through February 4. This is a great event that nobody should miss. And finally, **Marina Ixtapa**, just a few miles up the coast, now has a fuel dock and can haul boats to 100 feet!"

'**Super J**' of Two Harbors saves a life in Cabo! For an off-season adventure, Seasonal Harbor Patrolmen Chad Powell and Scott Cincota, from Two Harbors, Catalina, decided they would take an authentic Mexican panga from Catalina to Panama. Friends and fellow harbor patrolmen Brett Ruppert, and Jason 'Super J' Clarke from the dive shop, decided to join them for the Catalina to Puerto Vallarta portion of the trip. We met them in Cabo, where they told us about their good times, being scared of getting rolled going across Bahia de Vizcaino, great surf sessions and all the rest. In recognition of the four guys great service to all mariners who visit Two Harbors,

the Grand Poobah made them honorary members of the Ha-Ha. Later on, Super J and the Poobah were standing on the beach at Cabo during the Ha-Ha beach party, when a set of three unusually large waves came through, scattering parents and infants alike. Everyone directly in front of the two seemed to be all right, but suddenly the two noticed that a woman, not part of the Ha-Ha, off to the side was floundering. She'd obviously been drubbed by the three waves, was gasping, disoriented, tangled in some line — and about to be brain-damaged or die not 100 feet from throngs of people. Super J, 'body by Bud-



LATITUDE/RICHARD

*The men in the white Ha-Ha hats are the 'Panga to Panama' crew from Catalina: Scott Cincota, Super J, Brett Rupert and Chad Powell.*

weiser — ran down, grabbed her as the next wave was rag-dolling her, and pulled her up the beach to safety. It wasn't the most difficult rescue in history, but if it hadn't been for Super J, she'd have been toast.

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## 25 TO 28 FEET

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**CATALINA 27 TALL RIG, 1976.** 15 hp outboard, self-tacker, Garhauer travelers, lines recently replaced including lifelines, bottom one year old, new head and holding tank. 2-burner alcohol stove with oven. Boat in great condition. Stockton berthed. \$6,000/obo. (209) 815-4908.

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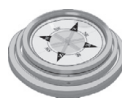
**CATALINA 27, 1983.** Universal diesel engine, currently not running. Six bags of sails, alcohol stove. Average condition overall. Slip available for rent. First \$3,000 takes it. Alameda Marina. (510) 521-1133.

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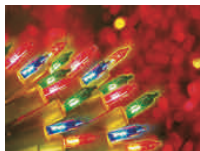
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## 29 TO 31 FEET

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**ERICSON 29, 1976.** Excellent condition, sleeps 6. Wheel steering, roller furling, autopilot, near new sails, 2-year-old Atomic 4, folding propeller, enclosed head, electric windlass with remote, anchor on bow roller, jacklines. Located in SoCal. \$12,000. jbarthelmass@socal.rr.com or (714) 878-0478.



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**CS 30 (CANADIAN SEACRAFT), 1985,** classic sloop. Well maintained, new standing rigging, Volvo engine, wheel, roller furling, quality hardware and gear, hot water, propane stove. Great Bay cruiser. \$28,500. Call Fran (415) 282-5233.

**C&C 29, 1977.** Quantum sails in new condition, new solid vang/Harken traveler system, wheel steering. Rebuilt Atomic 4. Very attractive. At Richmond Yacht Club. Over \$25k spent in past 8 years. \$9,000/obo. (209) 586-9121.

**CAL 30 FULL KEEL CUTTER, 1964.** Rigged to singlehand offshore and coastal. Plenty of room for family. Diesel, radar, liferaft, Monitor, great sails. Too much to list. A beautiful boat ready to go. Located Long Beach. \$27,000. (562) 430-6969.

**J/29, 1984. \$19,000/OBO.** About everything replaced since 2001. Ballenger double-spreader rig 2004. New racing bottom August 2006. Pineapple carbon main and #1, dacrons in good condition. Integrated instruments. A pleasure in 4 knots or 25, on all points of sail. Berkeley O-dock slip. (510) 644-8173 or baylooj29@yahoo.com.

**TARTAN 30, 1973.** Excellent condition. Reliable Atomic 4 partially rebuilt. New riser system, all lines lead aft, battery charger, cushions, new water tank, head with holding tank, great racer or cruiser. \$16,000. Vallejo Yacht Club. Call (707) 326-2229.

