

# Latitude 38

VOLUME 343 January 2006

WE GO WHERE THE WIND BLOWS



# START THE NEW YEAR RIGHT...



## ESCAPE TO AN EXOTIC ISLAND

**I**f you are like the rest of us, you might have to settle for an island a little closer, such as the beautiful island of Alameda. Bring your boat to Grand Marina and enjoy the wonderful sunsets, as well as convenient amenities, including a boat yard on location, wonderful landscaped paths, and an experienced staff to assist you in whatever you may need.

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### DIRECTORY of GRAND MARINA TENANTS

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\*Unshow: An event held by progressive sailboat dealers instead of attending expensive indoor shows



**In Stock**

## BENETEAU 473

### Winter Unshow Special:

Autopilot Type 2  
RL70CRC+ Radar  
Raystar 125 GPS  
Bombard 10' Inflatable  
Nissan 8hp Outboard  
Gennaker with Sock

### Special Stock Boat Savings:

Teak Decks  
Duratouch Upholstery

**Total Savings: \$31,840!**



**In Stock**

## BENETEAU 423

### Winter Unshow Special:

Autopilot Type 2  
Raymarine E80 Nav Display  
Raystar 125 GPS  
Bombard 9'6" Inflatable  
Nissan 6hp Outboard  
Gennaker with Sock

### Special Stock Boat Savings:

Electric Head  
Duratouch Upholstery

**Total Savings: \$18,505!**



**In Stock**

## BENETEAU 373

### Winter Unshow Special:

Autopilot Type 1  
ST60 Wind System  
Bombard 8'6" Inflatable  
Nissan 4hp Outboard  
Gennaker with Sock

### Special Stock Boat Savings:

Gennaker Gear and Winch  
Skyscreen System

**Total Savings: \$12,630!**

## Great Equipment Packages on ALL Our Boats



**Raymarine**



**In Stock**

## BENETEAU 343

### Winter Unshow Special:

Autopilot ST4000+  
ST60 Wind System  
Bombard 8'6" Inflatable  
Nissan 4hp Outboard  
Gennaker with Sock

### Special Stock Boat Savings:

Blue Hull Decoration  
Macerator Pump

**Total Savings: \$10,210!**



**In Stock**

## BENETEAU 323

### Winter Unshow Special:

Autopilot Type 1  
ST60 Wind System  
Bombard 8'6" Inflatable  
Nissan 4hp Outboard  
Gennaker with Sock

### Special Stock Boat Savings:

Gennaker Gear  
30CST Cabintop Winch

**Total Savings: \$9,605!**



**In Stock**

## BENETEAU FIRST 44.7

### Winter Unshow Special:

ST60 Wind System  
ST60 Tridata  
ST60 Multifunction  
Maxiview Repeaters (3)  
C80 Nav Display  
Raystar 125 GPS

### Special Stock Boat Savings:

US Club Race Pack  
Spinnaker Gear with Carbon Pole

**Total Savings: \$23,735!**



# At Our Docks January 21 to February 5

thereby allowing us to pass on our show savings to you with the best unshow deals of the year!



**In Stock**

## ISLAND PACKET 440

### West Coast Premier!

Beautiful Aft Cockpit Cruiser

#### Winter Unshow Special:

Autopilot ST6000 + Type 2  
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**In Stock**

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at incredible  
SAVINGS**



**In Stock**

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ST60 Knotmeter  
ST60 Depth  
E80 Nav Display  
Raystar 125 GPS

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Furling Genoa  
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**Total Savings: \$23,040!**

## Extra Incentives on ALL Inventory Boats

**No Payments  
for 6 Months\***

**ALL BOATS AT OUR DOCKS**  
*include desirable factory options at no extra cost*

*\*on approved Credit and Financing obtained through Passage Yachts*



**In Stock**

## BENETEAU FIRST 36.7

Now offered with light  
pear wood interior!

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Raymarine C80 Nav Display  
Carbon Spinnaker Pole  
Spinnaker Gear  
Cruising Main and Jib

**Total Savings: \$10,975!**

**Call about First 40.7 Package**



**In Stock**

## BENETEAU

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#### Winter Unshow Special:

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2 kw Radar Dome  
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Cover: *Size matters. Don't push your luck in the New Year.*

Photo: Latitude/JR

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



# Bay Island YACHTS

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## 47' BENETEAU 47.7



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## 28' HUNTER, 1996



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Looking for that perfect starter? This is the one. \$17,500.

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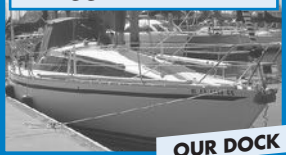
## 33' NEWPORT



**MUST SELL**

Make any offer, owner must sell NOW! Asking \$24,500.

## 33' YAMAHA



**OUR DOCK**

Equipped to singlehand anywhere. Asking \$37,500.

## 31' CAL



This one is fully equipped to go to Mexico tomorrow. \$29,900.

## 51' ALEUTIAN



**OUR DOCK**

Price reduced, great boat for family to go to Mexico and beyond. Now \$129,500.

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Classic boat that will make a comfortable cruiser. \$99,000.

## 42' PRIVILEGE



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55' HENDRICKS CUSTOM .....	\$289,000	37' ANTIGUA, 1992 .....	\$129,000
48' PRIVILEGE .....	3 from \$350,000	33' SEAWIND, 2000 .....	\$160,000
46' FP BAHIA, 1998 .....	€245,000		

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**OUR DOCK**

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Check out this center cockpit.

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60' JOUBERT-NIVELT, 1983 .....	\$295,000	47' CT, 1986 .....	\$119,000
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53' FRERS CUSTOM, 2001 .....	\$299,900	46' OCEAN 14, 1987 .....	\$375,000
52' JEANNEAU, 1999 .....	\$210,000	45' BENETEAU FIRST 45f5, 1991 .....	\$139,000
52' NAUTICAT, 1984 .....	\$346,000	45' S&S, 1980 .....	\$100,000
50' BENETEAU CUST. FARR, 1996 .....	\$299,000	40' HANSE 401, 1999 .....	\$142,300



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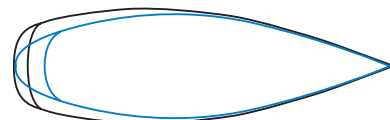
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**Built By Queen Long Marine Co. Ltd.**

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## Latitude 38

"we go where the wind blows"

Publisher/Exec. Editor ..... Richard Spindler ..... richard@latitude38.com .....ext. 111  
Managing Editor ..... John Riise ..... johnr@latitude38.com .....ext. 110  
Senior Editor ..... Andy Turpin ..... andy@latitude38.com .....ext. 112  
General Manager ..... Colleen Levine ..... colleen@latitude38.com .....ext. 102  
Classifieds ..... Mary Briggs ..... class@latitude38.com .....ext. 104  
Production ..... Christine Weaver ..... chris@latitude38.com .....ext. 103  
Production ..... Annie Bates-Winship ..... annie@latitude38.com .....ext. 106  
Advertising ..... Mitch Perkins ..... mitch@latitude38.com .....ext. 107  
Advertising ..... John Arndt ..... john@latitude38.com .....ext. 108  
Bookkeeping ..... Helen Nichols ..... helen@latitude38.com .....ext. 101

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Ocean Alexander Altus 42



Dyna 55, 2000



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Catalina 34, 2005 ~ Anniversary Model



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Catalina 380	2000	149,000
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Catalina 36	1995	96,000
Catalina 36	1984	57,500
Catalina 36	1987	67,000
Catalina 36	1983	53,000

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Catalina 34	1997	80,400
Catalina 34	1989	53,900
Catalina 320	2000	79,500
Catalina 270	2005	67,900
Catalina 27	1984	17,500
Catalina 36 Mk II		
Catalina 42 Mk II		
Catalina Morgan 440		

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C&C 34	1982	44,000
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Hunter 31	1985	25,000
Endeavour 33	1983	Inquire
Nonsuch 30	1991	Inquire

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Special**



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29 1999 Hunter 290	\$57,000	36 1978 Pearson 365	\$52,500	43 2002 Jeanneau 43DS	\$292,000
30 2002 Hunter 306 Sloop	\$64,900	37 2002 Tartan 37	\$269,000	43 2003 Jeanneau 43 SO	\$225,000
32 1986 Ericson 32	\$39,900	38 2001 Hunter 380	\$140,000	44 2005 Beneteau 44.7	\$285,000
32 1994 Catalina 320	\$55,900	39 1983 Choate Andrews	\$36,500	44 1980 Lancer 44	\$129,900
32 2001 Hunter 320 Sloop	\$67,500	39 1995 Farr 39	\$99,000	44 1987 Mason 44	\$220,000
32 2000 Hunter 320 Sloop	\$64,750	40 2004 Catalina 400	\$249,000	45 1998 Hunter 450	2 avail - call
32 2002 Hunter 326	\$72,050	40 2002 Beneteau, 40.7	\$199,000	45 1999 Hunter 450	\$234,900
33 1987 CAL 33	\$44,900	40 1998 Farr One	\$165,000	46 2004 Hunter 466	several avail
33 1995 Hunter 33.6	\$67,500	40 2003 Jeanneau 40 SO	\$197,500	46 2002 Hunter 466	\$219,500
34 1986 Catalina 34 Sloop	\$49,000	40 2003 Sabre 402	\$319,000	46 2000 Hunter 460	\$222,000
34 1998 Hunter 340	\$74,950	41 1999 Hunter 410	\$149,000	47 1999 Catalina 470	\$274,900
34 1997 Hunter 340	\$88,500	41 2005 Hunter 41DS	\$239,900	48 1976 CT 48	\$139,500
34 1983 Hunter 34	\$35,000	42 1999 Hunter 420	\$179,900	51 2000 Jeanneau 52.2	\$429,000
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35 2002 Hunter 356 Sloop	\$119,995	42 2003 Hunter 420	\$209,000		

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*Ready to race and cruise – Take delivery immediately*

**Don't do anything  
until you see  
the C&C 115**



**C&C 121 • C&C 115 • C&C 110 • C&C 99**



**C&C 38 MkII, 1986.** Swift performance racer/cruiser. Impec. cond. Well equipped. **\$87,900**



**41' Pearson Rhodes sloop, 1965.** Immaculate, \$150,000 total refit. **\$65,000**



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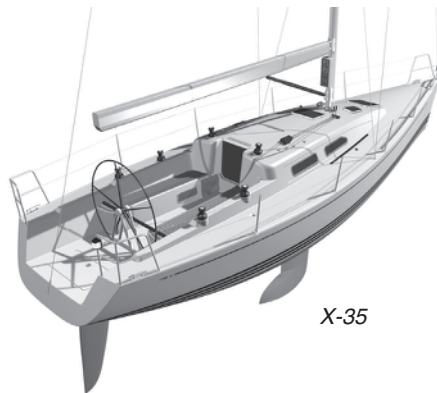
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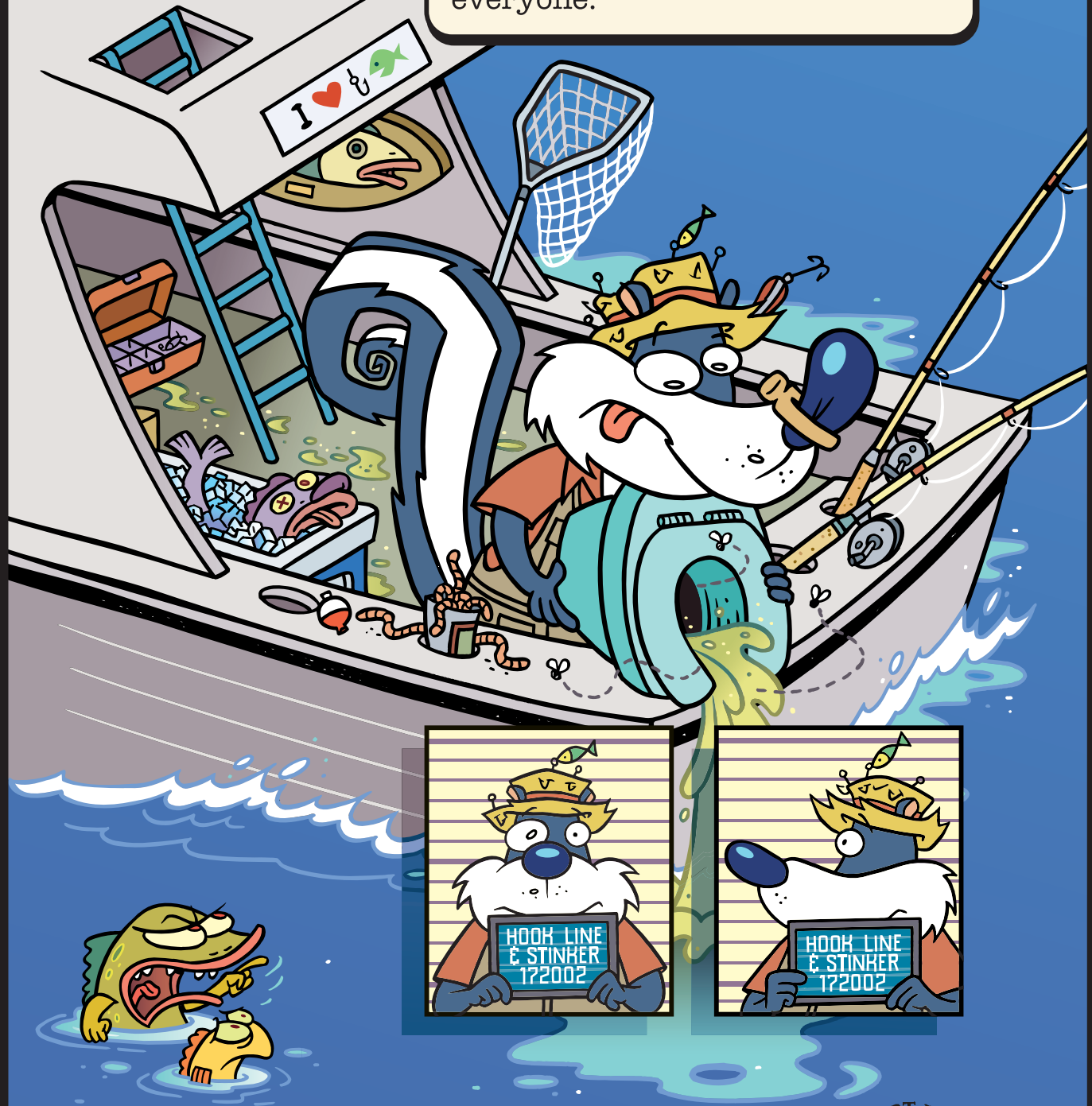
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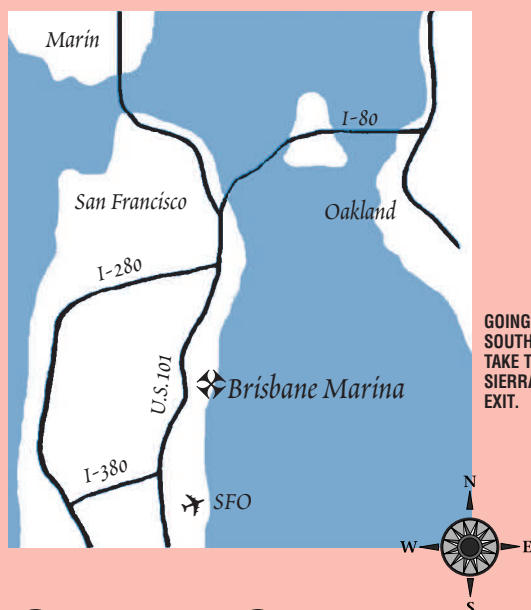
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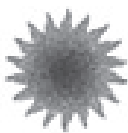
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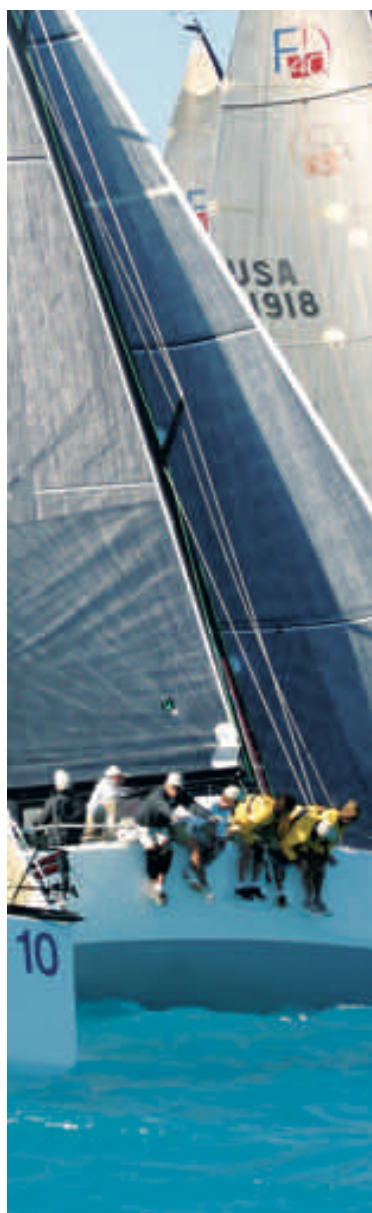
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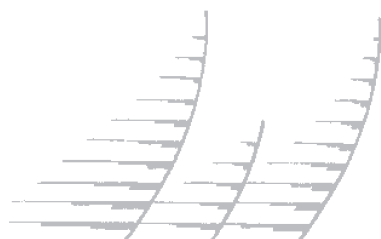
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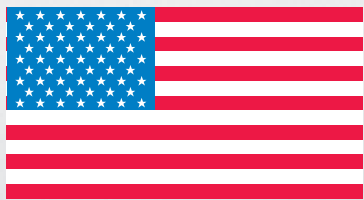
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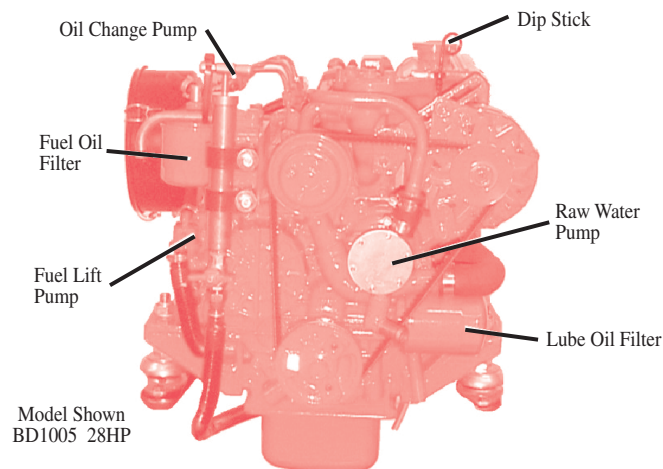
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# SIGN UP FOR THE 2006 RACING SEASON

Entry Form  
next page!

**YRA offers you a choice for racing both on the Bay and local ocean:**

## Handicap Racing: (HDA) Handicap Divisions Association

Bay racing on various courses for boats with PHRF handicap ratings

HDA DIVISIONS are invited to race in the OYRA Crewed Lightship I race on March 25, 2006, for an additional \$5.00 per racer. Entrants are required to note on their season application to the YRA office that you are intending to race in this race and must provide the SIGNED MINIMUM OYRA EQUIPMENT FORM at the time of registration. HDA Fleets registering at least five racers PRIOR TO JANUARY 31, 2006, may request to be scored separately. This is not counted toward your HDA Season scoring and you cannot qualify for the OYRA Season Championship. However, you must register for the Lightship I at the time you register for the season. **An entrant registering after the HDA season entry form has been received by the YRA office will be charged the \$50.00/\$75.00 individual racing fee.**

Divisions are determined by grouping similarly rated boats.