## 32 TO 35 FEET

**RANGER 33, 1979.** Custom mast and boom, 80 gal water tank, dodger, Avon with 8 hp outboard. Monitor windvane, oversized 9-winch package, Yanmar diesel, lots of spare parts. Charts, fishing gear, propane range, good condition. Located in PV. Ready to cruise. 40-ft slip for sale or rent below marina rates. Equipped for racing and cruising. Over \$50k in upgrades, a steal at \$25,000. Marc (510) 965-1934.

**ROUGHWATER 33.** Thomas Gilmer design. He designed the Southern Cross 31. This is a strong, proven circumnavigator. Fiberglass. Traditional double-ender. Lots of teak. Sloop with removable forestay for storm jib. Storm trysail. Furl-Ex roller furling on headstay. Fleming windvane (outstanding). Tiller/pilot (electronic) by SIMRAD. Solar panel. Simpson-Lawrence windlass. PUR-40 watermaker. Furuno GPS. Professional epoxy barrier coat on bottom of hull. Reliable 20 hp Yanmar diesel. Go cruising. \$34,500. (650) 851-7795.

**COLUMBIA 5.5 METER. Impatient** is completely restored from keel up, better than new. Classic fiberglass sloop, superb daysailer for family to play on or learn on. Newly painted heavy-duty 4-wheel trailer. Call Captain Bill Jarvis (510) 521-8075 or capt207@aol.com.



**1D35.** Like new condition. Full sail inventory, new asymmetrical. Low engine hours, professionally maintained. Newport Beach. \$72,000. Call Paul Wager (949) 415-0699 or email: pwager@chemsavings.com or Dennis Rosene (949) 500-6453.

**PACIFIC SEACRAFT 34, 1996.** Crealock sloop. Rigged for singlehanded offshore cruising. Oversized winches, Seafoam 12v refrigeration, propane stove, microwave, B&G instruments, ST4000 A/P, ICOM402 VHF. Berthed Shelter Island, San Diego. \$138,500. For detailed info call (949) 489-1529.



**J/105, 2006.** #647, dark blue hull, two-toned deck. New UK class main, jib. Barely-used Quantum 89m spinnaker. Custom canvas covers. Comfort group, upgraded cushions. Raymarine instrumentation. VC-Offshore bottom paint. Canyon Lake, TX. \$149,000. More photos available: gmil128@gvtc.com or call (830) 885-2629.

**SOVEREL 33-2, 1985. Flexi Flyer** is a winner. Fast, beautiful, well maintained, new bottom, fresh sail inventory. <http://flexiflyer.blogspot.com/> \$31,000. (408) 656-9919.

**ERICSON 32, 1973** with Yanmar diesel. Did 2003 Ha-Ha and came back from Mexico with new epoxy bottom. Other upgrades: New solar panels, wind generator, rigging, head, water tanks, fuel tank, cushions, bimini and more. Cruiser ready. \$22,000. (831) 431-3577.



**CORONADO 34, 1968.** Headroom 6'4", newer sails, furling jib, dodger, Albin 21 diesel, wheel, VHF radio, depthsounder, knotmeter, dinghy on davits with motor, 2 anchors, head, clean. \$21,500. Bob (510) 393-7700.

**C&C 35 Mk II, 1974.** Restored Yanmar GM30 hp diesel, 310 hours. Almost all new wiring, beautiful dark blue Awlgrip sprayed in 2001. 6 Lewmar chrome ST winches. All lines aft, radar, VHF, autopilot, inverter, Origo stove, Newport heater, stereo, Sprint 1000 electric windlass, 200' 5/16" rode, entire topsides just repainted as well. Massive newer chrome bow pulpit and dbl, roller assembly/seat. Pineapple 95% jib, 130%, new storm sails, spinnaker. Survey 2004. Martec 16" feathering prop, etc. Located Emery Cove. \$43,000. Email: mnkyhateclean@yahoo.com.

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**RANGER 33, 1978.** Hull #460. Universal 16 hp, Pineapple sails, Monitor windvane, wheel steering. New bottom and interior, hot/cold water, electric refrigeration, LectraSan. Custom rigged for singlehanded sailing. Ready to cruise, race, live aboard. Located La Paz, Baja. \$28,800. Call (415) 902-1061.



**WESTSAIL 32, HULL 121.** *Shalom.* Great custom interior, exterior good. Love boat, must sell, I got too old. Ventura, CA. Go to: [www.westsail.com](http://www.westsail.com) Ask \$39,000/obo. (818) 887-6558.

**1D35, OUTLAW.** Grand Prix sailboat with trailer. Excellent condition. Freshwater boat, sailed only a few times per year. Brought to SF last month to sail Nationals and Big Boat. Will sell to serious local owner for racing on the Bay. Full sail inventory. More info on the 1D35 check out: [www.1D35.com](http://www.1D35.com) \$89,000. Call (415) 546-7245 or [mario\\_yovkov@yahoo.com](mailto:mario_yovkov@yahoo.com).



**ERICSON 32, 1975.** Palmer 4 cyl gas. Sleeps 6. Clean, turnkey. \$14,000/obo. For details, call (909) 337-9992 or email: [roger.wall@verizon.net](mailto:roger.wall@verizon.net).

**SCHOCK 35, 1985.** New upholstery, V-berth, VHF, knot, log, depth, diesel, 2-burner stove/oven, new bottom, 6 bags of sails, spinnaker and equipment. Cherry, never raced, batten board interior. Clean. Lying Channel Is., CA. \$39,500. Call (702) 374-2787 or [Sailho10@aol.com](mailto:Sailho10@aol.com).

**36 TO 39 FEET**

**J/109, 2004, #143.** Like-new condition. Ahmansen Cup winner. Carbon (2006) and Dacron mains, carbon genoa, Pentex jib, Airx spinnakers. Double halyards, Tack Tick wireless network, Garmin 172c chartplotter, refrigeration, h/c water, Raymarine 8001 autopilot, deluxe cabinetry. Ultrasuede cushions, removable transom locker, dodger, folding prop, sprayed bottom Jan, 2006. Motivation: Purchasing a larger boat. \$224,900/negotiable. Call (760) 529-0062 or (760) 519-9863.

**CAPE GEORGE 36 KETCH.** Reduced to sell. Unfinished but actively cruising. Located in Baja. Family of 5 needs bigger boat. 3 anchors, bronze windlass, 5 headsails, 18 hp Sabb diesel, 6'3" headroom. Very stout. New electrical system and rigging 2004. \$29,000. Email: [sunbreak@sunbreakaea.org](mailto:sunbreak@sunbreakaea.org).

**CAL 39, 1978.** Rebuilt engine and transmission, new tapered double spreader mast, new refrigeration, radar, windlass, below-deck autopilot, headliner, port lights and watermaker, hard dodger and bimini with new canvas and solar panels. Much more. \$79,000. (209) 369-1714.



**OHLSON 38, DARK HORSE.** Totally restored and ready for singlehanded sailing. See website: [www.frequentlywrong.com/boat.html](http://www.frequentlywrong.com/boat.html) \$187,500. (510) 521-9268 or email: [cjscon@pacbell.net](mailto:cjscon@pacbell.net).

**K-38, KETTENBURG 38 RACING** sloop. An oldie from 1952, hull number 14. Mahogany on oak frames. Graymarine gas inboard. Newly rebuilt mast. Needs woodwork. See pictures on web at: <http://pinxit.com/boat.html> \$3,000/firm. Must sell. Moved ashore. Call Eric (831) 402-8344.

**TRISBAL 36.** Sturdy aluminum cutter. Tanks hold 100 gal. diesel, 150 gal. water. Shoal draft with boards up. New main, new standing rigging. Has cruised the South Pacific and Hawaii. Sistership rounded Cape Horn. [www.allusa.com/trisbal4sale](http://www.allusa.com/trisbal4sale) Offers encouraged. Bernard (415) 454-6703.



**MORGAN 38-2 1979.** Fin keel, skeg rudder, great cruising boat and Baja vet. Equipped with: Yanmar diesel, Harken furler, asymmetrical spinnaker, self-tailing winches, spinnaker pole, oversize wheel, dodger, bimini, B&G autopilot, wind instruments, depthsounder, ICOM SSB, VHF, weather fax, radar, GPS, Spectra 380 watermaker, DC refrigeration, propane stove/oven, separate stall shower, 2 anchors, all chain rode, stern hook, covers for all woodwork, cockpit cushions, TV. \$59,000. (510) 697-5189.



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**CATALINA 36, 1984.** Mexico vet, sail it South now or let me deliver it for/with you. Radar, pilot, new plotter and instruments, new VHF, remote mic, SSB ready, 90A alternator, inverter, mast and bottom refit, windlass, 3 anchors, 2 spins, spare main, 7 winches, all systems updated. Elegant interior, 3 solid teak tables, revarnished sole, new cockpit cushions and table, BBQ, updated canvas, much more. Berkeley O Dock slip. Reduced \$62,000. See: <www.travelorion.net/gitane> Call (510) 697-0525 or lorion@sbcglobal.net.