Division assignments are determined from all entries available, approximately two weeks before the Vallejo Race. Early entry is strongly encouraged.

A current NCPHRF certificate is required.

## One Design Class Racing: (ODCA) One Design Class Association

Bay racing for 11 qualifying one design classes

Class membership is required.

The Vallejo Race and the Second-Half Opener are included in the ODCA Season Racing if the individual class has so specified on their race schedule.

If your class is not racing, individual entrants must **register separately and pay the \$75.00 individual racing fee.**

Occasionally an OYRA or HDA race is included at no additional charge if specified by a class.

## Offshore Racing: (OYRA) Offshore Yacht Racing Association

Approx 12 ocean races ranging from 15 to 51 miles in length

PHRO – crewed boats 35 feet and over

MORA – crewed boats under 35 feet

SHS – singlehanded and doublehanded boats

One Design fleets who include ocean courses

A current NCPHRF certificate is required. ALL entries MUST INCLUDE a signed copy of OYRA MINIMUM EQUIPMENT REQUIREMENTS.

(See [www.yra.org/OYRA](http://www.yra.org/OYRA) for forms or call YRA office.)

OYRA DIVISIONS are invited to race in the Vallejo Opener for an additional \$5.00 per racer. Entrants are required to note on their season application to the YRA office that you are intending to race in this race. This is not counted toward your OYRA Season scoring and you cannot qualify for the HDA Season Championship. However, you must register for the **Vallejo Race** at the time you register for the season.

**An entrant registering after the OYRA season entry form has been received by the YRA office will be charged the \$75.00 individual racing fee.**

## Wooden Boats: (WBRA) Wooden Boat Racing Association

Bay racing for Bird Boats, Folkboats, IODs and Knarrs

Class membership required.

The WBRA is a Golden Anchor member in US Sailing and has included US Sailing membership dues in its entry fee.

## GENERAL INFORMATION FOR ALL FLEETS

**THE DEADLINE FOR LIGHTSHIP I RACE ENTRIES WITHOUT LATE FEES** is 5:00 PM, **Monday, March 13, 2006.** Between March 14 and March 20, 2006, a **\$35 late fee** must be included with your entry. From March 21 to March 22, 2006, a **\$75 late fee** is required. After 5:00 PM March 22, 2006, NO ENTRIES WILL BE ACCEPTED.

**THE DEADLINE FOR VALLEJO RACE ENTRIES and HDA SEASON RACERS WITHOUT LATE FEES** is 5:00 PM, **Monday, April 24, 2006.** Between April 25 and May 1, 2006, a **\$35.00 late fee** must be included with your entry. From May 2 to May 3, 2006, a **\$75 late fee** is required. After 5:00 PM May 3, 2006, NO ENTRIES WILL BE ACCEPTED.

Note: **The deadline for all other race registrations is 5:00 PM, the Monday prior to the race.** This means that all entries, fees, and appropriate rating certificates must be at the YRA office, **not in the mail.** No entries will be accepted after 5:00 PM on Wednesday. A \$35.00 late fee must accompany any application received between 5:00 PM on Monday and 5:00 PM on Wednesday. A valid NCPHRF (Northern California Performance Handicap Racing Fleet) certificate **is required** for HDA and OYRA entries. NCPHRF certificates must be on file at the YRA office by 5 PM the Monday prior to the race. The rating fee is \$40 for a new certificate (any certificate not having a previous rating or a certificate that has not been renewed within the last year) and \$30 for a renewal (boats renewing year 2005 certificates).

YRA SSIs, Entry Forms, and NCPHRF Certificate rating applications are available from the YRA office and on the YRA Web site at [www.yra.org](http://www.yra.org). Race Instructions for the 2006 racing season will be posted on the YRA Web site approximately **two weeks** before the first race for each Charter Association. Those individuals needing **MAILED** copies of the Race Instructions must so indicate by filling out the appropriate forms included in the entry package during registration. If all or parts of the SSIs and Race Instruction packet are lost, duplicates are available from the YRA office for \$5.00. There are no refunds.

YRA sailing membership and membership in a YRA member yacht club are required to register a boat for any YRA qualifying race. There is a two-month grace period for yacht club membership.

**Please fill out your entry form completely. Sign, date and return it to the YRA office along with your check payable to the YRA.**

A single check is acceptable for both your PHRF FORM and your ENTRY FORM.



**YACHT RACING ASSOCIATION**  
Bldg. 35S, Fort Mason, San Francisco CA 94123  
Phone - 415-771-9500 e-mail - info@yra.org Fax - 415-276-2378

### YEAR 2006 YRA ENTRY FORM

Please sign  
up early!

YACHT NAME _____	Home _____ Office _____
BOAT TYPE: _____	Fax _____ Email _____
MARINA: _____ Berth _____ Sail # _____	<input type="checkbox"/> YRA Sailing Member Number Year _____ Number _____
Name _____	<input type="checkbox"/> US Sailing Member Number ** _____
Address _____	*Yacht Club: _____ **Required when claiming US Sailing membership
City _____ ST _____ ZIP _____	*YRA Member Club required to race in YRA races
	Skipper's Jacket Size _____

#### YRA of San Francisco Bay Membership:

Sailing Membership (Required to enter any YRA race) \$40.00  Select one  
OR Associate Membership (Non racers, CRO'S AND CRO Candidates) \$15.00

#### YRA SUMMER SERIES

One Design Class Association (ODCA)	\$170	ODCA	<input type="text"/>	<input type="text"/>
Wooden Boat Racing Association (WBRA) (US Sailing Membership fee included)	\$180	WBRA	<input type="text"/>	<input type="text"/>
Handicap Division Association (HDA)	\$170	HDA	<input type="text"/>	<input type="text"/>
Ocean Yacht Racing Association (OYRA) Entry MUST include signed copy of OYRA Minimum Equipment Requirements. See www.yra.org/OYRA or call office for	\$185	OYRA	<input type="text"/>	<input type="text"/>

For OYRA CIRCLE ONE of the following: PHRO-over 34 ft MORA-34 Ft and under SHS-1 or 2 crew

Fleet raced in previous year

**DEADLINE FOR ALL FLEETS SAILING IN LIGHTSHIP I - March 13 W/O LATE FEE of \$35.00/\$75.00 after March 20, 2006.**

HDA racers wishing to race the additional Lightship II race, please check box and add \$5.00.	HDA <input type="checkbox"/>	Lightship I - Mar 25
OYRA racers wishing to race the VALLEJO race please check box and add an additional \$5.00.	OYRA <input type="checkbox"/>	Vallejo Race - May 6/7

NON-US SAILING MEMBERS ADD \$15.00 TO SEASON RACING FEES

SEASON-Non-US SAILING RACERS ONLY

\$15.00

**SINGLE RACES: Not included in Fleet Season Racing = \$50 (\$55 Non US Sailing) Vallejo/2nd Half Opener and Drakes Bay \$75 (\$80 Non US Sailing) NAME AND DATE OF RACE(S) REQUESTED**

\$50- \$55/\$75-\$ 80  
circle one

PHRF RENEWAL	\$30 (RENEWAL OF 2005 CERTIFICATE)	PHRF _____
PHRF NEW	\$40 (NEW PHRF 2006 CERTIFICATE)	PHRF _____

**TOTAL** \_\_\_\_\_

RACE ENTRIES ARE DUE BY 5PM MONDAY PRIOR TO THE RACE. A \$35 late fee must accompany any application received after Monday at 5PM but before 5PM Wednesday preceding the race. The LIGHTSHIP I (3/25/06) AND THE VALLEJO RACE (5-6-7/2006), are exceptions. Late fees begin on 3/13/2006; and 4/24/2006 respectively. Entries received for LIGHTSHIP I after 5:00PM on 3/20/06 incur a \$75.00 late fee. Entries for VALLEJO after 5/2/06 incur a \$75.00 late fee. No Applications will be accepted for any race after 5PM on WEDNESDAY preceding the race. IF YOU ARE A PHRF RACER PLEASE SIGN UP EARLY TO INSURE GOOD DIVISION BREAKS FOR YEAR 2006.

In consideration of being admitted to sailing membership in the Yacht Racing Association of San Francisco Bay (YRA). I agree to abide by "The Racing Rules of Sailing" and the Sailing Instructions of the YRA and the regatta sponsors. I warrant that I will maintain compliance with the YRA Minimum Equipment requirements. I agree to release the officers, agents and employees of the YRA, and its member Associations in any activity to which this entry form applies. I further warrant that I have not relied upon any of the above entities or individuals in preparing my yacht for racing.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Make check payable to: Yacht Racing Association (YRA)

<b>Office use only</b> YRA Member Year/Number <input type="text"/>	PHRF rating <input type="text"/> seconds per mile.	Date PHRF last Issued <input type="text"/>
Check Number _____	Amount PD _____	DATE Received in office _____





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## CALENDAR

### Non-Race

**Jan. 6-14** — Seattle Boat Show — plus the Lake Union Boats Afloat Show — at Qwest Field Event Center and Lake Union's Chandler's Cove. Note that the show dates were moved up one week because of the surprising success of the Seattle Seahawks football team. In fact, the show will close on Friday the 13th — a pretty spooky concept — if the Seahawks have continued success. Visit [www.seattle-boatshow.com](http://www.seattle-boatshow.com).

If all goes well and the Seahawks lose, the Grand Poobah will present Baja Ha-Ha seminars on the 13th and 14th. Check 'Lectronic ([www.latitude38.com](http://www.latitude38.com)) for details.

**Jan. 7** — Emergencies at Sea, the seminar. What do you do if your rudder fails halfway to Hawaii? The Singlehanded Sailing Society will present a seminar to cover just such sticky situations. Be at the Oakland YC — which ironically is situated in Alameda — at 7:30 p.m. The presentation is part of a monthly seminar program that is the educational run-up to June 24's 15th biennial Singlehanded TransPac from San Francisco to Kauai. Contact Ben or Lucie Mewes at (510) 522-2894 or [ssstp06@yahoo.com](mailto:ssstp06@yahoo.com) for details.

**Jan. 10, 11, 17 & 18** — Boat Smart Class, offered by the Marin Power & Sail Squadron, at Kell Educational Center in Novato. Learn everything from Rules of the Road to Using a Marine Radio. No tuition, but text is \$30 and may be shared by two. Classes are 7 to 9 p.m. Call (415) 883-6777.

**Jan. 10, 11, 17 & 18** — The Marin Power & Sail Squadron offers tuition-free, Coast Guard approved Boat Smart classes covering all aspects of boating. Each class is 7 to 9 p.m. The text, which may be shared, costs \$30. The certificate that you'll receive may lower your insurance. Call (415) 559-6270.

**Jan. 12** — Single Sailors Association monthly meeting. Single? Like sailing? Like to meet other singles? This could be for you. The meeting is at the Oakland YC in Alameda and starts at 6:30 p.m. If you can't make this meeting, how about the one on February 6th? For info, visit [www.sail-ssa.org](http://www.sail-ssa.org) or call Commodore Ev Pelton at (510) 273-9763.

**Jan. 14** — It's a full moon. If we're not mistaken, it's the first one of the year.

**Jan. 18** — Back in 1778, Captain James Cook discovers the 'Sandwich Islands'. When he later returns, the Hawaiian natives have him for lunch.

**Jan. 21-22** — In-the-Water Sailboat 'Unshow'. Rather than spend money setting up at a boat show, three of the biggest sailboat dealers in Northern California — Passage Yachts of Pt. Richmond, H&S Yachts of Alameda, and Farallone Yachts of Alameda — are thinking 'outside the tent' by throwing an 'Unshow' at their respective locations on three consecutive weekends. Lines featured include Hunter, Catalina/Morgan, Island Packet, Jeanneau, Sabre, Wauquiez, Beneteau, and Caliber, as well as Mainship powerboats and Swift Trawlers. For info, call Passage at (510) 236-2633; H&S at (510) 521-5544; or Farallone at (510) 523-6730.

**Jan. 24** — Boating Skills and Seamanship course, offered by Coast Guard Auxiliary Flotilla 12. Class meets on Tuesdays from 7:30-9:30 p.m. at the Sausalito Cruising Club. Course fee of \$75 includes textbook, enrollment limited to 20. Contact John Sullivan (415) 924-1842 or Robert Hendry (415) 380-0836 for details.

**Jan. 27-Feb. 5** — Northern California Boat Show at the Alameda County Fairgrounds in Pleasanton. One thousand boats and yachts from 7 to 70 feet, although most of the sailboats are on the smaller end of the spectrum. Call (800) 698-5777 for details and weekday discount tickets.

**Jan. 28-29** — Second weekend of the In-The-Water 'Un-



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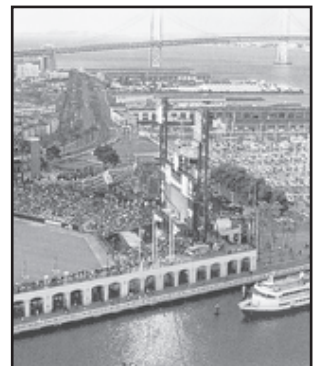
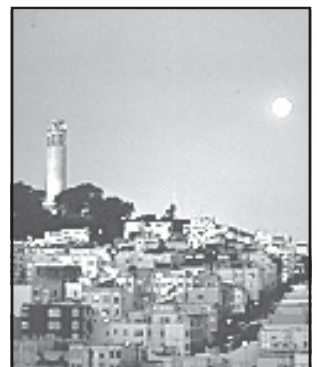
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From its large cockpit and clear coat carbon 4-spoke wheel, to the fine teak joiner work and Ultra-leather or suede upholstery below, or simply by the smooth, graceful way it slides through the water, the new J/124 is every bit a sailing yacht...in the best sense of the word. One that is a joy to sail in all conditions with minimal crew and with rare need to employ the auxiliary diesel engine.

Yet, J/124s focus on shorthanded sailing qualities doesn't preclude many days of offshore coastal sailing. Her balanced dimensions are hallmarks of seaworthiness.

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The high-tech composite hull evolves from Js that have dominated IRC competition in Europe over the past three years. The Hall Spars mast and ACC rudder are carbon fiber. Easiest configuration of all is the optional and removable Hoyt self-tacking jib boom with roller furling jib. If the joy of sailing is a priority...that feel of acceleration and response of a good boat...but you still want to enjoy some overnight comfort on those yacht club cruises, then this is the J for you.

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## CALENDAR

show'. See Jan. 21-22 listing for details.

**Feb. 1** — Singlehanded Sailing Society seminar, 'Emergencies — The Sailor'. Seminar will be at 7:30 p.m. at the Oakland YC, in Alameda, of course, and cover subjects such as how to reef when you're unconscious. Just kidding. For information on other upcoming seminars, email race chairs Ben and Lucie Mewes at [ssstp06@yahoo.com](mailto:ssstp06@yahoo.com) or bother them by phone at (510) 522-2894.

**Feb. 4-5** — In the unlikely event the 'Unshow' dealers have any boats left, they'll hold their 'outside the tent' event one last weekend. See Jan. 21-22 for details.

**Feb. 4** — Visual Distress Signals Demonstration and Clinic. This is hands-on, folks, and the perfect chance for you to shoot off your old flares under the watchful eye of trained experts from the Coast Guard and the Coast Guard Auxiliary. So not only do you get to dispose of out-dated flares, but you get flare education, too. Trust us, you don't want to wait until you're sinking to learn how to shoot off a flare without setting your boat afire. Demo and clinic is from 3 to 6 p.m., no matter if it's sunny, rainy or snowy, at the Cal Sailing Club in Berkeley. Free of charge and open to all. See [www.cal-sailing.org](http://www.cal-sailing.org).

**Feb. 14** — Valentine's Day. Chocolates are old hat and melt all over the place, so surprise the love of your life with a new sailboat — or maybe a charter around Moorea. Contact Cupid for details.

**Feb. 18** — The year is 1846, and the U.S. Navy officially mandates 'port' for left and 'starboard' for right, as the previously accepted 'larboard' and 'starboard' for some reason seemed to cause confusion.

**Mar. 30-Apr. 2** — Banderas Bay Regatta, Banderas Bay, Mexico. This is 'racing' for cruisers, so it's not that other kind of racing. Visit [www.banderasbayregatta.com](http://www.banderasbayregatta.com).

**Apr. 19-23** — Strictly Sail Pacific, Jack London Square, the West Coast's really big all-sailboat show. See [www.strictlysail.com](http://www.strictlysail.com).

### Racing

**Jan. 1** — The Santa Cruz YC has finally figured out their race schedule for the year. Check it out at [www.scyc.org](http://www.scyc.org) and make plans accordingly.

**Jan. 8** — Lake Merritt Midwinter Series date changed to January 15. But BBQ lunch will only be \$5. Call Duncan at (925) 945-6223.

**Jan. 16-20** — 19th Acura Key West Race Week, the best regatta in the country. Info, [www.premiere-racing.com](http://www.premiere-racing.com).

**Jan. 21** — Richmond YC Little Daddy Regatta. Big Daddy isn't until March 11-12. Kers Clausen, (510) 237-1307.

**Jan. 28** — Three-Bridge Fiasco, brought to you by the Singlehanded Sailing Society. The Fiasco is on account of the winds usually being light and variable and the fact that you'll be allowed to do the three bridges — the Bay, Richmond and Golden Gate — in any order you'd like. Excellent event for beginning racers and indecisive sorts. For info, [www.sfbaysss.org](http://www.sfbaysss.org).

**Jan. 29** — Centerboard Series on the Estuary. Encinal YC hosts. Charles Hodgkins, (510) 504-4076.

**Feb. 1, 8, 15 & 22** — Grand Prix Sailing Academy offers its Winner's Circle Series for sailors who want to learn more about racing. It's \$10 a session or \$30 for all four. Sessions held from 6 to 8 p.m. at Golden Gate YC in San Francisco. Email [info@sailorstocrew.com](mailto:info@sailorstocrew.com) or call (415) 546-SAIL.

**Feb. 4** — Singlehanded South Bay Race, Sequoia YC. You learn better and faster with one hand than a whole crew. Using just one hand, dial (650) 361-9472 for information.

**Feb. 11-12** — North U. seminar on Race Tactics and



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Pearson Composites, Sail California San Francisco, Sail Northwest, and Sail California Newport Beach, announce their new partnership to provide total manufacturer support at the local level. Now offering beauty, style, grace and passion designed into superior lines of both power and sail plus support from a new, unbeatable manufacturer/distributor relationship.



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*Over 40 Schumacher-designed Alerion 28s are now sailing the West Coast.*



The exquisite Schumacher-designed Alerion line of performance classics along with the inspired line of True North power boats are now available on the West Coast through a full service distributor network. Pearson Composites, builder of the successful J/Boat line and the leader in composite technology has announced a new relationship to better serve the rapidly growing demand for both lines of modern classics.

"As J/Boat dealers we've worked closely with Pearson Composites for many years, and beyond our confidence in their manufacturing quality and craftsmanship, we've long admired their other quality products", said Pat Nolan of the Sail California San Francisco office. "With the success of both Alerion and True North, we're very happy to have the opportunity to give West Coast owners the benefit of a fully supported network with manufacturer to owner pricing."



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## CALENDAR

Strategy. Details at [www.northu.com](http://www.northu.com) or call 800 347-2457. There is a fee.

**Feb. 21-24** — San Diego-Puerto Vallarta RACE, a 1,000-mile downwind race followed by MEXORC. See [www.sdy.org](http://www.sdy.org) for more.

**Mar. 3, 4, 5** — Heineken Regatta, St. Martin, West Indies. One of the world's great fun regattas — and some of the wildest parties. Ouch, my liver! Visit [www.heinekenregatta.com](http://www.heinekenregatta.com).

**Mar. 13** — Marina del Rey to Guadalupe Island (Mexico) and back — 600-miles — singlehanded and doublehanded race. Perfect for qualifier for Singlehanded TransPac. Sponsored by Pacific Singlehanded Sailing Association of Marina del Rey. Contact Phil Habegger at [phabegger@aol.com](mailto:phabegger@aol.com) or (818) 884-4511.