**VALIANT 39, 1997.** This Pacific cruiser with over 30,000 bluewater miles is fully equipped and ready for offshore. Added factory options total more than 41k. Additional cruising inventory includes Monitor windvane, watermaker, 6-person offshore liferaft, Icom HF radio, hard-bottom dinghy, and 8 hp outboard. Vessel is located in SF Bay Area. Asking \$220,000, which includes all upgrades and cruising inventory. For further information email: meldi793@aol.com or call (808) 561-2823.



**CHUNG HWA MAGELLAN 36 KETCH, 1977.** In Mexico. Proven coastal cruiser, great liveaboard. Seattle to Mexico 2004, 17 months full-time cruising in Mexico, Zihua to BLA, through March 2006. Located Marina Mazatlan. Fiberglass, diesel, December 2005 bottom paint, 2004 new mainsail, 2003 new masts/rigging, 2001 re-decked/re-cored. Adler-Barbour Super Cold Machine, Seaward Princess Stove, extensive ground tackle, charts Mexico to Panama, much more. Returned to work, motivated sellers, recently reduced to \$55,900/obo. Detailed specs and pictures available. (775) 841-0522 or taomin@fastmail.us.



**CAPE GEORGE 36, RESTLESS.** Strong, comfortable bluewater/coastal cruiser. Hasse sails, Brion Toss rig, teak decks, bronze fittings, self-tailers. 205 gallons water, 126 gallons diesel. Custom finished 1989. Major refit 2002. Continuously upgraded; outstanding condition. Moorage. Seattle. \$155,000. (206) 527-9143.

**TAYANA 37 Mk II, 1987.** Excellent condition. San Carlos, Mexico. Ready to cruise with all equipment, Radar, watermaker, chartplotter, Avon, 8 hp, autopilots, HF, refer and freezer. Near-new dodger, bimini. \$110,000. (919) 280-7876 or moebau99@aol.com. Missed Ha-Ha? Pick up your vessel in Mexico.



**UNION 36, 1980.** Perkins 4-108, Profurl, radar, ICOM710 SSB/Ham, GPS, EPIRB. Heart inverter/charger, Muir windlass, solar, major spares. Avon dinghy, 8 hp. No black iron tanks, no varnish, no tax. Cruise or condo in Mexico. Documented. Health issues. Below market/survey value. \$60,000. Sailmaster700@yahoo.com.

## 40 TO 50 FEET

**CUSTOM BREWER 46 KETCH, 1972.** Teak hull, center cockpit. Major upgrades in last five years including new 76 hp diesel. Large equipment inventory. \$114,000. Located in San Diego. See details at: <www.custombrewerketch.us>



**CASCADE 42 PILOTHOUSE, 1977.** Ready to cruise. Full batten main, furling headsail, dual helm. Freedom 2500, radar, Ham/SSB, solar panel, 60 hp diesel, CPT autopilot, fiberglass dinghy. Located San Diego. Specifications and photos at <www.delicia4sale.com> \$69,500. (619) 585-8726.

**BREWER OCEANIC 46 PILOTHOUSE** cutter, 1983. 300 gals water, 200 gals diesel, 90 hp super Lehman, ss davits with 8'6" AB RIB, 9.9 Merc. Solar panels, inverter, 24 gph watermaker, 24-mile radar, two steering stations. \$140,000. (562) 673-8253 or oceanic46ld@yahoo.com.

**BENETEAU 40.7 RACER/CRUISER.** *Phantom Mist*. Like new. Original owner. 3 staterooms, full kitchen, bathroom. Roller furling, autopilot, B&G instruments. New race bottom. Great sail inventory. Call Gary (925) 314-7303 or (925) 451-1619 or gmassari@cobblestonemc.com.

**CATALINA 470, 2002.** Low engine hours. Full nav pack. Light use. Very clean. Possible Santa Cruz sublease. \$289,000. Must see. (831) 429-1970.



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



**THE SLOOPBOAT EL TIBURON** is for sale. She is in excellent condition and a proven cruiser with many upgrades and top-of-the-line equipment. Recent Awlgrip and upholstery and excellent brightwork make the boat look new. Seriously for sale at \$280,000. She is ready to go South or North as soon as you are ready. About half the price of a bare, new Tayana. See at <www.eltib.com> or call (408) 391-6625.