**Apr. 1** — Sail north, the rush is on! The Bay Area Multihull Association will be sponsoring a Doublehanded Race from San Francisco to Attu Island in the Aleutians and back. Sounds great to us, but if it's cold in Alaska, we're just going to round the Farallones and call it good. See [www.sfbarna.org](http://www.sfbarna.org) for details.

**Jun. 24** — 15th Biennial SSS Singlehanded TransPac. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**Jul. 3-7** — 14th Biennial West Marine Pacific Cup. First day-long race seminar is February 19 at the Berkeley YC. Fee is \$35. Call Mary Lovely at (415) 441-4461 or visit [www.pacificcup.org](http://www.pacificcup.org).

### Midwinter Regattas

**ALAMEDA YC** — Estuary Midwinters: 1/8, 2/12, 3/19. M.L. Higgins, (510) 748-0289.

**BERKELEY YC** — Midwinters: 1/14-15, 2/11-12. Bobbi Tosse, [bobbie@jfcbat.com](mailto:bobbie@jfcbat.com).

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

**CORINTHIAN YC** — Midwinters 2005: 1/21-22, 2/18-19. CYC, (415) 435-4771.

**ENCINAL YC** — Jack Frost Series: 1/21, 2/18, 3/18. Tony Shaffer, (510) 522-3272.

**GOLDEN GATE YC** — Seaweed Soup Series: 1/7, 2/4, 3/4. Gary Salvo, (916) 215-4566.

**LAKE MERRITT SC** — Robinson Memorial Series: 1/8, 2/11, 3/12. Duncan Carter, (925) 945-6223.

**OAKLAND YC** — Sunday Brunch Series: 1/15, 1/29, 2/5, 2/19, 3/5. Ted, (510) 769-1414.

**REGATTA PRO** — One Design Midwinters: 1/14, 2/11. Info, [jzarwell@regattapro.com](mailto:jzarwell@regattapro.com)

**RICHMOND YC** — Small Boat Midwinters: 1/8, 2/5, 3/5. Kers Clausen, (510) 237-1307.

**SANTA CRUZ YC** — Midwinters: 1/21, 2/18, 3/18. SCYC, (831) 425-0690.

**SAUSALITO YC** — Sunday Midwinters: 1/8, 2/5, 3/5. SYC, (415) 332-7400.

**SOUTH BAY YRA** — Midwinters: 1/7, 2/4, 3/4. Jim Benson, [benson95033@hotmail.com](mailto:benson95033@hotmail.com).

**SOUTH BEACH YC** — Island Fever Midwinters: 1/14, 2/11, 3/11. Sherry, (650) 302-1187.

**TIBURON YC** — Midwinters, 1/21, 2/18, 3/18. Ian Matthew, (415) 883-6339.

### Mexico, The Season Ahead

**Feb. 1-5** — Zihua SailFest, Zihuatanejo Mexico. For five days, cruisers and locals gather in perhaps the favorite cruiser's destination in mainland for two reasons: to have fun, and, more importantly, to raise money for the Netzahualcoyotl School for Indigenous Children. These kids, many of whom are orphaned, can't attend Mexican schools until they learn



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### MELGES 24, 1999

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53' J/160, '02, *La Aventura*\* ..... 899,000  
48' One Design 48, '96, *Irene*\*\* ..... New Listing 250,000  
47' J/145, '03, hull #9\*\* ..... 545,000  
47' Wauquiez Centurion, '89, *ATENRA* ..... Reduced 145,000  
46' Elliott Tourer (14m), '97, *Bravado* ..... 375,000  
45' Wauquiez Centurion 45s, *Angelline* ..... Reduced 360,000  
43' Mason ketch, '81, *Tiramisu*\* ..... 112,000  
43' Saga, '02, *Wind Shear*\* ..... Reduced 275,000  
43' Tiara, '00, *Rascal*\* ..... 479,000  
43' C&C Landfall, center cockpit\*\* ..... 129,000  
42' Moody, '01, *Jezebel*\*\* ..... Reduced 275,000  
41' Beneteau 411, '00, *Southern Cross*\* ..... 175,000  
40' J/120, '94, *Valkyrie* ..... 198,000  
40' Cal 40, '66, *Kismet*\*\* ..... New Listing 49,500  
40' Farr, '86, *Rascal*\*\* ..... 149,500  
40' Wildemess 40, '87, *Falcon*\* ..... Reduced 46,000  
40' J/120, '01, *Kookaburra* ..... 249,500  
39' Farr C/R, '96, *Yankee*\*\* ..... New Listing 150,000  
38' Island Packet, '90, *Bella Carlolina* ..... 164,900  
38' Pearson True North 38, '04, *Luau*\* ..... 345,000

37' Pacific Seacraft, '93, *Espirit II*\* ..... 145,000  
36' J/36, '81, *Impetuous*\*\* ..... 55,000  
36' Mumm, '94, *Little Wing* ..... New Listing 49,500  
36' Catalina 36, '02, *Nova* ..... New Listing 120,000  
36' Beneteau 36.7, '02, *Summer & Smoke* ..... Reduced 134,900  
35' J/109, '05 ..... New Listing 245,000  
35' J/109, '03, hull #50, *Hi Jinx*\*\* ..... New Listing 225,000  
35' J/109, '03, *Conundrum*\* ..... 227,000  
35' J/109, '03, hull #44, *Traveller*\*\* ..... 239,000  
35' J/105, '01, hull #403, *Mudlark*\*\* ..... New Listing 125,000  
35' J/105, '00, *Nirvana* ..... SOLD 119,000  
35' J/105, '01 *Trickster*\* ..... 119,000  
35' J/105, '00, *Despicable*\* ..... 118,000  
35' J/105, '00, *Pendragon*\* ..... 127,000  
35' J/105, '02, *Quicksilver*\* ..... 129,700  
35' J/105, '98, *Dulcinea*\*\* ..... SOLD 99,000  
35' J/35, '93, hull #323, *Raptor* ..... SOLD 64,500  
35' J/35, '84, *Uncle Bill*\*\* ..... Reduced 43,000  
35' J/35, '85, *Fast Feather*\*\* ..... 54,900  
35' J/35, '85, *Shaken Not Stirred*\*\* ..... Reduced 45,000  
35' Schock, '85, *Rivalry*\* ..... 34,000  
35' Cal MkII, '80, *Calliope*\*\* ..... 45,500

34' Sabreline Sport Sedan, '01, *Roundabout* ..... Reduced 259,000  
34' Beneteau Oceanis 350, '90, *Alcyone* ..... SOLD 58,500  
34' Ericson, '88, *Annie G*\* ..... 55,000  
33' J/33, '89, *Phase Loc*\*\* ..... 54,500  
33' Aphrodite 101, '78\*\* ..... 25,000  
32' Melges, prototype ..... 95,000  
32' J/32, '02, *Loon*\* ..... 168,000  
32' J/32, '97, *Stringendo*\* ..... 134,000  
30' J/30, '79, *Circe*\*\* ..... 21,000  
30' J/30, '79, *Garuda*\*\* ..... 29,900  
30' J/92, '92, hull #10, *Triple Dog Dare*\* ..... Reduced 53,500  
30' Sabre 30 MkIII, '86, *Tamarin* ..... New Listing 54,500  
29' J/29, '81, *Macs*\* ..... 26,900  
29' J/29, '84, *Zulu*\* ..... 25,000  
24' Melges, '99 ..... 32,000  
22' J/22, *Joy Ride* ..... 12,000

\* Indicates Southern California Boats  
\*\* Indicates Pacific Northwest Boats

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## HA-HA TROPHY WINNERS!



Morgan Out-Island 41 *Bronco*.



As featured on the front cover of *Latitude 38*'s December issue, Nels Torberson's Morgan Out-Island 41 carries a complete UK-Halsey sail inventory. *Bronco* was one of only two boats that completely sailed the most recent Baja Ha-Ha, and he won the Steven Swenson Spirit of the Ha-Ha trophy! In fact, out of six consecutive Ha-Ha's — for a total of 4,500 miles of cruising — the *Bronco* crew has only motored two hours!

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## CALENDAR

to speak Spanish. Last year was the fourth year, and \$30,284 U.S. was raised — thanks in a large part to matching funds raised by the Bellack and Underwood Foundations. See [www.zihuaifest.com](http://www.zihuaifest.com).

**Feb. 27** — Pacific Puddle Jump Party Kick-Off. *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 people who are Puddle Jumping this year. For details, email [andy@latitude38.com](mailto:andy@latitude38.com).

**Mar. 28** — 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 in order to raise money for the schools at the village of Emiliano Zapata in Punta Mita as well as 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. 30-Apr. 2** — The 14th 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.banderasbayregatta.com](http://www.banderasbayregatta.com).

**May 4-7** — 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 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.hiddenportyachtclub.com](http://www.hiddenportyachtclub.com).

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

### January Weekend Currents

date/day	slack	max	slack	max
12/31Sat	0128	0346/0.9E	0546	0929/2.9F
	1159	1500/3.2E	1933	2241/3.7F
1/01Sun	0248	0452/2.2E	0744	1043/2.8F
	1324	1659/5.7E	2056	
1/07Sat	0103	0408/3.0F	0712	1018/3.8E
	1422	1718/2.7F	2018	2239/2.1E
1/08Sun	0200	0503/2.7F	0759	1117/4.1E
	1524	1830/3.0F	2134	2350/1.7E
1/14Sat	0153	0403/1.7E	0704	0954/2.4F
	1237	1602/4.7E	2007	2314/3.5F
1/15Sun	0231	0438/1.8E	0744	1033/2.3F
	1318	1640/4.6E	2043	2347/3.4F
1/21Sat		0243/2.3F	0554	0851/2.2E
	1253	1529/1.7F	1833	2106/2.0E
1/22Sun	0013	0330/2.1F	0633	0944/3.6E
	1355	1637/1.9F	1952	2205/1.6E
1/28Sat	0050	0256/2.1E	0551	0850/2.9F
	1134	1505/5.8E	1902	2207/4.4F
1/29Sun	0132	0344/2.5E	0641	0940/3.2F
	1227	1554/5.9E	1947	2250/4.5F



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## LETTERS

### ↑↓ HIS PUREBRED SANK IN A CLOUD OF BUBBLES

Having read about the troubles boat owners have been having with sea lions in Newport Beach reminded me of Monterey, where they are also a problem.

We'd sailed in to get diesel one time, and had to use a boat pole to encourage one of the creatures that tourists find so charming to get off the dock cleat so we could untie our docklines. I suggested to the dock attendant that he could use a dog to keep the sea lions off the docks.

He told me that the same idea had occurred to him, and he talked to his friend who owned a prized Chesapeake Bay retriever into helping out. Aware of the laws against harassing sea lions, they carefully planned out the experiment so as to use the dog to scare away the seals, but — and this



**Sea lions — they've been a problem everywhere from Newport Beach to Seattle.**

was very important — not create a scene and attract any spectators. The morning of the experiment was clear and calm. Just as they suspected, the prized dog was shaking with enthusiasm when he spotted one monstrous beast spread out, covering the dock. The dog charged down the dock, lunged at the seal and grabbed its blubbery flank. The men had never heard anything like the piercing wail the sea lion emitted.

But before they could pull the dog from its grip on the sea lion, the sea lion dragged the beautifully groomed dog down the dock and jumped into the water. After letting out one last bloodcurdling screech, the seal dove down into the deep — with the prize dog still hanging on!

Incredulous, the owner stood stunned as he watched his very expensive purebred disappear in a cloud of bubbles. For what seemed like an eternity, they stared at the water. By this time they were not alone, as the cries of the sea lion had attracted scores of people lining the upper dock. Finally, the dog popped to the surface, sputtering and coughing. The men dragged her the rest of the way back on the dock.

The dog was so dazed and weak-kneed that she couldn't even shake the water off herself — until another sea lion swam by. Seeing the sea lion, the dog bolted up the ramp and ran toward the parking lot, her tail between her legs, her master in pursuit.

So it was back to the drawing board for the dockmaster. As for mariners, it's back to the boat hook.

Grady Meadows  
Bisbee, Arizona

*Grady — As one writer in the Pacific Northwest noted, sea lions now seem to have the 'upper flipper' when it comes to a comparative legal standing with humans. Of course, sea lions aren't the only animals in that situation.*

*While we were in Mexico in November, a mother turtle came up on the beach in the middle of the night and laid 95 eggs in the sand in front of a completed condo project. When Katie, a young girl living in the complex, discovered the eggs the next morning, she also noticed some nearby workers salivating at the thought of a huevos de tortuga breakfast. So Katie called the local detachment of Mexican Marines, and they, armed*



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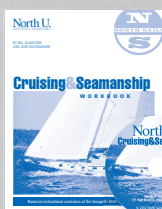


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**Weather** ..... Sat. Mar. 11  
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## LETTERS

with automatic rifles, guarded the eggs until some folks from the local turtle protection agency could pick them up. When the eggs hatched, a third of them were brought back to the same site for 'relaunching'.

We later related the good news to the owner of a beachfront palapa restaurant. He smiled weakly, and said such things are



KATIE MILLESON

**A Mexican marine from the Punta Mita detachment rescues 95 turtle eggs.**

both good news and bad news. Huh? He pointed down the beach, to a palapa restaurant-sized hole in a string of palapa restaurants. "A turtle came up on the beach there one night a few years ago and laid some eggs," he explained. "Because she did, it became an environmentally-protected area, and nothing can be built there. That means the owner of the land is out hundreds of thousands of dollars. As such, when an owner of undeveloped land sees a turtle come ashore, he/she is under tremendous financial pressure to make sure that no eggs are laid on his/her property. So maybe the policy isn't the best solution for the property owners or the turtles."

### ↑↓ MY BOAT HAD THE WORLD'S WORST NAME

I've been a fan of *Latitude* for many years, and am newly back to sailing with a Catalina 30. When I bought the boat, she had the world's worst name. The partners who owned her before me, a couple of attorneys, had christened her *Sueya*. As a non-litigious sort, I'm going to be renaming the vessel. I'm told there is a ceremony/procedure that needs to be followed, and 38 has directions. Can you help?

P.S. I'm rechristening my boat *Rocinante*, after Don Quixote's horse — as well as Steinbeck's camper truck.

John Putt  
Alameda

John — If you look under 'features' at [www.latitude38.com](http://www.latitude38.com) you'll find info on a well-tested denaming ceremony.

That said, we think the only really important thing is that you have a lot of good friends in attendance and that there be lots of laughter. Mocking the solemnity of such occasions, having everyone come in costumes and spilling lots of champagne would all seem to be proper.

We salute you and all other non-litigious sorts. We think you're America's unsung heroes.

### ↑↓ WHAT KIND OF NAME IS PHUCIFINO?

I just had to get my two cent's worth in regarding unusual boat names. Two of my favorites were on boats in Oxnard's Channel Islands Harbor, where I kept my boat while I was waiting for my Santa Cruz slip to open up. There was a beat-up Irwin 42 named *Sailbad the Sinner* — and she looked appropriate for that purpose. Also appropriate was a go-fast Olson 30 named *Hot Rudder Bum*, perfect for this time of year.

Perhaps my favorite is a boat here in Santa Cruz named *Phucifino*, which most people think is a romantic spot in Italy. I



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## What happens next?

Yesterday's light onshore wind built to a moderate sea breeze by mid afternoon. This morning there's a light offshore wind. *How is the breeze likely to develop this afternoon?*

- a) Light sea breeze
- b) Moderate sea breeze
- c) Strong sea breeze
- d) Light offshore breeze

(Are you sure?)

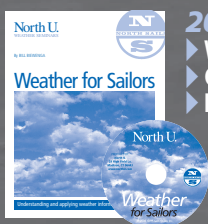


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## LETTERS

still get a chuckle out of it each time I sail out of the harbor.

Van Tunstall  
Windwalker, Islander 28  
Santa Cruz

Van — *If memory serves us correctly, Phucfino really is a lovely small anchorage between San Remo and Portofino, Italy, and was somewhat scandalously named after one of the Four Horsemen of the Apocalypse. But we could be wrong.*

### ↑↓ EXTENDING THE GREEN FLASH — AT SUNRISE, TOO

I would like to add to a recent letter titled *Extending The Green Flash*. The author of the letter said that by slowly rising, one can see the green flash at sunset multiple times. But I'm here to tell you that it will also work in reverse. Yes, the green flash is visible at sunrise as well as sunset, and for the same reason.

Watching a sunrise on a beach on the east side of Molokai, we saw the green flash while standing erect. Then we bent down to waist height and saw it a second time! Then we dropped to our knees and saw it a third time!

A commercial pilot I know says that he does the same thing by either dropping in elevation at sunrise or ascending in elevation at sunset.

Fred Berg  
Ootble, Ingrid 38  
Haleiwa, Hawaii

Fred — *Color us a little skeptical. We've seen single green flashes at sunset plenty of times, but never a green flash at sunrise. And we've looked. We've also never seen multiple green flashes. Has anybody else seen a green flash at sunrise?*

### ↑↓ WHEN IT'S COLDER THAN HELL IN RENO

Although we live in Reno, we've been sailing our boat out of



**When it's cold in Reno, wouldn't you rather be sailing on the relatively temperate Bay?**

Vallejo quite a bit recently. For example, we had a terrific sail two weeks ago. There's something really nice about coming down from the colder-than-hell mountains and getting out on the

Rog Jones  
Reno

Rog — *You seem to have captured the essence of Einstein's General Theory of Relativity in that last sentence.*

### ↑↓ LOOKING GOOD IN AN UNUSUAL SORT OF WAY

The accompanying photograph was taken during our shakedown cruise on the Bay last October. The shakedown was actually of my wife Carly, who is an avowed hater of sailing. She says it's because of the rignmarole of getting ready, and especially the strong wind and cold temperatures. She likes what she calls 'magazine sailing', which is the kind of sailing





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## LETTERS

she sees on charter boats in places closer to the equator.

However, I finally convinced her to take a precious week-long sail and just gunkhole around the Bay. We went from the Vallejo YC to the Marin YC to the San Francisco YC, to the



JACK VETTER & CARLEY HEGLE

*This photo of a boat with a backed jib brings a whole new meaning to the concept of 'lookin' good'.*

Golden Gate YC, to the Ballena Bay YC, to Treasure Island, to Emeryville, and back to Vallejo.

The accompanying photograph is of the best day during a week of many wonderful days. We were southbound at 2.1 knots east of Angel Island. We had the entire Bay to ourselves that morning, and trimming the sails just didn't seem that important.

Boats that are 'looking good' on the Bay are usually hot machines with well-trimmed sails that are heeled way over and have a bone in their teeth. But even though our boat was none of these when the shot was taken, she was indeed, 'looking good' in terms of relaxation.

Jack Vetter & Carly Hegle  
*Tutto Bene*, Beneteau 38s5  
 Vallejo

### ↑↓ SHE WASN'T DESIGNED WITH A SELF-CANTING KEEL

It didn't surprise me that *Sea Ya*, a Newport 30, lost her keel after going aground in shallow water near La Paz. When I worked in a boatyard and hauled a Newport 30, extra support had to be added under the turn of the bilge. If it wasn't, the hull would start deforming, as it would settle and the keel would 'rise' toward the waterline! It seems obvious to me that the hull was too thin in the area of the keel, or perhaps not enough support had been designed into the keel-to-hull web.

I've never sailed on a Newport 30, but friends who own one tell me they can, on certain occasions, actually feel the keel move from side to side.