**41-FT BOUNTY II, ROD LEE.** Just back from Mexico, great condition. 1-year-old main, all new standing rigging, dodger, two 8D AGM marine batteries, 360-ft-high test chain, 60-lb CQR, electric Lofran windlass, 406 EPIRB, two autopilots, plus Capehorn windvane, 24-mile radar, 2010C Garmin chartplotter. Engine: 3GM30 Yanmar V-drive in perfect shape. Everything on boat in new/very good condition. *Latitude 38* was founded on this Bounty, nostalgia anyone? Reduced: \$45,000. John Hardisty (707) 996-9645.

**VALIANT 40, #121.** New Quantum main, 120 jib. New canvas on everything. Stainless bow like a V42, aft stainless pulpit, multi-use pole, radar, GPS. Dinghy. Topside repainted. Engine fine. No fire retardant issues. Under \$100,000. Ventura. (805) 482-5919 or email: v40mayu@hotmail.com.



**GULFSTAR 50, 1976.** Rare sloop model, excellent condition, loaded for cruising. 340 hours on Yanmar 100 hp turbo. Westerbeke 8.5 genset, watermaker, 3-blade Maxprop, new Raymarine instruments, Doyle main (2005), 120%, 90%, asymmetrical spinnaker, Hood Sto-away main furling, Harken jib furling, self-tailing winches, refurbished galley 2005, Adler-Barbour refrigerator, Hurricane diesel heater, Cruisair AC and much more. \$169,900. Call Doug (510) 541-2017.



**50-FT LOA FERRO KETCH.** Permanent custom slip in Moss Landing, North Harbor. Workshop, engine room, wood stove. Sleeps 6-8. Great liveaboard with standing headroom. Illness forces quick sale. Needs some work. Ship and slip \$25,000/firm. Serious only. (408) 506-0858.



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**STARRAT-JENKINS/CHARLIE** Morgan 45, 1978. Well-maintained, solid Bay/bluewater vessel. Dinghy, 5 hp, windvane, Harken furler. July 2005: Full-batten main, Raymarine Radar C80 Chartplotter/GPS, starter/alternator, batteries. Sept. 2005: Bottom painted, quarterly cleaning. \$59,000. Specs/pictures: randallprince@sbcglobal.net.



**CT 41, 1974.** Documented, well maintained, no teak decks, watermaker, solar panels, sunshades, ready to cruise now. Website: <www.svsprit.com> In La Paz, BCS. \$62,000/obo. For complete list email: info@svspirit.com or call 011-52 (612) 104-5880.



### 51 FEET & OVER



**FINYA 51, 1986.** Ketch rigged. Kaufman-Ladd design. New Quantum sails, Dutchman furling main, 2004 rigging, Barient, Perkins 85 hp, 4.5 kw Northern Lights genset with 180 hours. Furuno, Northstar GPS, Nauticomp, Nobeltec. Simrad/Hynautics autopilot, reefer/freezer. Very clean, sails and handles beautifully. 2006 haulout. Fresh micron/zincs. Asking \$260,000. Call (510) 708-1278 or (209) 296-5199.

**65-FT AMERICAN PRIVATEER STEEL** schooner. Dry-docked in Northern California. No miles on Isotta Fraschini 300 hp diesel engine. On trailer. Washer, dryer, icemaker, reefer/freezer, stove, oven. Custom tiled bathroom, shower, tub. Survey/pics: <http://home.comcast.net/~shaunarenee/> Santa Cruz. \$39,900/obo. (831) 251-3252.

**BENETEAU 51'4", 1992.** Caribbean and Baja Ha-Ha vet. Loaded, many extras, large sail inventory, watermaker, dink with near-new motor, new \$6,500 windlass, large ground tackle inventory, canvas-covered cockpit, 3 berths plus crew quarters. Long Beach. \$110,000. (562) 405-7136.

**54-FT MOTORSAILER.** Steel hull, deck and cabin, built 1961, Skallerud Bros. Good drive train with rebuilt Perkins. Hull and deck in great shape. Interior restoration about 40% complete. Great project for world cruiser/liveaboard. \$59,000. (650) 964-2854.



**DAVIDSON 52 CUSTOM NEW ZEALAND** cruising ketch. Built for shorthanded cruising. Lightweight, fast and strong. West Systems composite construction. Deep-set center cockpit with integrated hard dodger, three watertight bulkheads. Abundance of large storage spaces. All systems easily accessible. Modern ketch rig. Leisurefurl booms, fully battened main and mizzen. Harken electric winches. Yanmar turbo diesel. Large battery bank, solar panels, wind generator and Ample Power alternators. Spectra watermaker. Danfoss 12-volt refrigeration. Furuno, ICOM, and B&G electronics, B&G autopilot, Fleming windvane. USA registered yacht lying in Queensland, Australia. Yacht can be delivered to Ensenada Mex via Dockwise transport in July, 2007. Offered at \$425,000 USD. Visit <www.Yachtworld.com> search 'Davidson 52'. Email: svtauranga@hotmail.com or call (415) 786-1987.