Rudy Salazar  
 Sausalito

### ↑↓ THE GOOD AND BAD OF LA PAZ' CRUISERS

The 'Lectronic item about the Newport 30 *Sea Ya* being lost in La Paz, and all the wonderful help the owners received from the cruising community there, reminds me of when my Newport 30 *Sambita* was put on the rocks at Puerto Escondido. That was thanks to hurricane *Marty* in the fall of '03. My insurance company ordered us not to touch her until a decision could be made about what to do with her. By the time they finally made a decision, the boat had been totally stripped by thieves. The engine, fuel tank, wires, cables, tubing, drawers, screws — everything but the mast was taken.



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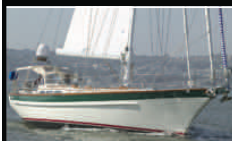
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## LETTERS

My wonderful boat with repairable damage to the hull was reduced to a wreck. The insurance company ultimately sold her for \$300.

Here's the kicker. According to reports from the folks at Puerto Escondido who were trying to protect her, the culprits were members of the cruising community at La Paz! Go figure.

That wasn't the first boat I lost at Puerto Escondido. In the '80s, I bumped into the Wanderer, who had just trailered his Cal 25 *Absquatchalato* from the Bay Area to Puerto Escondido. I helped him launch her. Two days later, I lost my Excaliber 26 *Amity* on the rocks at Little Candeleros. We saw photos of her in *Latitude* the following month.

It's impossible for me to pick three favorite parts of *Latitude*. The magazine is so intelligent, topical, balanced, interesting, practical, useful and fun, that in my opinion it represents a high-water in the publishing industry. And I have non-sailing friends in New York who read *Lectronic Latitude* just for fun! The personal connection between the publisher and *Latitude* is integral and essential, so please don't ever let it slip away.

Lonnie Spencer  
Palo Alto



Lonnie aboard 'Amity' in Puerto Escondido.

*Lonnie — Thanks for the very kind words. You won't believe this, but just the other day we were flipping through some of our 500,000*

*black and white proof sheets — and we came across the photo of you and Amity two days before she went on the rocks. Amazing, no?*



*Two days later she was lost on the rocks.*

### ↑ I DON'T WANT TO EAT BURRITOS EVERY DAY

Recently, a number of people have been writing to say that they've been able to sail quite well on just 'X' dollars a day — by never going to local restaurants, always cooking their own food on their boat, never taking a tour of a city, and so forth.

I'm retired and live on a fixed income, and therefore my funds are limited. However, I don't think I would enjoy a visit to a foreign country if I ate only my own cooking while staying on my own boat. I can't see coming back from some exotic country, having people ask me how the food was, and having to tell them I didn't know because I only ate burritos on the boat. Nor would I like to come back and say I didn't know anything about the interior of the country because I hadn't taken any tours. No, not even though I could also say, "But by golly, our expenses were just \$1/day. Whoopee!"

Chartering from Sunsail and The Moorings, I've been to about a dozen countries, and some of the fondest memories were of eating at a nice restaurant at the end of the day. And,



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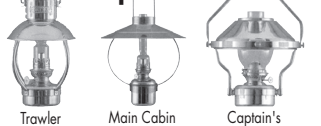
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## LETTERS

again, I'm on a limited budget. Obviously there has to be a balance, but it sometimes seems that there's a competition to see how little one can spend on a vacation. Just another point of view.

Kudos on the brief article about it being legal to motor in Aquatic Park! For many years I heard urban legends about the rules, so long ago I called the Park ranger to get the straight story. Few people would believe me, especially when I turned on our sailboat's motor when getting ready to anchor, or letting it idle in case we had problems with the wind. It's kind of amazing to have read *Latitude* cover-to-cover for decades, and this was the first time someone wrote in about it. Well done!

(Mr.) Leslie D. Waters  
San Jose

Leslie — We don't know anybody who vacations or charters on an ultra-low budget such as a couple of bucks a day — in fact, we don't think it can be done. The folks who have been writing in about sailing so parsimoniously have been cruising. And we believe them when they say their lives have been more interesting for not having a bigger budget. But as much as we enjoy such articles, we realize that most people have to be pretty young to cruise like that, and that type of cruising is certainly not for everyone. Ourselves included.

We're glad you liked the item about the rules about motoring in Aquatic Park, but, for the record, it's actually the second time we've written about it.

### ↑↑NOT ANOTHER CRUISING IN POVERTY STORY!

I am surrounded by poverty. No, not the curious indigenous Kuna Indians of the isolated San Blas Islands who idly paddle by in their dugout canoes. Nor the street-smart adolescents stalking the city corners of San Salvador, hungry, palms up-turned looking for an easy buck. No, I am poverty. At least I have been officially so informed. And the paperwork confirms it. The Winship family is cruising in poverty.

Spring blossoms with renewed life each year, birds return from their long winter migrations, and April 15th — tax day — swings like a relentless pendulum through our lives. It's then time to bare souls and pocket books to the high accountant. So, like a responsible citizen, I have religiously completed our tax forms and sealed them in their dedicated envelopes for posting. Vibrant postage stamps handpicked from Mexico, Guatemala and Costa Rica adorned over half of the entire face of those drab casings.

Admittedly, those packets contained pretty slim pickings. Having been cruising on our little catamaran for the past five years throughout the southwestern Caribbean, we have been gratefully unemployed. No nine to five. No two-hour commutes on the train. No paychecks, either.

All right, I'd better confess right now to a single lapse of forms-manship. After a few years of double goose eggs on my W-4, filling in line 12 with a big fat nada, I figured there wasn't any point. I'd made no wages, and my interest income from my buddies at Wells Fargo and Chase Manhattan were laughably below the reporting limit. So it seemed that I was wasting my time filling in the little shaded boxes when the last line always rounded to zero. Nothing owed, nothing to be refunded. Even the handy booklet said that if I earned below the set poverty level, I didn't have to file income taxes. So that one year, I balled up all the tax papers and sent them to the circular file. Rather than use the envelope and stamp to send the useless forms to the I.R.S., I saved them for a letter to my mom. I felt rejuvenated.



# 2006 Resolutions:

- ☒ Go Faster
- ☒ Re-tune Rig
- ☒ Check over sails
- ☒ Order new sails early
- ☒ Call Quantum !!!



Photo by: Andrew Simms



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## LETTERS

It took the bureaucratic grind mill about eight months to determine that I was AWOL. They were missing my measly 1040 form in what must have been a Mt. Everest of paperwork, and they knew it. It's kind of impressive. Soon the manhunt was on.

A businesslike form letter was churned out and directed to my mailing address, 3,000 miles from my actual hideout. The purpose of the letter was to enlighten me of a possible oversight on my part — and a chance to make amends and be friends once again. "Failure to file by February 7th" — already three weeks past — "would lead to severe penalties, interest on back taxes, and confiscation of personal property." They made no mention of blood yet.

I responded within three months of the postmarked date — mail moves a bit slower here in paradise — that according to their printed instructions, I didn't need to file due to my diminutive income level. Through a volley of correspondence they concluded that this was true. However, I would first have to verify that I hadn't generated income above the specified limit. In order to provide evidence of this, I would have to file the income tax forms in question — thereby establishing that I hadn't had to file what I'd just filed. These are people you don't want to mess with.

I resurrected the necessary forms and sent them into the black hole of the I.R.S., postmarked from Panama. I hope someone there is saving the ornate postage stamps depicting the anniversary of the Canal. I was granted a silent reprieve, as the I.R.S. stopped sending threatening letters to abduct my firstborn. I was free once again. Impoverished, but free.

The stigma of poverty hasn't sunk in on our two children yet. But how will I explain to them that living on our sailboat isn't the rich life we have taken it for? Or that we're still able to enjoy lobster twice a week? How do they feel about the fact that dad doesn't work and mom doesn't work? Hell, nobody around us works! They are retired doctors, nurses, firemen, policemen, engineers and entrepreneurs — all unemployed. Some are young couples or families taking time to explore the world, spending time together — all unemployed. Fine role models I have surrounded my young family with! Luckily, we are just beyond the reach of Child Protection Services.

Having learned my lesson, I will never forgo completing my tax forms with the column of zeros it so richly deserves. Don't tell anybody, but this poverty thing ain't so bad. I might even file early this year.

Bruce Winship  
Chewbacca, Crowther 33 cat  
On The Lam Somewhere In Panama

### ↑↓ \$50,000 BOATS

If you had \$50,000 to spend on a bluewater cruiser, what boat would you buy?

Steve Morris  
Planet Earth

Steve — We have no idea. To a large extent it would depend on what boats were available and at what price. But we can assure you, there are many fine cruising boats out there in the \$50,000 range.

You also need to remember that what might be a great boat for us might be the wrong boat for you. For example, at 6'4", one of our priorities would be a boat with more than average headroom, whereas if we were shorter, it wouldn't. In addition, we have a greater preference for performance than comfort, and it might be the opposite for you. Similarly, we don't like to do boat maintenance, so we'd look for a very simple boat. You, on

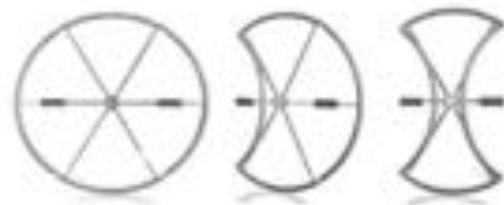


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## LETTERS

*the other hand, might love gear and upkeep. The most important thing is to buy a boat that suits your needs and desires, and always go with quality.*

### ↑↓ **THINKING ABOUT GOING OVER TO THE DARK SIDE**

I'm considering switching from a monohull to a catamaran and would appreciate your advice. I own a 42-ft cutter that I sailed around Mexico for a couple years, and we sailed her from Puerto Vallarta to Kona this summer. But now I plan to be in Polynesia for a while, and could use a little more speed for the long distances, a little more room for comfort, and something a bit more user-friendly for the girls.

My concern is the relative difficulty of finding a space to leave a boat that's more than 20 feet wide for a couple of months at a time while I return to the States—which is how I cruise. Do you find this a problem with your boat? Would it be a major concern in Polynesia?

Mark Brewer  
San Francisco

Mark — Our experience has been that something always works out. It's never been a problem for us in Mexico or the Caribbean because there are so many places to anchor there. If we needed to return home, we'd just have somebody boat-sit. Given the spaciousness and comfort of a cat, there's rarely a problem finding qualified volunteers.

When writing about cats in a December letter, Randy Sparks reported that the owner of the 47-ft cat Delphinus, which he cruised aboard, didn't even have problems finding berths in Central America and the Caribbean—not that they wanted them very often.

If there's a problem with finding space to leave cats in Polynesia, we've not heard about it, but some readers might have better information.

### ↑↓ **TAKING A BOAT NORTH FROM SAN FRANCISCO**

A reader wrote in asking about rounding Cape Mendocino. I did it about a dozen times last year on various deliveries, all but two of them going north. Part of the reason it's difficult is that you have to go so far west to avoid Blunts Reef. That buoy is about five miles offshore.

Here are some tips I learned on my trips that might help others:

1) Don and Reanne Douglass' *Exploring the Pacific Coast* by Fine Edge Publishing is the best text on the coast.

2) Weather north of Cape Mendocino is substantially different from that found south of the Cape. It can literally be blowing 40 knots south of Cape Mendocino, and only 15 knots north of Eureka.

3) Call the National Weather Service in Eureka with any weather questions. They're open 24 hours a day and are always happy to hear from folks who are out there on the water. Their number is (707) 443-6484.

4) Dial-a-buoy is also very helpful, with near real-time weather updates. You have to know the five digit buoy number. For example, 46213 is Cape Mendocino, and 46026 is San Francisco.

5) For some reason the Scripps Institute of Oceanography in San Diego put a weather buoy off Mendocino last year. See: <http://facs.scripps.edu/surf/mendocino.html>.

6) Cape Mendocino is 50 miles north of Fort Bragg. If you run into rough weather just before the cape, you can anchor in Shelter Cove, which is about 15 miles to the south, without having to backtrack. Shelter Cove is an open roadstead anchorage and can be rolly, but it's sheltered from prevailing



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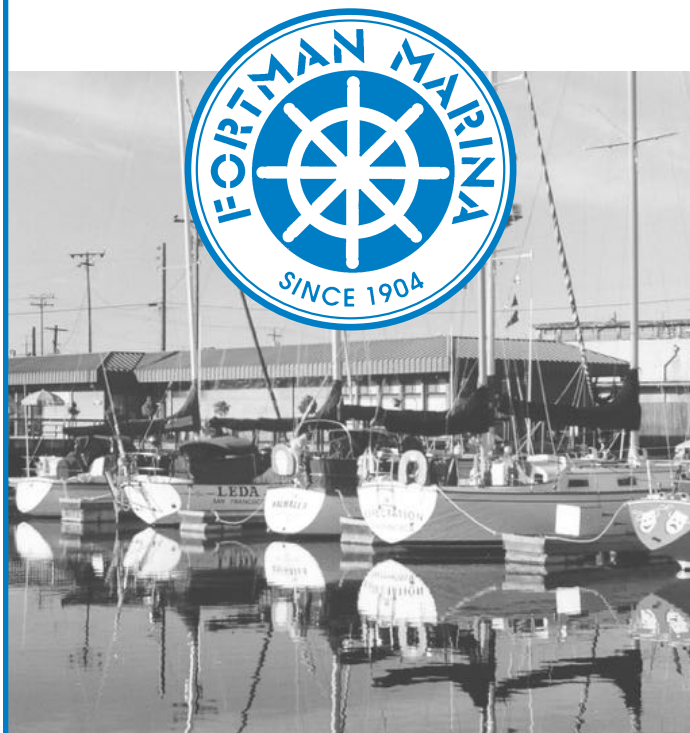
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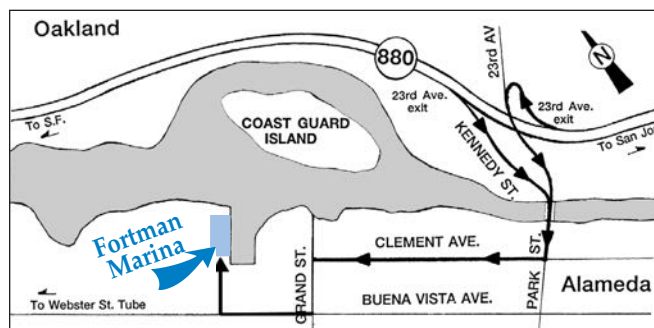
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## LETTERS

northerly winds.

Finally, look for an article in the November issue of *Power Cruising Magazine* (sister publication to *Cruising World*) on Fort Bragg. Lying 125 miles north of the Golden Gate, Fort Bragg makes for a great sea trial destination for folks thinking about serious cruising.

Peter Pisciotta  
SeaSkills  
San Francisco

### ↑↓ HOW TO CRUISE ABOARD A 27-FOOTER

In the December issue, veteran cruisers Randy and Lourae Kenoffel of the Beneteau 500 *Pizzaz* offered the following advice to new cruising couples: "We don't care how long you've been married, when you live together 24/7 in a relatively small space, the changes are huge. It's almost like starting a new relationship, as there are so many new things that you'll learn about each other."

Their comments were right on target.

However, we don't think they really know what living together 24/7 in a relatively small space is really like, as they have a 50-footer for the two of them. They should try a Nor'Sea 27 with eight feet of beam. Having been married for 49+ years, the two of us spent two years cruising *Sunchaser II*, our Nor'Sea 27, in Mexico for two years. Countless people asked us how we managed it. We told them that we loved what we were doing and we loved the person we were doing it with.

Our 'togetherness period' was from '95 to '97, after which we sold her. We also sailed *Sunchaser III*, a Golden Hind 31, in the Millennium Ha-Ha. We've since sold that boat, but are now back on the water with our recently purchased aft-cockpit Nor'Sea 27. We will be sailing north next May to Long Island Sound from Annapolis, Maryland.

Together again 24/7 — we can't wait.

Jerry & Jan Tankersley  
Compromise, Nor'Sea 27  
Aiken, South Carolina

### ↑↓ A CORRECTION AND SOME COMMENTS

We came to San Carlos from Mulege in June intending to spend three days here. We've been here for five months. But with winter coming on, we're heading south where it's warmer. But we really like the area.

I just finished reading the *Emerald Jane* article about the Lagoon 55 that was lost in French Polynesia. I have a correction and some thoughts.

You had a chartlet of the wrong Manuae Atoll accompanying the article. There are two Manuae Atolls in the South Pacific, one in the French Iles Sous Le Vent group, and one in the Hervey Group in the Cook Islands. You incorrectly showed the latter. The atoll that *Emerald Jane* ran into is roughly circular, seven miles across, and has no pass going into it — which is why very few cruisers stop there. We spent several very pleasant weeks at Mopelia (Maupihaa), which is 43 miles to the southeast of Manuae and has a pass. This is where the famous German World War I raider *Sea Adler* was lost.

Not to throw stones, but my thoughts are that this very experienced captain was negligent in not keeping a good watch in a very dangerous situation. You carefully explained that he had already experienced GPS to chart errors of six miles — we've seen even eight-mile errors in some islands of Papua New Guinea — that it was dark, and that they knew they were not safely past the reefs of Manuae. Yet both the





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## LETTERS

skipper and his wife were below when they hit the reef. I don't see how they can be "still mystified" about what went wrong. They weren't watching.

As to the comments about being sent north by currents, their GPS would easily provide them with a cross-track error that would have allowed them to clearly see any northward drift. Their radar was on. In our experience, radar will normally show a reef a mile or two — or even more — away. They had all the tools and six pairs of eyeballs. They just didn't have enough prudence.

I'm sorry that the family on *Emerald Jane* had such a rotten experience. I'm also sorry that their boat was fully insured. Maybe if they had a half million riding on the come line, they would have paid more attention. I sometimes think that insurance leads to reduced diligence.

Their story reminds me of another yacht that was lost in 1992 in this area. *Rabba Abba* left Tahiti for Pago Pago, and ran into the only bit of hard stuff on their rhumb line — little Rose Island, to the southeast of American Samoa. They set off their 406 EPIRB and were picked up the next day. When we next saw them, they were in New Zealand looking to buy a new boat with their insurance money.

We took our two kids out of high school and sailed the Pacific for four years, coming back to the West Coast via Hong Kong, Japan and the Aleutians. It was a wonderful experience. It's really unfortunate that the four kids on *Emerald Jane* had the unfortunate experience that they did.

Jeff & Freda Thompson

Victoria

San Carlos Bay, Mexico

*Jeff and Freda — We think your comments about John Silverwood, owner/skipper of Emerald Jane, are too harsh and verge on being unnecessarily personal. After all, not only was the Silverwood family's boat destroyed, John lost his leg! Given the fact that he's reminded of what happened nearly every hour of every day, we don't see the need to pile on.*

*We agree that the cause of the accident was almost surely some combination of collective operator error and lack of vigilance. But for God's sake, people are human and make mistakes. In some cases the mistakes are small and relatively harmless — such as our publishing a chartlet of the wrong Manuae Atoll. And sometimes the mistakes are much greater, such as driving a boat onto a reef. And sometimes they are really horrific, such as when a bus driver or pilot makes an error that claims scores if not hundreds of innocent lives.*

*The loss of the Emerald Jane was not horrific, but reinforced the necessity of careful navigation, suspicion of GPS units corresponding with the charts, and the need for constant vigilance. We're just sorry that the lesson had to come at such a great cost to the Silverwood family, and John in particular. Frankly, we don't understand why you're not a little more sympathetic to the family, and it's baffling to us that you would regret they had insurance to cover their loss. After all, it's absurd to think that the Silverwoods might have navigated less carefully that fateful evening because they had coverage.*

#### ↑↓ IT WASN'T AS ADVERTISED

We're writing about the failure of Dockwise Yacht Transport to honor their advertised promises of "customary and reasonable" delivery of vessels under their contract, and wish that other cruisers be fully aware of the risk.