**BILL GARDEN DESIGNED 51-FT** ketch, 1977. Totally upgraded for serious cruising. Excellent condition. Must see to appreciate. Slip L132, Berkeley. \$129,000/obo. (775) 901-0807.

### CLASSICS



**HERRESHOFF COQUINA DAYSAILER.** 17-ft epoxy-glued Okume lapstrake. New construction with sails, oars, trailer. See *Wooden Boat*, Nov/Dec 2005. \$11,700. Electric auxiliary option. Work up for Master Mariners? To view at builder's workshop, Mendocino, call (707) 937-0830.





**32-FT R. FUNG DRAGON FLY, 1964.** Large sedan cruiser. Teak copper-riveted over eucalyptus frames. Great shape in and out. Liveaboard-ready. \$12,500. Call Jim (510) 220-6480.



**GAFF-RIGGED SLOOP, POLARIS.** 34-ft on deck, 12-ft beam, 42-ft sparred length. Carvel built, fir on oak. Mast and spars of spruce. Powered by new Yanmar diesel engine. Asking \$17,500. Call (530) 758-1462.



**FELLOWS & STEWART ISLAND CLIPPER.** Nirvana. 44'3" auxiliary sloop. 1946 classic, beautiful lines, solidly built. Fast, full keeled, fir on oak/bronze/African mahogany, coach roof. Full cover. 6' headroom, 8'7" draft, 9'10" beam. Hauled, repainted, varnished, bottom and topsides, April 2006. Recent survey rates her in 'above BUC condition'. Located Alameda. Price reduced: \$45,000/obo. Rob (510) 461-2175 or (510) 886-0902 or robmickele@msn.com.

**1929 HISTORICAL 92-FT WOODEN** schooner. Hodgdon Bros built, William Hand design. Needs restoration. Truly a classic. Go to website for all info and pics before calling: <www.lionswhelp.org> \$299,999/obo or trade for boat or real estate. (541) 661-1070.

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**42-FT BIPLANE RIG BEACH CAT.** Cold-molded red cedar. Epoxy allergy forces stop. Three parts of four nearly finished. Interiors to go in. Electric drives contemplated. Designed by builder. \$15,000. (604) 531-4921.

**WINDRIDER RAVE HYDROFOIL** trimaran. Moving, must sell. \$4,200. Yellow 1998 model including 2001 long trailer. Excellent condition. Has been stored indoors. No damage. Fast and fun. Located in San Francisco, CA. Call Erika (508) 813-5890 or sydowstyle@mac.com. Can email pics.

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**CROSS 27R TRIMARAN.** Built in San Diego, 1979. Includes 2003 Nissan 5 hp outboard. Just hauled and painted top to bottom. Email for photos or check it out at C Dock, Oyster Cove Marina. A great Bay boat. \$8,500. (831) 594-0335 or email: treehouse\_remodeling@hotmail.com.

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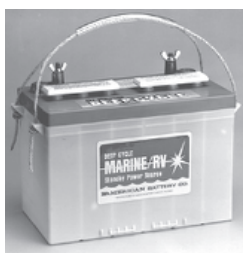
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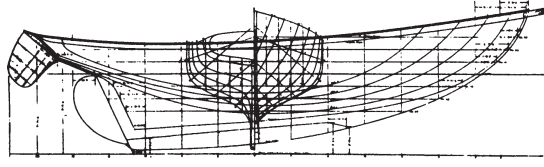
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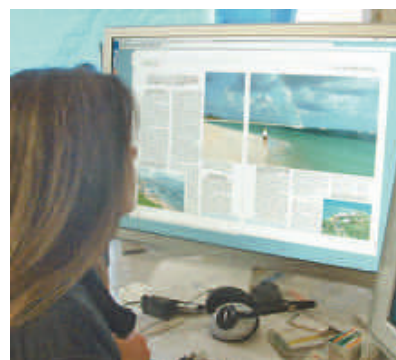
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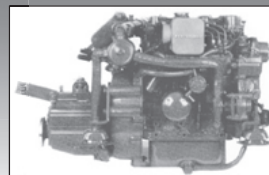
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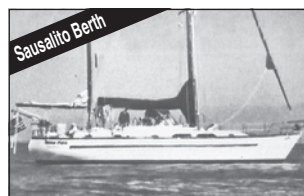
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**45' CREEKMORE CUTTER, 1976**