My wife and I have been cruising from California to Panama for over two years, and have never experienced the kind of frustration which we had in dealing with this company. Their





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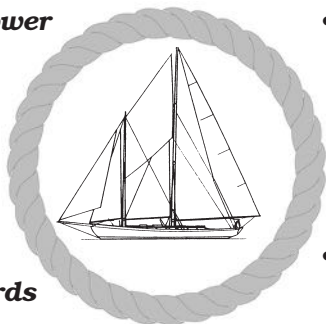
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## LETTERS

ship, *Dock Express 12*, was originally scheduled to be in Golfito, Costa Rica, on/or about October 22nd. After numerous date changes, it was rescheduled to finally arrive on/about November 25 to 27th. Because of this extreme lateness in shipping, about six boats here have encountered additional expenses for moorage fees, the hiring of persons to load boats on DYT because the owners had to return to the States for personal and business commitments, and penalties for having to change the dates of airline tickets.

After collecting from \$15,000 to \$31,000 in shipping fees from the owners of these boats, no discount from the prepaid fees was offered by Dockwise Yacht Transport to aid in offsetting the additional expenses. There was some talk that the ship was late because of an equipment failure the company hadn't responded to in a timely fashion. This seems to have been exacerbated by the fact that the company apparently found an opportunity to load later scheduled vessels on the same ship, thus affording them additional profit from their original schedule.

One professional skipper has been waiting in Golfito for delivery of a boat loaded on Dockwise in St. Thomas 2.5 months before! And yes, hurricane *Wilma* hit Florida, but we're aware that the ship should have left the port in Florida at least five days before the hurricane even got that close.

Perhaps not all persons who have had their boats shipped with Dockwise have experienced such an extreme case of inefficiency, but it has been common for Dockwise to be from four to 10 days late on their schedules.

I submit this information so others may be aware of these problems, and also to protest the total lack of concern Dockwise has shown to customers who have suffered from such situations. As the result of this extreme and inexcusable delay of approximately four weeks, my wife and I had no choice but to return to the United States prior to the actual arrival of the DYT ship. Obviously, we had to hire a person to load our boat/home on the Dockwise ship — whenever it does arrive.

Please withhold my name as there may be pending legal action.

Name Withheld  
California

Name Withheld — While we're sympathetic to your dissatisfaction with Dockwise, it's tempered by the fact that the company clearly issued the following warning in their scheduling section: "All dates are approximate dates and without guarantee. Accordingly, any damage, delay and/or additional cost such as, but not limited to, cost made in relation to travel arrangements and berth arrangements, shall not be reimbursed."

You might have an uphill battle overcoming that stipulation in court.

However, we do know that a couple of years ago some U.S. boat owners in Australia felt they really got screwed by Dockwise. According to them, they paid to have Dockwise ship their boats back to the States. But when Dockwise managed to fill their ship in New Zealand first, they left the boat owners in Australia high and dry. These customers weren't very happy, as their rather substantial plans had been destroyed, and they incurred significant expenses. Nonetheless, some of them still shipped their boats home on Dockwise many months later.

### ↑↓ A SUMMER PREVIEW FOR THE HA-HA?

How about a Northern California summer get-together for those of us who are planning on doing this year's Ha-Ha? It



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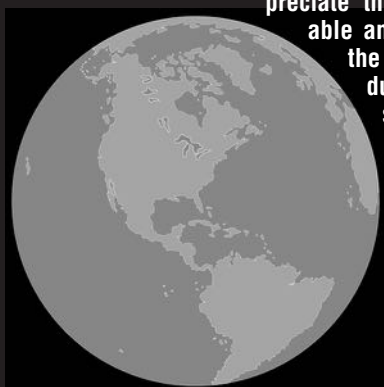
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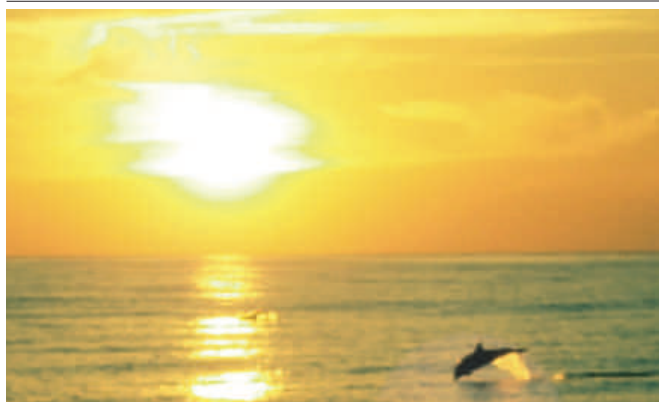
## LETTERS

could be somewhere in the Bay or up the Delta. It would give all of us a chance to meet others who will be sailing down the coast, compare schedules, and share tips and cruising ideas. A few of us from the Sacramento area already get together from time to time and talk about stuff. I'm sure this will continue — and possibly expand a bit as we bump into more folks who are planning on doing the Ha-Ha.

I crewed aboard *Bright Angel* in 2003, and *Jellybean* in 2004.

Pat McIntosh  
Hunter 430, *Espiritu*  
Sacramento

Pat — If enough potential Ha-Ha participants are interested, we could hold a Ha-Ha Preview here in Northern California. It would be similar to the Second Annual Ha-Ha Preview and



ROD LAMBERT

A photo such as this, shot by Rod Lambert of 'Flyer' during Leg One of last year's Ha-Ha, might inspire those attending a Ha-Ha preview to sign up for 'Lucky 13'.

Potluck we'll be holding the evening of August 12 at the bandstand at Two Harbors, Catalina. So if anyone is interested, or has a great idea about where to hold such a function in the Bay Area, let us know.

### ↑↓ CLEARING PROBLEMS ON CARIB SIDE OF MEXICO

In response to your request for any information on clearing procedures that seem to contradict Mexico's new *Ventanilla Unica* process, we'd like to report what we experienced on the Caribbean side.

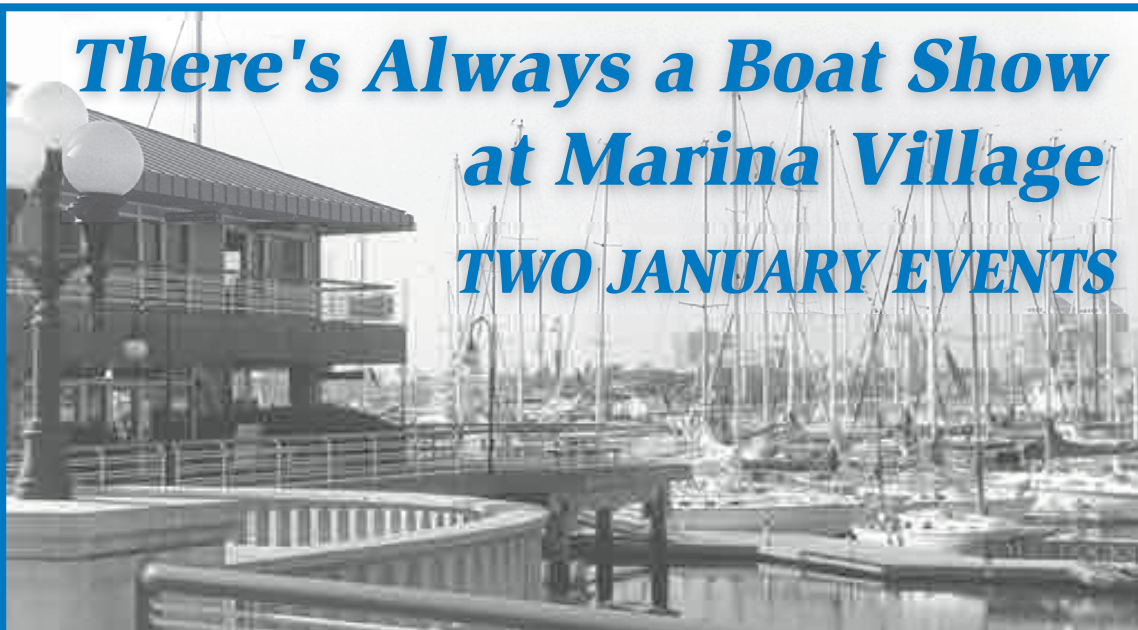
We arrived at Isla Mujeres from Honduras in November of 2005, and were informed that we must use an agent. He charged us \$75 — in addition to the normal fees for tourist cards and the port captain, which have to be paid at the bank rather than the *Ventanilla Unica*, in what was supposed to be one-stop fashion. This was just for the check-in.

The checkout involved another \$75 for the required agent plus another fee for the port captain. I tried to do my own checkout, but the port captain informed me that it was the law that I had to use an agent for the process of checking in and out. When I told him that I understood that this was no longer the case, he told me I would have to go to Cancun, a half-hour ferry ride, to make my payment to the bank there. At that point I gave in and went with the agent.

Another boat we were traveling with checked in at El Cid Marina south of Cancun, and had to pay \$150 U.S. to an agent to check in and out there. This fee was negotiated down from \$190. Then they had to pay the fees at Isla Mujeres, a few miles to the north, all over again.

It certainly seems that clearing is being done differently





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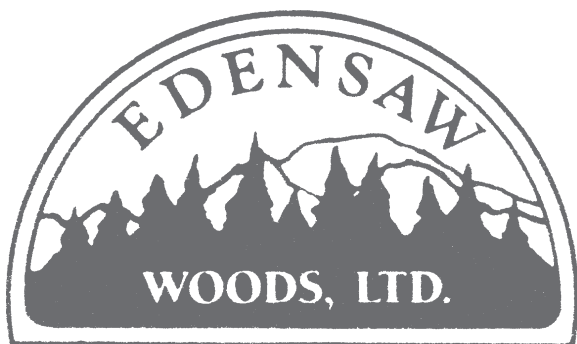
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## LETTERS

on the Caribbean coast of Mexico than on the Pacific Coast.

Bill & Cynthia Noonan  
Crème Brûlée, Island Packet 380  
Half Moon Bay

Bill and Cynthia — We can't be positive, but it sure smells like corruption to us.

You might recall there was a big meeting in Mexico City on April 25 & 26 of last year, during which Jose Lozano, Executive Director of the Merchant Marine and head of all port captains in Mexico, reiterated the details of Reglamento 69, which

is what changed the 'domestic clearing' procedures. (Ventanilla Unica is merely a term that refers to all official offices needed for clearing being re-located in one building — such as happened in Ensenada.) Later on, Lozano confirmed that no mariners could be required to use an agent, not even if they were clearing into Mexico for the first time. In addition, Lozano said he wanted to be informed if any port captains were not in compliance with the new rules and regulations.

Further suggesting that you cruisers on the Caribbean coast of Mexico have

Linh and Teal dance on the 'roof' of their Williams 41 trimaran 'Savannah' to celebrate all the time and money they are saving with the new and less onerous domestic clearing procedure. Funny, it almost looks like Teal has more rhythm than his wife Linh.

been getting the shaft is the fact that we haven't heard of any cruisers on the Pacific Coast of Mexico who have been compelled to hire an agent. And believe us, veteran cruisers on the Pacific Coast are ecstatic that they no longer have to do that — or go through the old clearing song and dance, handing out big wads of money as they go. See the photo of Teal and Linh Goben dancing on the 'roof' of their Williams 41 trimaran Savannah? They are doing that because they figure the new clearing regulations will save them over \$1,000 in fees this year, as compared with last year.

As for the boat that had to pay at both El Cid and at Isla Mujeres, unless there is some misinformation, that's outrageous. But it doesn't entirely surprise us, as Lupe Dipp, the Mexican owner of the Catana 47 Moon And The Stars, said the people at Isla Mujeres tried to screw her out of money, too. She threw a fit.

In any event, we've reported both problems to Tere Grossman of the Mexican Marina Owner's Association, and hope she can get some action from Lozano in Mexico City. You can reach her directly at [grossman@marinasancarlos.com](mailto:grossman@marinasancarlos.com). You can help everyone by fighting what certainly appears to be corruption.

#### ↑↓ **MORE CORRUPTION, BUT THIS TIME AT LATITUDE**

Thanks for the opportunity to voice my opinion about Latitude 38 — which is that I love it! Please keep up your influence as a P.B.I. — Professional Bad Influence. I started reading my dad's copies of *Latitude* when I was about 12 years



LATITUDE / RICHARD



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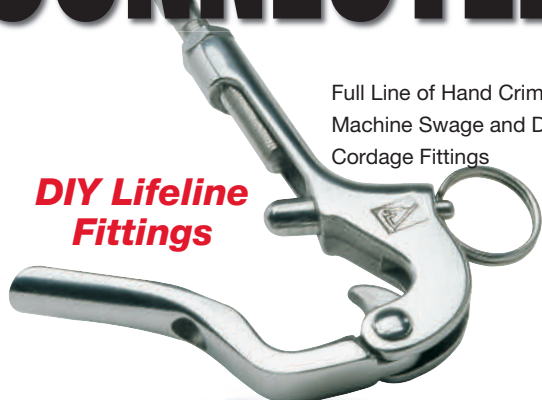


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## LETTERS

of age, and now look what's happened to me! I'm 36 and still look forward to each issue. In addition, my wife and I have had our 1967 Islander 37 *Adelante* on the hard at Napa Valley Marina for six months doing a major refit. We're looking forward to splashing her in the spring and returning to our home port of Loch Lomond. In a few years, we're hoping to escape Telecom Valley by sailing south for a few years. So maybe we'll see you all in Cabo or Z-town. But thanks for the corrupting influence.

John, JoAnn & Donnie Bamberg  
*Adelante*, Islander 37  
Loch Lomond, San Rafael

#### ↑↓WHO WAS THE GUY WHO TOOK MY PHOTO?

Here's my two cent's worth on *Latitude*. I read your rag cover to cover — with the exception of the charter section. I go to the *Classy Classifieds* first, starting with used equipment, dinks, multihulls, and then randomly go through the rest. Next I go to *Calendar*, then progressively continue front to back.

When I'm done, I start all over again, this time to look at the display ads. My favorite is KKMI and their 'Herb Crane' column. I've hauled my Islander 37 at KKMI three times on the basis of their ad in *Latitude*. By the way, I bought my boat through the *Classy Classifieds*, too.

But I'm dying to know who Max Ebb is. While at an Encinal YC marine swap meet a few years ago, I looked up and saw someone photographing the meet from a staircase. Imagine my surprise when I opened *Latitude* the next month to see my mug staring into the lens of the camera in Max's article on marine swap meets! But to save my life I couldn't remember what the guy who took my picture looked like!

My hat is off to your incredibly hard-working staff. There isn't an American glossy subscription rag that can fill your sea boots!

Steve Knight  
*Wandering Star*  
San Francisco

Steve — Thanks for all the kind words. We found it interesting that some of the respondents to our survey — which was posted on 'Electronic Latitude' — listed the display ads as among their three favorite parts of *Latitude*.

Since the beginning our arrangement with Max Ebb has been that he need not reveal his identity. So we have no idea who he is.

#### ↑↓INTERESTING ENOUGH TO ENGAGE MY TEENAGERS

I gotta say that the *Latitude* interviews are the best damn articles I have ever read in any of the seven sailing magazines I have subscribed to. They are so good that I read them to my whole family, and they are interesting enough to actually engage my teenagers.

Keith Cress  
Cyberspace

Keith — Thanks for the kind words. Until the recent survey, we hadn't realized how much readers enjoyed the interviews. Now knowing better, we're going to have one almost every month.

#### ↑↓REGARDING PRUDES, YOU'VE GOT IT BACKWARDS

Thanks for allowing me to respond to your reader survey about my most and least favorite parts of *Latitude*. You also invited comments. My comment is that you seem to be get-



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## LETTERS

ting more conservative in your old age. The fun-time coverage of parties and cruises where folks get loose seems to have dropped off in recent years. You're not getting prudish, are you?

A friend of mine who knows you says that you caught so much crap about showing a breast or butt in the magazine that you've backed off. It's a shame if you did, because that's part of the fun of having a sailboat — especially up in the Delta where we sail.

Keep up the good work — but continue to have fun. We do, aboard *Mermaid Hunter*, our Hunter 37 cutter.

Dave Wilson  
*Mermaid Hunter*, Hunter 37  
Sacramento

Dave — It seems to us that our readership has become more conservative with age. In the early years, we got quite a few photos of women who happily went topless while sailing, and we published them. In recent years we've published fewer such photos — but only because you readers haven't been sending them in. What's the problem?

Fortunately, there's an easy way for us to prove we're not afraid to publish such photos. You send us a nice shot of your topless crew having fun in the Delta, and we guarantee we'll publish it. Now don't chicken out on us, because we're not going to chicken out on you.

Of course, we could always just grab a couple of floozies from a bar who don't know a windlass from a windvane, plop them on the bow of a boat tied to a dock, and call it a cover. On second thought, we couldn't do it, that kind of stuff is just too lame for our taste.

#### ↑↓SINCE YOU ASKED . . .

My favorites are *Changes in Latitudes*, *Letters*, and responses to the *Letters*. But over all, I think you folks are just having way too much fun! The firsthand people stories are just the best.

I always take a fistful of *Latitudes* with me when I travel down to Baja's Bahia Concepcion, which I do two or three times a year by truck. As you're well aware, when I pass them out, the cruisers light up like a donkey in an apple orchard. I've even been known to accept an ice cold Pacifico *cerveza* in appreciation for such deeds!

Say, maybe the 'best/strangest thing' you've ever been offered for a *Latitude* in a foreign port should be the subject of another poll.

Ray Cellar  
*Trickle Charge*, Marine Trader 40  
Hove To near Light 19 On the San Joaquin River near  
Stockton

#### ↑↓TAKE ME TO THE RIVER, UP THE NAPA RIVER

I read *Latitude* cover to cover and it's fabulous the way it is. So don't change a thing. I even read the display and *Classy Classifieds* — even though I'm not in the market for a boat right now.

Thank you for the article last year on cruising to Napa over the Fourth of July. I did it for the first time last year and found it to be a very pleasant change of pace. I was even able to sail much of the way back down the river. Now I just need to perfect my bow and stern anchoring technique, and to remember not to leave Vallejo on the way back with a new moon and 25 knots blowing against a maximum ebb. San Pablo Bay can be quite a washing machine for my little boat!

Question: Does any other boat owned by the publisher of



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An even more entertaining story for us was the 2005 Marion-Bermuda Race. We crossed the starting line knowing that our autopilot was on the blink (again), and felt very comfortable relying on Monty once more. I would estimate that over the four-plus days it took us to get to Bermuda, our Monitor windvane handled the steering duties about 80% of the time. We have consistently found that a Monitor can steer a truer course in difficult seas and shifting winds than any helmsperson. I guess the best proof of this was our fourth place finish out of 70 boats (and we were only 13 minutes out of second!). Above you can see a picture of the entire crew. Monty is the one with the wool hat! I'm in the middle holding Monty. You'll have to guess which one is Gail.

Roy Greenwald  
Valiant 42, *Cordelia*

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## LETTERS

a sailing magazine get more miles put under her hull, year in and year out, than *Profligate*?

Dave Biggs  
Runnin Late, Cal 35  
Coyote Point Marina, San Mateo

Dave — Thanks for the kind words. Publishers of sailing magazines are often more into business than sailing, so we don't think any of their boats come close to the number of miles we put on *Profligate* each year.

When it comes to editors, Andrew Bray of *Yachting World* in England has probably done the most sailing on his own boats. Beginning way back in the '60s, he's done singlehanded and doublehanded races across the Atlantic and to the Azores, around Britain and Ireland races, and many other significant passages.

It just so happened both Bray and we did the '95 Atlantic Rally For Cruisers on our own boats. At the time, he had some kind of 39-footer and we had our Ocean 71 Big O. After the ARC, we both decided to build new boats — and they couldn't be more different. A sensible Brit, Bray had Rod Humphries design him a 42-ft fast cruiser named *Firefly*. We're sure he spent endless hours going over every detail of the boat — only to have the boat's only head turn out so small that it could only be used as a wet locker! He grieved over that and other custom boatbuilding problems in print. We, on the other hand, being typically much less sensible Americans, built the colossal 63-ft catamaran *Profligate*, the antithesis of *Firefly*. As different as our boats are, we and Bray did share a common belief — electric halyard winches are wonderful!