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**37' PROUT CATAMARAN, 1987**. Yanmar diesel, SSB, AP, 3 cabins, a popular cruiser, just back from South Pacific. Located in SF. Call owner's agent at (415) 613-0712. **Asking \$119,000**



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On Our Dock



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**57' BENETEAU** Designed by Bruce Farr, this center cockpit cutter is Beneteau's flagship and shows more as a semi-custom build than as a production boat. This late model is the owner-cabin-aft version, has the optional wing keel (still a full 6'10"!), and is impeccable. Shows almost as new. Loaded with features, rare find. **\$924,500**



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SISTERSHIP

## 46' HYLAS CENTER COCKPIT, 2000

Spectacular German Frers designed performance cruiser with fine entry, wide beam carried well aft, deep fin keel and partial skeg rudder; this example is well equipped and bristol with transferable Sausalito Yacht Harbor slip. **\$385,000**

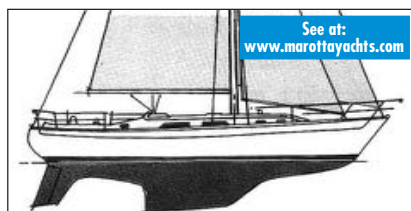


NEW LISTING

See at:  
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## 41' HANSE 411, 2005

Elegant European-built performance cruiser shows as new inside and out. Well equipped, flawless dark blue hull with beautiful teak decks and deep draft keel, Herreschoff interior with 6'6" headroom. **\$249,000**



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## 42' PASSPORT CUTTER, 1985

Well designed and built cruiser in very nice shape and lying in a marina that may consider taking on a liveaboard. Liveaboard slips are almost IMPOSSIBLE to find here, so this is a major benefit if you're looking for such. **\$149,000**



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**44' BENETEAU 445, 1993** Spacious three stateroom/three head model with teak joinery, 6'5" headroom. Recent ProFurl roller-furler, new Hood 125% jib, new full batten Hood main, several thousand \$\$\$ worth of recent engine work. In prime Sausalito YH slip (D dock, close to boardwalk) that should transfer. **\$129,500**



REDUCED

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

**37' HUNTER 376, 1997** *Cruising World* Boat of the Year (Best Value) in 1997. Freshwater cooled Yanmar diesel with low hours, main with Dutchman system and electric self-tailing winch, all lines lead aft, huge cockpit with walk-through transom, substantial dodger. Three staterooms, 6'6" draft. Transferable Sausalito YH slip. **\$99,000**



REDUCED

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**33' HANS CHRISTIAN, 1980** Classic cutter: capable offshore boat with a full keel, high ballast-to-weight ratio, deep cockpit and an oversized rudder placed far aft. She also has a comfortable, well laid out interior that feels much larger than her size would suggest and is finished in lovely teak. **\$84,500**



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**38' BENETEAU, 1990** Moorings 38 model, designed around a modified First 3855 hull and is a sleek and fast two-stateroom/two-head racer/cruiser, perennially popular on the brokerage market. This one is clean with a new suite of sails and a rebuilt Yanmar engine. **\$69,500**



SISTERSHIP

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**36' CATALINA, 1989** Very clean example of one of the most popular 36-foot sailboats ever built: they're well designed & well built in the US by one of the most successful sailboat builders in the world, are very spacious (both above/below deck), are easy & fun to sail whether you're daysailing, racing or cruising. **\$64,500**



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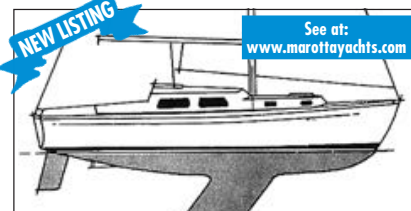
**20' PACIFIC SEACRAFT FLICKA, 1985** Never cruised, this late-model example was factory built and finished to Pacific Seacraft's exacting standards. She's been updated stem to stern and today shows bristol — one of the nicest Flickas on the market. Plus, transferable Sausalito Yacht Harbor slip. **\$39,000**



NEW LISTING

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**34' CAL Mk III, 1978** Clean, well equipped classic w/new 20hp 4-stroke Honda outboard engine w/hydraulic lift, dodger, roller furler and recent radar. Surprisingly spacious interior (headroom in particular is impressive), lying in transferable Sausalito YH slip and competitively priced. All in all, a nice inexpensive turnkey package. **\$19,000**