Since *Firefly*'s launch, Bray has sailed across the Atlantic twice, has had his boat in the Caribbean for two seasons, and at last word keeps her on England's South Coast. *Profligate* has made eight trips to Mexico and back, one to the Caribbean and back, and is sailed relentlessly in California during the summer. While we're certain Bray doesn't get to sail his monohull as much as we do our cat, we don't think there's a sailing editor who can match the number of hours he's spent sailing his own boats. And frankly, we think that love of sailing comes across in the pages of *Yachting World*, our favorite sailing glossy.

### ↑↓ WHERE DO I FIND A DIESEL MAINTENANCE CLASS?

I'm planning a trip to the South Pacific next year and would like to prepare by taking some classes in diesel maintenance. I've done some research on the Internet, but couldn't find much. I was wondering if you guys had some contacts. I am interested in taking these classes either in the Bay Area or Los Angeles.

Ivan Nepomnaschy  
Planet Earth



Ivan — If you had read the display ads in *Latitude* — instead of wasting your time with the silly Internet, which is certainly just a passing fad — you'd have seen that there have been a number of classes

LATITUDE / ANDY



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## LETTERS

in diesel maintenance. Just off the top of our heads, we can remember that both KKMI in Richmond and Nelson's Marine in Alameda have at least one class during the summer, and List Marine in Sausalito offered another in the fall just before the start of the cruising season. And we're sure there will be more. By the way, the people who have taken these classes tell us they've found them to be very helpful.

And don't forget, we just ran a story on diesel maintenance in our August issue.

### ↑↓ BOATS GO UP EVERY TIME THERE'S A KONA

I read your comments about sailing to Hawaii in the *Letters* section of the December issue. You were correct when you told a reader that it's impossible to get a slip of any kind in Lahaina Harbor. There's a 25-year waiting list — unless you can work a scam to get certified as a commercial fisherman.

The Lahaina YC does have some moorings, however, and they can be used for a short time with the club's permission. The club itself is located halfway between Bubba Gump's and Cheeseburgers In Paradise, and always welcomes members of other yacht clubs.

Mala Wharf, about a 10-minute walk from the 'high life' of Lahaina, is about the best place to anchor in the area.

As long as either the trades are blowing or the wind is calm, both Lahaina and the Mala Wharf area are decent places to be. But all bets are off when the Kona — or onshore winds — crank up. Each time one of those hits, we usually see two or three boats end up on the reef or beach. There's still one boat on the Lahaina reef as a result from a Kona on Halloween in 2004.

Pete Fanarkiss  
Lahaina, Maui

*Pete — Maui certainly isn't the most welcoming place to visiting sailors. On the other hand, wow, what a spectacular view of the cane fields, valleys, and peaks when sailing off Lahaina and the rest of the lee of the island.*

### ↑↓ A PRIVATE OPERATOR WOULD REQUIRE INSURANCE

I have just read the latest comments about the Ala Wai Yacht Harbor in Honolulu, and agree that money and politics are large factors in the facility becoming so run down that parts of it have had to be condemned.

But I think there's another reason for the problems: the state getting stuck with having to clear away wrecked boats. Just this year I have read about and seen four groundings, and just today heard about another grounding that spilled 4,000 pounds of fish. I have also seen two boats that sank at the dock, two that sank on mooring balls, and another up north that sank at the dock.

But guess what? I believe that only two were pulled off by the owners before they broke up. Since the other owners didn't have insurance, they signed the boats over to the state, and the state had to pay to remove them. The only way the state could be reimbursed is if the owner wanted to get another boat to put into a state marina.

So instead of the money being spent fixing docks, it's spent cleaning up after people who don't want or can't afford insurance. In case anyone thinks not many boat owners don't have insurance, I've heard talk around the docks that one of the reasons some boat owners don't want the Ala Wai to be run by a private company is that they would require all the boats to have insurance.

What's really sad for me is that after 18 months of work-





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## LETTERS

ing on my wife to get her to agree to liveaboard once again, which means I could get a bigger boat, I find that there are now waiting lists for larger boats at every marina — even the private ones. By the time I get a slip, I'll have one foot in the grave — or a wife who will have changed her mind.

Tony Gannon  
Hawaii

*Tony — Having to drag a couple of grounded boats off the bottom and to the trash bin each year is peanuts compared to the real problem at the Ala Wai — which in our opinion has been decades of incompetent management on a grand scale by the State of Hawaii. Only now are there whispers that the state is thinking about getting out of the marina business, at least on some of the islands. It can't come a moment too soon, both for taxpayers and mariners, for in terms of what could and should be, we think the Ala Wai is the worst-run marina we've seen anywhere in the world.*

### ↑↓ A WILD CROSSING OF THE SEA OF CORTEZ

After crewing on a friend's boat in the 2005 Ha-Ha, we departed Cabo San Lucas for La Paz, where we had left our boat. Upon arriving in La Paz, we spent a few days getting our own boat ready for cruising. Then, with a forecast of 15 knots from the northwest, it seemed like a good time to leave for Mazatlan on the 230-mile crossing. So we took off in the company of some of the other Ha-Ha boats.

When we got to the top of the Cerralvo Channel, which is only about 20 miles from La Paz, we were greeted by some sloppy waves. Our boat was doing fine, but it was uncomfortable and none of us had to be anywhere. So we turned back to the Ballandra anchorage. We weren't the only ones to turn back. Friends with a Nordhavn trawler, with a complete stabilization system, had left a couple of hours before us. After rolling their boat to 35 degrees, they decided to turn back, too.

We spent several days in the anchorage waiting for the Sea of Cortez seas to settle down. When they did, and when there was another forecast of 10 to 15 knots from the northwest, we headed for Mazatlan once again. By dark, we could see flashes of lightning over Baja, but we didn't worry because we had a forecast for clear weather. Maybe we should have worried, because over the next few hours we watched the lightning and some very black clouds be attracted to us like iron to a magnet.

The cell was easy to track on the radar. It came right to us and then hovered overhead for several hours. The clouds glowed like a fluorescent light starting up. We still only had about 10 knots of wind, and about two minutes worth of rain. Then the cell finally moved on.

Being a little cautious, I stayed up most of the night even though it wasn't my watch. I finally knocked off about 5 a.m., but two hours later awoke to our friends talking about the weather. Marcia was taking photographs, and I heard her say, "These waterspouts are cool, I bet you get to see them all the time."

Waterspouts!

Yes, on both sides of our boat we could see multiple waterspouts — and black and angry-looking clouds at a very low altitude. They showed up well on the radar again, and we managed to navigate between the cells. As we did, we watched the waterspouts form and dissipate. Then the storm slowly drifted away.

The weather forecast for that morning called for light and variable winds. Having motorsailed most of the night, by mid



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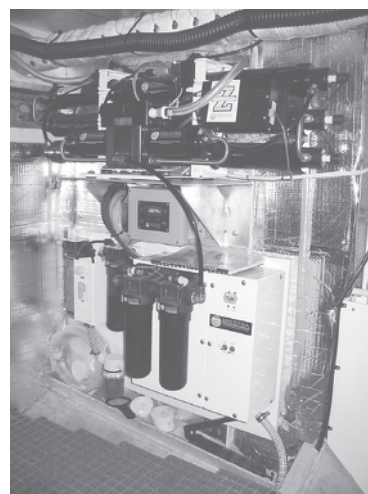
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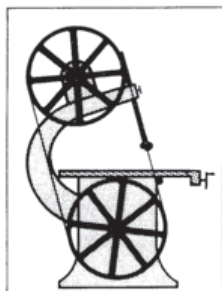


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## LETTERS

afternoon we had 10 to 12 knots of wind on the beam and were making five knots toward Mazatlan. We arrived at that city having no further weather problems.

This is our second year down here in Mexico, and we have already crossed the Sea of Cortez several times. Usually it's pretty mundane, but you always have to be cautious.

Rob and Linda Jones  
Cat'n About, Gemini 3000  
Ha-Ha class of 2004

*Rob & Linda — The Baja to mainland crossing of the Sea of Cortez seems to be capable of some surprises, particularly during November and December. We remember a Central California family that did a circumnavigation with a DownEast 45 schooner. They told us that the worst weather they ever had was a surprise storm between Cabo and Mazatlan. And just last year, Mark Dnepe, a veteran of several Single-handed TransPacs, told us he really got spooked by a big thunderstorm while crossing between Cabo and the mainland. We're not experts, but it seems to us that, while it's generally a reasonably nice or at least predictable sail from Cabo to the mainland — Profligate had a beautiful crossing in mid-November — you have to be alert to the possibility of some wild weather that wasn't forecast. Fortunately, it's only a little over 200 miles, and you can generally run off if it gets nasty.*



MARCIA BAKKOM

*This is one of a number of waterspouts seen by Rob and Linda. Marcia was unaware of their potential danger.*

### ↑↓ IT CAME OUT PRETTY FRACTURED

The letter from Leonardo Cerrito of Zao was quite a tale. It prompted me to do a search on the Internet, and I actually found a March '05 newspaper article about his case in Panama. I had it 'translated' from Spanish by Babelfish, but it came out pretty fractured.

I also found a Leonardo Cerrito as a signee on a web petition to free Slobodan Milosevic. So he must be quite a character. But if he was so broke that he couldn't afford a dinghy, how did he pay all the exorbitant bribes while in the slammer?

I also found it interesting that you published his story without any editorial comment.

Dave Wallace  
Air Ops, Amel Maramu  
Redwood City

*Dave — There was no way for us to confirm the veracity of Cerrito's story, and he's indeed a character, so we thought we'd just lay it out there and let everyone make what they would of such an 'alternative' cruising adventure.*

### ↑↓ DIDN'T STEAL HIS ABILITY TO LOOK FOR FREEBIES

The letter from the Italian, Leonardo Cerrito of Zao, who was the victim of thieves and pirates in Haiti and unwarranted incarceration in Panama, wasn't a letter but rather a book! It certainly had to be a most distressful experience for him, of course, but apparently the thieves didn't make off with his



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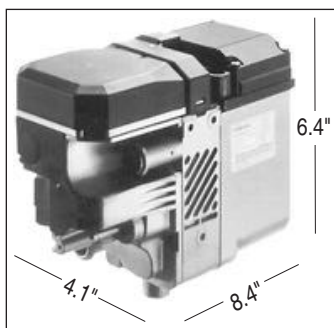
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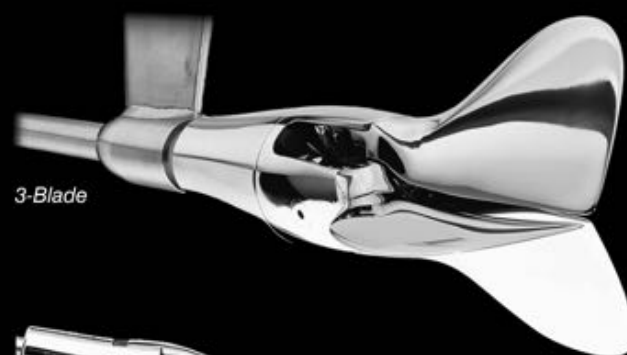
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## LETTERS

computer. Or his ability to look for freebies.

Last month's missives also had some more stories from cruisers who had problems clearing into Mexico. What a kettle of fish. In one surprising recent story, a couple from Canada only had a few problems getting their paperwork completed. Apparently Mexican officials don't like *gringos* — just our money. If the Mexicans want *gringo* business, they ought to treat us better. I solved this problem years ago — by not going to Mexico anymore. There is nothing I need from Mexico. But if I did, it's only as far away as downtown. In fact, there's a Mexican restaurant in town that is so authentic that even the water is bad. Just kidding.

On a more serious note, I occasionally hear a complaint on the marine radio about somebody having a "stuck mike" — as though the person with the stuck mike is going to hear anything on the radio. I have yet to find a good way to let the offending party know he's causing a problem.

Gary Holmes  
First Mate, Jost  
Concord

Gary — The Cerrito letter was certainly long enough to be an article, but we only had room for it in Letters, so it was either cram it in that section or leave it out. We decided to cram it in, in large part because it's unlikely that you'd ever find such a Dostoevsky-ish letter like his in any other sailing magazine. But the truth is that when you get far enough 'out there', you come across more than a few guys who are living Leonardo Cerrito-type existences and having Leonardo Cerrito-type misadventures. So we thought it was important to publish it.

We also ran the letter because, while we don't know exactly what to make of Cerrito's story, we're pretty confident that he's indeed pretty much down and out. So who knows, we thought maybe some reader would be touched enough by his passion and his predicament to send him something to help him get his boat back sailing once again. It wouldn't be the worst thing that could happen.

As for Mexico, yes, some of the officials could be more helpful and the procedures more consistent and streamlined. But geez, you're going to let little obstacles like those prevent you from enjoying a good adventure? If you think the big loser in your not visiting Mexico is Mexico, we suggest you get a second opinion from the hundreds of cruisers who are spending the season down there.

### THE WAY TO GET THINGS DONE IN MEXICO

Based on our four years experience cruising in Mexico, I have a few words of advice for Norman Conrad, who in the December *Letters* reported the problems he had clearing into Ensenada: Turn around right now, Norman, and head back to the States. You are going to hate Mexico; you are going to find nothing but frustration at every turn; you will dislike the lazy and shiftless people; and you will take great pleasure in spreading venomous tales about your excruciating travails in this backward land. Do the entire cruising fleet a big favor and get the hell out of Mexico!

I have been in line behind people like you on an unfortunate number of occasions when it is just embarrassing to be an American. You come to the office completely unprepared, without bothering to learn the most basic facts about the clearing procedure or what you will need to complete it. You haven't taken the time to learn a single word of Spanish, and you think poorly of the official who, in his own country, doesn't speak English. You expect the Mexican officials to provide you with copies of your documents and, from the tone of your



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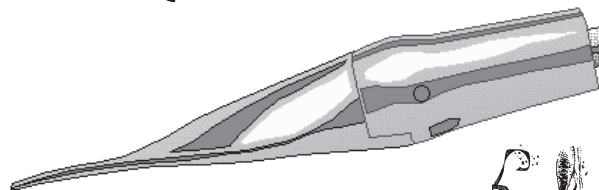
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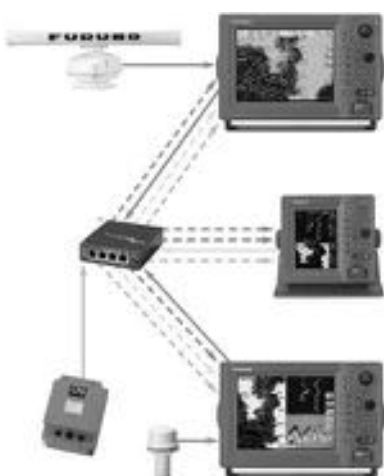
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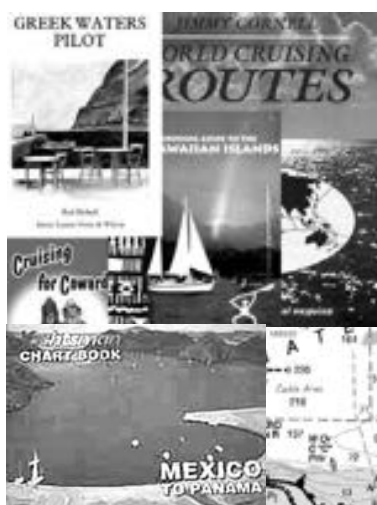


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## LETTERS

letter, I would be willing to bet you do it all with an attitude of arrogant superiority.

There is only one way to get anything done in Mexico, and that is with a good word and a smile. Believe me, it works. Patience is not just a virtue south of the border, it is a vital necessity. Simple civility will almost always produce positive results, while arrogance and ire will almost always result in precisely the sort of experience you described in your letter.

So Norman, mentally flip me the bird if you will. It seems an appropriate gesture for someone of your ilk.

Jimmie Zinn  
Dry Martini, Morgan 38  
Pt. Richmond

*Jimmie — Good words and smiles are indeed the keys to fewer problems in Mexico, but we think you're being way too hard on Mr. Conrad, who was primarily guilty of having gone into that Ensenada clearing office with North American expectations. Sure, he got a little frustrated, but no real damage was done, and he's wiser now. That's one way to learn, and it's part of what makes cruising fun.*

*Nonetheless, we also believe that the Mexican government is not without fault. They dearly want North American mariners and their money to visit Mexico, so much so that they built a special building with the intent of making clearing much easier. Don't you think they should have spent a few pesos extra to put up a sign — yes, in English and Canadian — to explain what is required? And even a few more pesos to hire a Wal-Mart style greeter to answer questions which English-speaking visitors might have? Because tourism is so beneficial to their economy, we don't think it's too much to ask for Mexican bureaucrats to be half as welcoming as the people of Mexico.*

### ↑↑ WHY AN AUTOPILOT WOULD SUDDENLY TURN 90°

In the December issue, Roland Larson reported having an experience where the compass on the boat he was on suddenly and inexplicably swung 90° to starboard, and the autopilot similarly changed course. He wanted to know if it's happened to anybody else.

I'm no expert, but I've 'been there, done that' on several boats. And yes, it's quite disconcerting to have your boat suddenly turn 90°, no matter if you are sailing into a strong wind, motoring in a narrow channel, or sailing near several islands.

A 90° turn by an autopilot is caused by a wiring problem, usually in the fluxgate quadrature circuit. Most autopilots use a fluxgate compass, which is actually composed of two sensors mounted at right angles to each other. The two sensors are needed to determine which quadrant is being detected — northeast versus southwest, for example. So one of these sensors is called the 'quadrature sensor', and its purpose is to resolve the 90° differences. If this signal fails, the autopilot will often turn 90°. The resulting corrective steering actions can often restore the connection, in which case it would work just fine once again.

The real solution? 'Wiggle and clean' the wires from the fluxgate just where they go into the control unit. Make sure the ground, including the shield, is properly connected. Regular inspection and maintenance of this wiring is often overlooked.

If somebody was really concerned about such 90° changes in course happening again, they should replace the fluxgate sensor — aka 'brain surgery' — or the entire fluxgate unit.

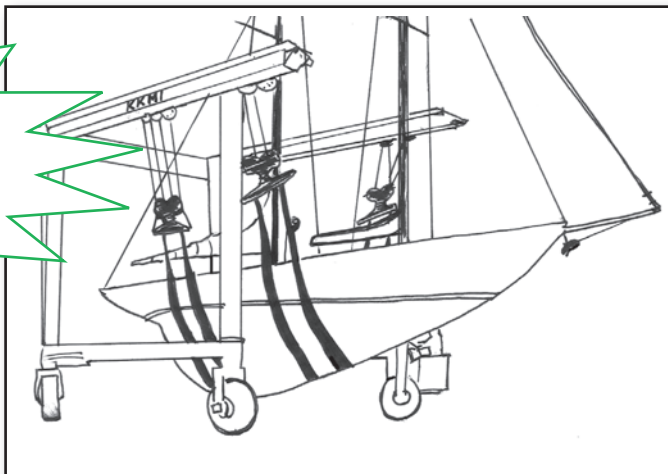
If such a turn were caused by an external magnetic disturbance, as opposed to a wiring problem, it would have



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## LETTERS

also registered on Roland's main magnetic compass and on a hand-bearing 'hockey puck' compass. GPS systems do not use magnetic fields, so nothing would have happened to that. Even if there had been a large metallic object underwater, it's extremely unlikely that it would have caused a 90° change of course. And the locals would know all about it.

A nuclear submarine would also have been an unlikely cause of the change of course because such subs are designed to be almost undetectable.