NEW LISTING

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**27' CORONADO, 1972** Classic plastic repowered with a Volvo diesel; this alone puts her head and shoulders above others, almost all of which are gasoline powered (many with outboards). Plus she shows very nicely with the interior in particular being extensively renovated. Great price at **\$8,000**

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51'	Finya KT (partnership)	'86 280,000	32'	Contessa	'76 41,000
50'	Gulfstar, Mex.	'77 89,000	32'	Catalina 320	'98 84,960
49'	Reliant Ketch	'91 169,000	31'	Pacific Seacraft Mariah	'79 79,000
47'	Hylas	'86 195,000	30'	S-2	'79 18,500
47'	Vagabond	'80 130,000	30'	Catalina	'81 24,500
46'	Chesapeake	'98 89,000	29'	Columbia, perfect	'67 22,000
44'	Hylas	'86 185,000	29'	English Yawl	'71 15,900
44'	Norseman 447 AC	'85 195,000	28'	Pearson Triton	'61 15,000
43'	Ron Holland	'86 158,000	27'	Santa Cruz, TLC	Cheap!
43'	Swan	'86 215,000	14'	Whitehall, sail/row	'02 11,000
43'	Hans Christian	'82 189,000	12'	Beetle Cat, wood	9,975
41'	Kettenberg, F/G	'67 54,500	POWER		
41'	CT	'76 79,000	67'	Stephens Alum.	'80 895,000
41'	Morgan	'74 75,000	65'	Pacemaker, cert.	'71 325,000
40'	Hunter (2)	'95 from 116,000	65'	Elco Classic MY	'26 450,000
40'	Sea Wolf (2)	'73 & '79 from 79,500	61'	Stephens	'66 250,000
40'	Hardin Seawolf FRB	'68 65,000	57'	Chris Craft	2 from 119,000
40'	Mariner Ketch, project	'71 18,500	51'	Bluewater	'88 175,000
39'	Freya	'81 119,000	50'	Stephens	'65 135,000
39'	DuFour	'84 82,500	44'	HiStar	'88 215,000
38'	C&C Mk III	'86 73,000	43'	Wellcraft Portofino	'88 99,500
38'	Catalina	'84 43,900	40'	CHB	'86 156,000
38'	Ingrid	'74/84 95,000	40'	Bluewater	'79 189,000
38'	Ericson	'81 59,500	38'	Bayliner	'88 111,000
38'	Cabo Rico	'81 92,500	38'	Chris Craft	'65 49,900
37'	CF Choate	'79 25,500	37'	Bayliner 3788	'97 133,000
37'	Irwin	'79 40,000	34'	Sea Ray Sundancer	'01 169,000
37'	O'Day CC	'83 44,500	33'	Bayliner Montego	'78 19,950
37'	Rafiki	'78 87,500	32'	Bayliner	'89 45,000
36'	Islander	'77 55,000	32'	Silverton F.B., 370 hrs	'98 59,000
36'	Islander, Bristol	'85 65,000	31'	Sea Ray 310 S.D.	'98 74,500
36'	CS cutter	'81 45,000	30'	Sea Ray 305 DB	'88 59,900
36'	Islander	'73 34,000	30'	Sea Ray Sedan	'79 20,000
35'	Beneteau 35 S7	'96 89,500	30'	Wellcraft Scarab w/trlr	'87 39,000
35'	Santana	'78 19,999	29'	Sea Ray Amberjack	'99 71,000
35'	Fantasia	'88 78,500	28'	Sea Ray	'91 37,900
35'	Ericson, nice	'79 36,000	28'	Maxium	'99 45,000
34'	Islander	'75/85 31,500	27'	Sea Ray 270	'88 28,900
34'	Irwin Citation	'84 39,500	26'	Osprey	'02 98,000
34'	C&C	'80 47,500	25'	Sportcraft	'99 39,900
34'	Sabre	'83 49,000	24'	Bayliner	'98 15,900
33'	Newport	'84 36,500	24'	Regal 242 w/trailer	'98 37,000
			22'	Grady White 222 w/trlr	'02 59,000



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**58' ALDEN BOOTHBAY** Motorsailer Ketch. Aft S/R, PH-center cockpit, dsl, furling, AC, Onan, radar, inflate, lg. sail inventory, etc. Loaded w/world cruising gear & amenities. Super boat! Must see! U.S. document. **Ask \$279,000**



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