There are other things that would cause an autopilot to steer a poor course — although usually not 90° off. They are:

- Insufficient 12-volt power. An autopilot should have its own high-amp circuit to the battery as opposed to sharing one with the electronics, lighting, ignition, and other circuits.
- Sharing the electricity source with a high-wattage stereo system.
- Poor electrical grounding on the power circuit to the autopilot.
- A real local magnetic anomaly — such as an under-sea power cable in the Oakland Estuary near Jack London Square.
- Magnetic items — cars, cans of soup — stowed in the locker next to the fluxgate compass.

Mike Chambreau  
Impetuous, Cal 34  
Los Altos

### ↑↓ YOU FORGOT ABOUT STRAIT OF GEORGIA

Tony and Judi Hitchings asked you about some places to do a multi-week bareboat charter sometime in late June, July and early August. You recommended a number of great places, but left out chartering in the Strait of Georgia, which can be done out of either Vancouver or Comox, British Columbia. Destinations from either of these spots could be Desolation Sound, Princess Louisa Inlet, or the Gulf Islands.

For 11 days last September, I led a four-boat charter with 25 members of our sailing club, starting in Vancouver and



*Experiencing breathtaking panoramas like this is one of the rewards of Pacific Northwest chartering.*

using Sun-sail boats. We went up to Princess Louisa Inlet, and it was lovely. In a few years we intend to return to cruise Desolation Sound. If the Hitchings could manage a two to three-week trip, they could do both Desolation Sound and Princess Louisa Inlet in one go.

Everyone doing charters in these areas needs to remember that the tidal range can be as much as 18 feet and the currents tricky. If you go aground, it's going to be on rock. So do your research. There are great guidebooks.

Jon Stufflebeem  
Courage, Islander Freeport 36  
Sausalito

### ↑↓ IT WON'T BE MY LAST TIME

Thanks for all your efforts on the Baja Ha-Ha. It was my



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## LETTERS

first run south — aboard my friend's Norseman 447 *Sensei* — but it definitely won't be my last. And I sure liked partying with the Ha-Ha folks at Squid Roe!

Tim Shea  
Commodore of the Islander 36 Association  
*Lean Times*, Islander 36

Tim — We're glad you had such a good time. There were two Islander 36s in the last Ha-Ha, and we hope there will be even more in the 2006 event.

### ↑↓THEY'LL BE BACK TO WORK ON THE 13TH

I'm a three-time veteran of the Ha-Ha, and am planning to do the event again this year with my Islander 36. Some of my crew — poor souls — still work for a living and therefore need to plan ahead. What are the dates of the event?

Noble Brown  
Mai Pen Rai, Islander 36  
Benicia

Noble — Ha-Ha Honcho Lauren Spindler has announced that lucky Ha-Ha 13 will start from San Diego on October 30. That means boats should arrive in Cabo on November 9. The beach party will be the next day, and the awards ceremony the following night.

The October 30 date means there will be a full moon during the stop at Bahia Santa Maria. Some folks tell us they are planning a midnight assault on the summit. And according to Antonio



LATITUDE / RICHARD

Eugenie Russell, skipper of 'J/World' in the last Ha-Ha, is seen here losing an arm wrestle to one of the 'Bingo' boys. She's already circled the Ha-Ha 2006 dates on her calendar.

Cevallos, head of the Marina Mazatlan project and former big player in the Mexican sardine industry, a full moon also means there will be stronger than normal winds. In fact, he guarantees it.

Although it's still nearly 10 months away, we're getting the sense that Ha-Ha 13 might be the biggest ever. So many skippers who have done the event before — such as Eugenie Russell, captain of J/World's J/120 — tell us they plan to do it again. And there's a big buzz among first-timers, too. So it could be big.

### ↑↓THE KNARR FLEET IS HEALTHY

I had hoped to see some coverage of the exciting Knarr end-of-the-season racing, with the championship coming right down to the wire in the last race. The Knarr fleet has great sailors and is cohesive and healthy. In addition, it has a fine history on the Bay, and shares a great tradition with the Knarr fleets in Scandinavia.

I'm sure I'm not telling you anything that you don't already know. So I do hope that you will tell me why end-of-the-season Knarr coverage, with the championship at stake, was absent from your racing pages.

Karin Williams  
Sausalito

Karin — We wish the answers to all questions were so



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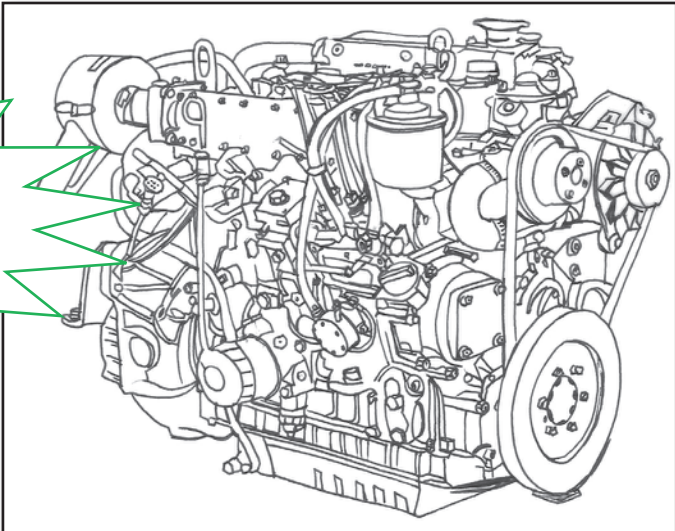
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## LETTERS

simple. Latitude, like all publications, has limited editorial space and resources with which to cover an unlimited number of stories and events. We have no choice but to pick and choose. As such, sometimes there will be Knarr coverage, sometimes there won't. You'll note, for example, we feature the Knarr class in this month's Seasons Champions article. Wait a minute, the Knarr season champion is Hans Williams . . . he wouldn't by any chance be your son, would he?

It's also helpful to have an idea of where 'your' sailing story fits into the big picture relative to Latitude's readership and advertising base. We're big fans of racing and realize that the Knarr fleet is among the most prestigious on the Bay. Nonetheless, we have to temper that understanding with the knowledge that if 100,000 people read the last issue of Latitude, at least 99,750 of them didn't feel shortchanged that there wasn't any Knarr coverage. If you refer to the results of the reader survey on editorial that appears in Sightings, the Racing Sheet, although superbly written, is the least read of any regular features.

Over the years, Latitude has provided what we consider to be stellar coverage of local, national and even international racing. Most of that was due to the excellent work of Rob Moore, who up until recently was our Racing Editor. In addition to being a fine racer, Moore was on a first-name basis with all the top sailors on the West Coast and most of them in the rest of the country, too. He raced on some of the top boats nationally and internationally, flew on the owner's jets, was on the local PHRF committee, and basically was as hard-wired into the high end of yacht racing as anybody. Alas, after 18 years, he has moved on to pursue other interests.

Just as the 49ers couldn't hope to immediately replace a quarterback like Joe Montana with the next guy wearing a football uniform, we at Latitude don't have any illusions of being able to replace Moore's intensive and sophisticated coverage. On one hand, that might not be so bad. Reviewing our racing coverage of the last several years, we feel that perhaps we've been remiss by not doing a better job of helping newer sailors find their way into racing, and by not providing coverage of the lower and more middle level fleets. There have been complaints that we've featured the same sailors and same boats too frequently, and that our coverage has too often consisted of stories that could be summarized as 'rich guy wins yacht race'. As such, our readjusted goal will be to get more sailors into racing — even at the beer can level, to also recognize those who compete at less than the grand prix level, and to increase our coverage of 'everyman' races, such as the Doublehanded Farallones. A more balanced mix, as it were.

Based on the results of the reader survey, we've also come to the realization that such intensive racing coverage as in the past required an unsustainably disproportionate amount of our editorial resources. As such, our ongoing race coverage is going to be more heavily dependant on the assistance of the Yacht Racing Association, yacht clubs, and other organizations that put on races. We're looking forward to working with everyone, believing that we can provide the kind of coverage our readers — and particular our racing readers — would like to see.

### ↑↓ **STANFORD WON THE BIG SAIL 4-1**

I know that the publisher of Latitude went to Cal, but I was nevertheless disappointed not to see any December issue mention at all of the 2005 version of the Big Sail match-race regatta between Cal and Stanford. The event was held on November 15, the Tuesday before the Big Game. The conditions were unusual — eight to 12 knots from the east — with a strong ebb, but perfect.

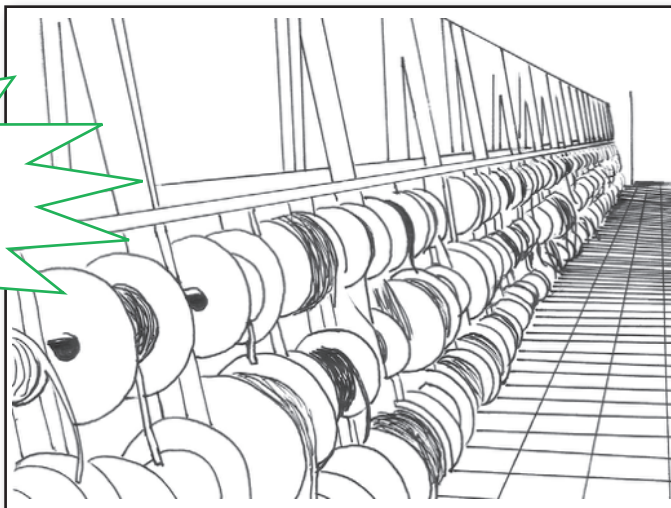
The regatta was hosted by St. Francis YC and sailed right



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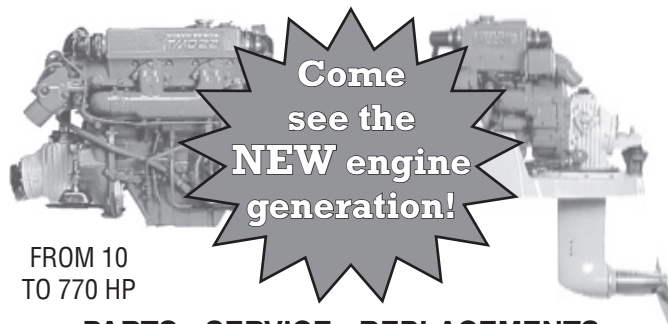


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## LETTERS

in front of the club. This allowed a large cheering section — with both Oski and the Tree, as well as members of both school's bands — to participate. The event was truly one of the highlights of Big Game Week, and was covered by three television stations. The spinnakers — featuring the Cal and Stanford logos — were very photogenic on such a beautiful day.

Although they would lose the Big Game later in the week, Stanford won the Big Sail overall by a score of 4-1 to claim this year's bragging rights. The Stanford Varsity Sailing Team, skippered by Brian Haines, went 3-0 over Cal. The Cal Young Alums, headed by Seadon Wijsen, took their race, while the Stanford Master Alums, lead by Dick Enersen, prevailed in its event.

It was a great day and a great event. We hope *Latitude* can cover it next year!

Jaren Leet, Regatta Developer  
Stanford '59  
Sausalito

*Jaren — As we explained to Karin Williams in the previous letter, there is no way that our staff members can be on hand to cover every regatta every year. But with a little help from regatta heads such as yourself, there's a darn good chance we can get some coverage in the magazine. We're thinking a nice color photo of the Cal and Stanford spinnakers would look great in next December's issue.*

### ↑↓ NO ROOM FOR THE COAST GUARD REPORTS?

My favorite part of *Latitude* is the Coast Guard reports — which you usually cut short or eliminate for 'lack of space'. But there always seems to be room for tons of race coverage.

The Coasties reports are always interesting — and always remind us mariners how easy it is to do something stupid and ruin a good day on the water. They were very educational.

Mike Miller  
Asilo, Catalina 30  
Richmond

*Mike — We loved the Coast Guard Watch reports. In fact, years ago we convinced Capt. Larry Hall, Commander of Group San Francisco, to have his staff put them together. We agree they were very educational and did a great job of showing how much the Coast Guard did for mariners.*

Unfortunately, the Coast Guard changes group commanders on a regular basis, and with each successive commander, there seems to have been less interest in providing such information. Nevertheless, we'll see if we can't get them to resume that coverage.

### ↑↓ BAJA'S INSIDE PASSAGE

After getting beat up several times doing the Baja Bash from Cabo back to California, I have discovered one small shortcut — or at least an escape from the heavy northerly swells that haunt the Baja coast. But this route is absolutely not for the amateur or the faint of heart.

There is a southerly entrance to Magdalena Bay called the Canal de Rehusa (from the Spanish verb *rehusar*, to refuse), located under the headland of Punta Tosca. I have never seen this passage discussed in any of the guidebooks, but it is used regularly by the commercial fishing fleet. I can assure you of its reliability and benefits — even though it presents a formidable face of breaking surf as you approach from the south. The surf breaks in two separate patches, and you may



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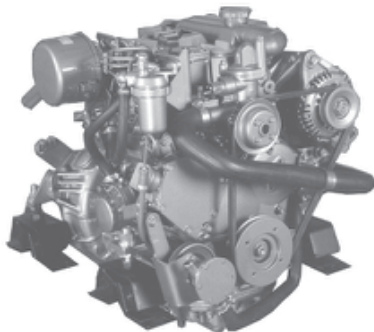
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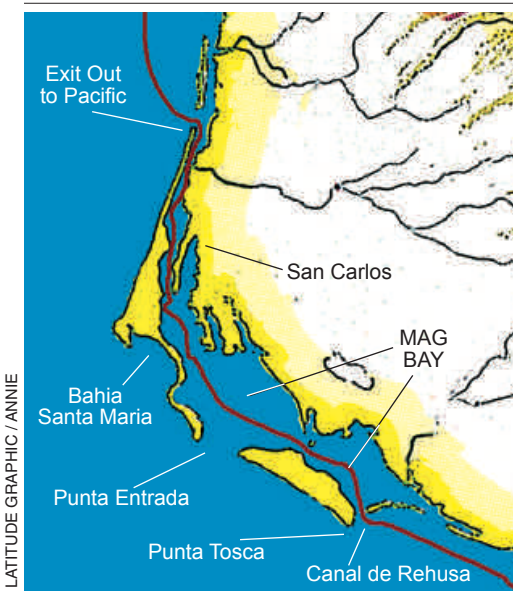
## LETTERS

pass between them by following the Canal de Rehusa.

Let me stress that this 'backdoor' entrance to Magdalena Bay should not be attempted by the average amateur mariner, and should never be attempted without a reliable radar and chartplotter. But with these two instruments confirming the reliability of the other, good seamanship will see you through. In my own case, I hold a Coast Guard license to 350 tons and have 35 years of professional experience.

Using this passage allows the mariner to hug the coast, which is almost always more benign than the outer waters,

and avoid having to overhaul Punta Tosca, which is one of the four very windy headlands of the Baja. It also opens a new world of discovery. But take warning, because if it's blowing outside, it will be blowing inside. In addition, there is a considerable fetch



inside Magdalena Bay, which is big, and the waves are steep in water that's as shallow as 10 feet. But you get none of the bone-jarring swells of the waters outside. The inside waters are effectively buoyed with day markers. If you go all the way north to San Carlos for fuel, you'll have to pay a 'navigation fee' for this buoyage.

And just for luck, it's better to call it Magdalena Bay, not 'Mag Bay'. The bay is named after a saint who is particularly revered by Mexicans.

Before condemning this excellent passage out of hand, I hope you will allow some response from readers who may have used it. After all, the Baja Bash is a trying affair, and we need all the help that we can get.

Stan Gauthier  
Parksville, British Columbia, Canada

Stan — You neglected to mention where you recommend exiting back out into the Pacific. We assume you'd suggest coming back out some 30 miles to the NNW at Punta Entrada. However, if you're ballsy enough to run the Canal de Rehusa, why not go the 80 or so miles north on the inland waterway up past Puerto Lopez Mateos and then head back out? Bob Hoyt of Mag Bay Outfitters tells us there is 11 feet of water over the bar. Of course, we don't know exactly where that 11-foot depth might be.

For anyone considering any such shortcuts, we urge you to first go to Google, 'maps', then 'satellite', and then zero in on this stretch of coast. The overhead views are excellent, and they give you a good idea of the hazards and navigation challenges.

We're not going to condemn this 'backdoor' entrance outright, but will note that there are some good reasons to be cautious.

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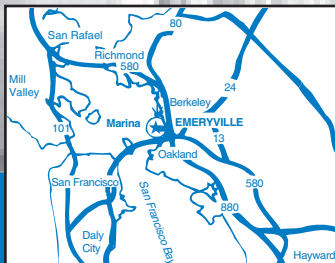
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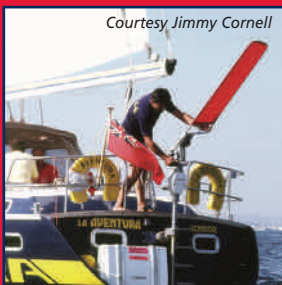


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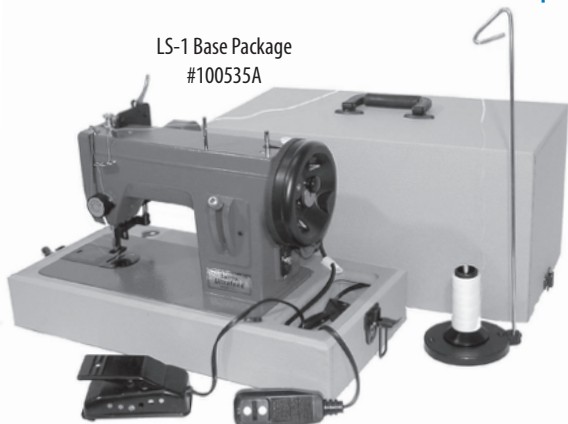
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## LETTERS

First, GPS — and therefore chartplotters — aren't the most reliable navigation devices in Mexico. Their accuracy varies from chart to chart, but in many cases they are off by miles. As such, until the accuracy could be confirmed in the Canal de Rehusa, we think chartplotters would be a greater hazard than aid.

Second, because of the tremendous amount of water inside Mag Bay, there is the potential for very strong currents at the narrow Canal de Rehusa entrance. Not having local knowledge could put your boat in danger. We remember being on the hook in Cabo in the early '80s when there was a mayday issued by Dr. Ed Diethrich's Phoenix-based C&C 61 Triumph. Her Kiwi delivery crew had anchored under Pt. Tosca for the night seeking relief from the strong northwesterlies. The next thing they knew, strong tidal currents from the Canal de Rehusa had put them aground. As the tide continued to go out, the big yacht was left high and dry. Although the crew figured she was lost, luck was with them. When the tide came back in, she floated free, and was able to resume her passage to California.

Lastly, the summer hurricanes off Mexico's Pacific Coast have the ability to make tremendous changes in the location and depth of the bars. As such, we wouldn't assume that because the channel was in one place one year meant that it would necessarily be in the same place the next year. The Arch at Cabo San Lucas, for example, is in deep water some years, and some years you can walk all the way around it from Lover's Beach and not get your feet wet. Nor would we trust the channel markers.

As such, every skipper has to evaluate the risk/reward factor of such shortcuts, knowing that if they get into trouble, it's unlikely any help would be available.

In the past we've had at least one report from a boat that navigated this 'inside passage'. Anybody done it lately?

### ↑↓ALTERNATIVE SURFBOARDS

I saw the December 2 'Lectronic item on the Uli brand Hypalon inflatable 'surfboard' that Diane and Ken Day are carrying aboard their Mao Ta 42 Aquarelle while cruising Mexico. It is, of course, a gimmick.

However, if your readers are interested in very lightweight carbon fiber boards that are really hot, I direct you to [www.bisect.com](http://www.bisect.com) for information on the Pope Bisects. These boards range from 6'10" to 10', and are real surfboards. Karl Pope of

Ojai has been making them for over 25 years.

I have such a board, and, while they are not cheap — as much as \$2,000 for the biggest board with all the accessories — they are the real



One of the Uli team riders, hangs five on an inflatable board. Maybe it's not such a gimmick after all.

deal. I also have a Yater-designed 10-footer that weighs 17 pounds. It's also made of carbon fiber and has a unique locking system that makes it feel like a one-piece board. You can get such boards with single and tri fins — whatever you want.

The Pope boards come with a padded bag and shoulder strap for storage and/or carrying around. Pope designed them

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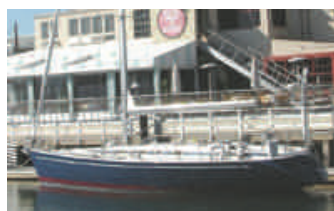
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## LETTERS

for airplane travel, but it's perfect for a boat.

By the way, having had all the wax melt off the board when it was stored in the hot port bow, I've switched to using the nonskid available at any surf shop.

Scott & Cindy Stolnitz

Beach House, Just A Screamin' 51-ft Switch Cat  
Marina del Rey

Scott and Cindy — In '03, we and Ha-Ha vet Chris van Dyke of the Portland-based Spirit Wind did a bunch of surfing together around the Punta Mita area of Banderas Bay. He



LATITUDE / RICHARD

**Uli boards are a lightweight alternative to the real thing.**

had a 10-ft Pope Bisect, and it made a lot of sense because he needed to store the board on his Valiant 40. His wife, also named Chris, probably wouldn't have been too happy with the clutter of a full-size board. Chris reported that he was very happy with the way the board performed, and we watched him get some great rides with it.

We surfed a 10'6" Mickey Munoz-designed Surf Tech Ultra Glide made out of Divinycell and epoxy. It's sort of comical to imagine such a diminutive surfer — and a fellow catamaran owner — as Munoz shaping such a massive board, but we like it. Since we have a cat, we didn't need a board that breaks down to half its full size. Given you have a cat, and the cost of the Bisects, would you buy another?

We wouldn't dismiss the Uli board as a complete gimmick. In fact, it's probably about as much of a legitimate surfboard as the Pope Bisect is truly portable. We were surprised by the quality of the Uli, and can imagine situations in which it might be a first choice. Check out the entire line at [www.uliboards.com](http://www.uliboards.com).

As surfing sailors surely know, Clark Foam of Southern California, which was supplying a monopolistic 90% of all polyurethane foam blanks to manufacturers, suddenly and somewhat inexplicably closed down. The industry is in a turmoil, as it may be many months before blanks are again available. Some surfers have reportedly rushed out and bought a handful of boards while the supply lasts, boards that have been jacked up in price 10 to 30%.

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





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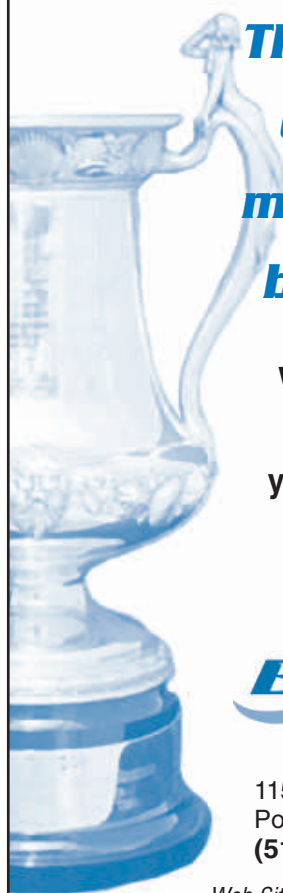


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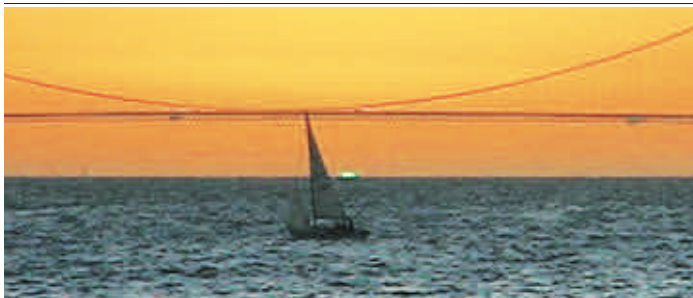
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## LOOSE LIPS

### Seeing Green

Paul Kamen has been trying to get a photo of the green flash for years. He finally achieved the feat from, of all places, his



*Yes Virginia, there really is a green flash. And you can sometimes see it right from the Bay.*

homeport of Berkeley Marina.

"It wasn't an accident," notes Kamen, who when, not sunset gazing, sails the Merit 25 *Twilight Zone*. "I noticed that it was both very clear and relatively calm — the two main conditions for a GF." He set his new Canon digital camera on 'video' mode as the sun made its final exit below the horizon on November 4, and — *voila!* This image was 'captured' from the video, which Paul notes is a useful feature for other green flash seekers. "With the green flash lasting only about half a second, you can see how difficult it would be to catch it at its peak with a single-frame shot."

### Military retreat at Santa Rosa Island?

That's what Representative Duncan Hunter of San Diego County is proposing: that 20-mile long Santa Rosa Island — the second largest of Southern California's Channel Islands and part of the Channel Islands National Park — be used by the military for "morale, welfare and recreation operations." Oh yeah, and Special Operations training, too.

Representative Lois Capps of Santa Barbara, whose district includes Santa Rosa Island, isn't all that enthusiastic about the proposal, to say the least. "All Americans should have access to the Channel Islands National Park, not just top military brass, members of Congress, and folks who can afford thousands of dollars to go on private hunting trips."

What we can't understand is why Rep. Hunter thinks the military needs yet another of the Channel Islands. They've already got San Clemente Island which, because it's 150 miles to the southeast, has a much better climate for R&R than Santa Rosa, which is only 30 miles from notoriously windy and rough Point Conception. As any sailor who has spent much time at Santa Rosa can tell you, the island might have some great surfing, but it doesn't have salubrious weather.

### Eight bells.

Dick Lanam passed away on November 29, following a massive heart attack on Thanksgiving morning. He was 61. Dick was a popular instructor for Club Nautique, with a quick wit and kind heart. He taught everything from Beginning Keelboat to Coastal Passage Making. When he wasn't working, he was often at the Club Nautique clubhouse just to visit, bum coffee, take a shower, and check his email.

Dick grew up in South Dakota, did a stint as a Navy hospital corpsman in Vietnam, and later graduated from Arizona State with a degree in biology. That eventually led to a career with the Public Health Department, which last saw him doing AIDs research and various programs involving HIV patients and cancer education.



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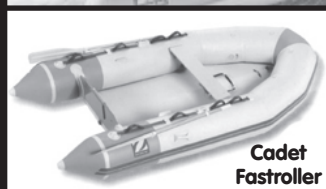
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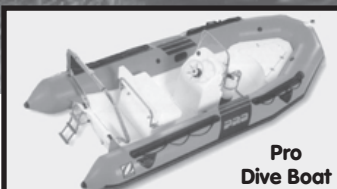
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## LOOSE LIPS

Dick first joined Club Nautique in 1990, where he went through all of the classes from beginner through offshore. He put them to good use, cruising much of the Caribbean, Central America, and as far down South America as Brazil. He crewed on a 140-ft square rigger, ran supply vessels in the Gulf of Mexico, and skippered a 74-ft Morgan sailboat. More recently, when not teaching at Club Nautique (or Spinnaker Sailing and Tradewinds Sailing), he did deliveries all over the Pacific, as well as to Florida.

A memorial service was held to scatter Dick's ashes under the Golden Gate during an ebb tide on December 17. "Fair winds, dear friend!" wrote one former student. "That Cheshire cat grin that you flashed so easily continues to warm our hearts."

### Safety at Sea seminar.

On February 18, Cal Maritime will host a US Sailing Safety at Sea Seminar. This is a certified safety program for offshore sailors that is required for many races and recommended for anyone who wants to learn about safety relating to offshore sailing. The seminar, which will be held on the Cal Maritime campus in Vallejo, is organized by US Sailing, developed by *Cruising World*, and sponsored by West Marine, Zodiac North America, and Oregon Scientific.

The seminar will provide novice and experienced mariners with a day-long seminar on safe seamanship, heavy-weather tactics, and boat preparation.

"We wanted to give participants the opportunity to experience training in the same setting as that where we train professional mariners," said event organizer Charlie Arms. The seminar runs \$75, which includes lunch and materials. For more information, contact Arms at (707) 654-1257, or at [carms@csum.edu](mailto:carms@csum.edu).

### Blog of the month.

When I was fresh out of Uni, I moved down to live with my then-girlfriend (now wife) Cesca in Southampton and was forced to go out and get a job. I had no idea about work and ended up as a security guard. My (last) assignment was to guard a sailing mast worth a million quid down at the docks overnight. On arrival to the hut by the mast, I realized that it had: no TV, no fridge, no running water and, most importantly, no toilet.

In fact, the only thing it did have was a chair, table and phone. Once it got pitch black, I was getting quite desperate for a pee, so I asked the office for help. "Go off the 'fruit cage' docks, you twat", was the only sage advice he had for me. So through the pitch black, slightly misty night, I made my way. I unzipped myself in the cold and started peeing off the edge into the water 30 feet below when I suddenly heard . . .

HHHHHHOOOONNNNNNNNNKKKKKKK!!

It was so loud it nearly caused me to fall in. But this was nothing, because the source of the excruciatingly loud sound was the Isle of Wight ferry gliding into view about 3 bloody meters away from me. The crew and 20-odd drunken passengers could clearly see what I'd been up to, as well as see my shocked face. As one, they all cheered!

Finally, I pulled myself together enough to run and hide in my hut, but there was no chance of escape, as 15 minutes later the ferry made its way back to the Isle of Wight and the entire crew – armed with power torches – lined up along the side of the ship and serenaded me with:

"Why was he born so beautiful, why was he born at all?"

I quit the next day

— basho

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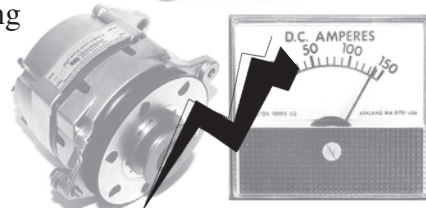


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# SIGHTINGS

## fifth time's a charm for lord jim

Many sailors who talk of that grand plan for bluewater voyaging never fulfill their dreams. But when Holger Kreuzhage and Tracy Brown told neighbors recently they were about to set sail for the Strait of Magellan — roughly 6,000 miles away in southern Chile — no one doubted their sincerity.

Both Holger and Tracy are lifelong sailors with more ocean miles under their belts than they can count. Their boat, the 72-ft gaff tops'l schooner *Lord Jim* — built in 1936 to a John Alden design — holds a special place in San Francisco sailing lore, as she has probably done more open-ocean sailing than any Bay Area-based boat since the great 'age of sail'. In the years since Holger bought her in 1975, she's completed a remarkable four circumnavigations. Prior to his ownership, she'd been one of the queens of the Caribbean's luxury charter fleet, based at Antigua.

As you read this, Holger and Tracy, along with their only crew, Sausalito shipwright Inga Peterson, are somewhere in the Pacific, en route to the fiords of southern Patagonia. The plan, as we understand it, is to explore those primeval southern latitudes, then eventually head up

continued on outside column of next sightings page

## be a roving

Ever wonder how *Latitude* finds stories? It's no big secret. Some have their beginnings in yacht club newsletters. A few start with official press releases. But the vast majority we hear about just like you do, through the 'sailing grapevine' of friends, acquaintances and readers.

Many times we don't know the people personally. They might be folks who just like the magazine, or who perceive that we have the knowledge and integrity to do a proper job. (The incredible story of *The Loss of Emerald Jane* in the November issue is a good example. We were first tipped to what happened to the Silverwood family by the Florida yacht broker who sold them the boat. He called us because, as he put it, "I know you guys will do it right.")

Why are we telling you this? To thank



**Spread, 'Lord Jim' on her way out. Above, Holger and Tracy. Fair winds!**





## reporter

you, for one. And to ask you to keep those tips coming, for another. We remain a small staff, and contrary to what you might think, we don't know everything that's going on. There are still times (hopefully rare) when it seems like we're the *last* to know about some things.

So yes, we want to hear about that cool new boat being built — even if it's not yours. Even if you know nothing about it other than you pass it on the way to work every day. We want to hear about interesting sailors visiting the Bay, or another good old classic yacht being rescued from oblivion. If it's *your* project, all the better. We don't mind you ringing your own bell if it interests a broad readership. All we ask is that you limit it to sailing. As much

continued middle of next sightings page

## lord jim — cont'd

the Atlantic to Europe.

Four years ago, *Lord Jim* returned to the Bay after a 21-year absence, berthing at the same slip in Sausalito's Pelican Harbor that she'd occupied in the mid-'70s prior to her first circumnavigation. Amazingly, Holger and Tracy had brought her up from Samoa — a 7,300-mile voyage — doublehanded, with only one emergency pit stop at the Kwajalein Atoll.

To say that *Lord Jim* has a 'colorful' history would be a colossal understatement. In addition to her four laps around the planet, in her early years she once settled a gentleman's feud by acing a four-day ocean race. Later, in her role as a gleaming charter yacht, she was featured in a notorious *Playboy* photo spread that some Caribbean sailors still remember. And during one circumnavigation she survived a Southern Ocean knockdown in mast-high seas and more than 140 knots of wind.

Perhaps most impressive, however, is that after 70 years on the water, she is still up to the task she was built for — charging across the open ocean in pursuit of adventure. We hope to bring you updates on *Lord Jim's* travels in upcoming issues.



CHRIS JOHNSON

# SIGHTINGS

## ***sea ya bites the dust***

Among this year's Baja Ha-Ha participants, there's little doubt that Axel Heller was one of the most excited to finally be heading south. Having crewed in the inaugural Ha-Ha rally in '94, he'd waited over a decade to make the run to Cabo San Lucas in his own boat — and he went to great lengths to insure that his Long Beach-based Newport 30 *Sea Ya* was number one on the entry list.

Tragically, however, *Sea Ya* was damaged beyond repair shortly after the Ha-Ha's conclusion, when she was grounded at La Paz.

Heller and crewman Tom Church left the Muertos anchorage on November 27 bound for La Paz — a 55-mile trip — with hopes of arriving before a predicted Norther arrived that night. But they were unlucky. Conditions intensified throughout the afternoon and by the time they

continued on outside column of next sightings page



*Spread, 'Sea Ya' on the reef after she'd lost her keel. Near right, Axel Heller. Far right, on the (real) hard after her cabin had been sawed off. FLASH — Just before presstime, we got an email from Axel saying he'd just closed the deal on a well-maintained Formosa 46 lying in La Paz. He also says he'll have her on the starting line at the next Baja Ha-Ha.*





## reporter — cont'd

as we appreciate old motoryachts, we've got to keep some kind of focus here.

We can't promise we'll run out and cover every single story we hear about. But for the ones we do, we're bringing back an incentive from the early days of *Latitude*. Back then, if we got a good tip, you got a *Latitude 38 Roving Reporter* T-shirt. We recently uncovered a whole box of new RR T-shirts in our underground vault, so we're ready to go. Address tips to [editorial@latitude38.com](mailto:editorial@latitude38.com).

## sea ya — cont'd

were on their approach to the La Paz Channel that evening, they'd seen gusts to 47 knots and seas as high as 12 feet.

Just after sunset, when *Sea Ya* passed through the first set of channel markers, Heller had been on the wheel for nine hours straight. Thinking they were home free, he dropped the main, turned over the helm to Church and went below to rest. Re-emerging on deck a short while later, he realized that Church had wandered into shallow water. Moments later, before they could maneuver into deeper water, *Sea Ya's* keel ground into the rocky bottom. After six hours of grinding back and forth with the swells, the tide finally lifted *Sea Ya* clear. Her ability to maneuver was severely limited, however, due to her badly damaged rudder, and she soon hit bottom again — this time breaking the keel right off the hull. As water poured in, *Sea Ya* drifted into the shallows, partly submerged.

"I lay all the blame on myself," said Heller later. "I was the captain, and was therefore fully responsible."

After daybreak, hordes of cruisers turned out to help, but *Sea Ya* was beyond repair, so they aided Heller and Church in salvaging what they could. "In six hours, she was stripped of everything," said Heller, "including the engine!"

Having sold off what he could and saved some of his electronics, Heller is back home in Southern Cal now, somberly licking his wounds and looking for a replacement boat. Sadly, *Sea Ya* was uninsured, but we're certain that Heller will be 'out there' again soon. In fact, we wouldn't be at all surprised if he showed up at the 2006 Ha-Ha.



## volvo race, leg 1

The Dutch 70-footer *ABN Amro One* slid into Cape Town, South Africa on a gentle breeze on December 1, thereby winning the first leg of the 2005-2006 Volvo Ocean Race. Among the many reasons she was favored to do just that: good funding, talented crew, lots of practice, possible breakthrough design — and Bay Area native son Stan Honey doing the navigating.

There were doubtless a few furrowed brows aboard *ABN* when it came time to stick to the plan of 'following the road' (Stan's term for the fastest route taken by previous winning competitors in this race, which first ran in 1973 as the Whitbread Round the World Race). While other boats were speeding down the African coast, Stan and *Amro One* skipper Mike Sanderson took their powerful Juan Kouyoumdjian design well to the west, for a time even giving up the lead. As is usually the case when Stan is calling angles, it paid off big time later in the race — including a new Volvo day's run record of 546 miles. "Stan did an awesome job of pulling us clear," says Sanderson. "It was a pleasure to work with him."

Coming in second, just six hours later, was *ABN Amro Two*, the corporate and literal sistership to *ABN One*. Skippered by Sebastian Josse and crewed by nine enthusiastic young sailors (no one on the boat is over 31), this was supposedly the 'junior varsity' team of the event. But they certainly looked varsity to us, setting a new day's run record the second or third day out and keeping the pedal to the metal in even the worst conditions. Nine hours after *ABN Two*, Torben Grael sailed *Brasil 1* in to take third.

As in any long distance ocean race, there was breakage. An inordinate amount of it involved the canting mechanism or its support structure in these all-new designs. (Previous races were sailed in 60-ft boats.) You may recall that, within days of the November 12 start in Vigo, Spain, Paul Cayard's *Pirates of the Caribbean* and the Spanish entry *Movistar* had to permanently retire with severe keel damage, making the small-

continued on outside column of next sightings page



PHOTOS COURTESY AXEL HELLER



# SIGHTINGS

## volvo ocean race, leg 1

est fleet in the history of this race even smaller — from seven boats to five. The Australian entry *Sunergy and Friends* also had keel issues and pulled into port, but was able to make repairs and rejoin the race



**Above, Prince of Darkness — Stan Honey at 'ABN Amro One's nav station. Right, 'ABN' glides into Cape Town to win Leg 1.**

a few days later. About two thirds of the way through the 6,400-mile leg, the crew on the Swedish entry *Ericsson* also heard the dreaded 'bang'. They discovered they had lost their hydraulics. Skipper Neal McDonald communicated this as, "We have a free Willy on our hands." Apparently, when the keel is flopping around under the boat, the bulb looks like the famous movie orca swimming around.

The Farr office, which designed five of the boats, is burning a lot of midnight oil over the keel problems. They are doubtless also pondering the wisdom of young Argentinian designer Juan Kouyoumdjian, whose different design philosophy for the two *ABN Amro* sisterships appeared flawed during the in-port racing preceding the first leg (when the *ABN* boats finished last) — but looks pretty good out in the real world of ocean racing. If you imagine the Farr boats as lean, elite runners, Kouyoumdjian's designs look more like broad-shouldered weightlifters. "We designed these boats to be optimized between 12-18 knots," said Kouyoumdjian, who is only 34. "We didn't know there would be quite so much difference with the other boats and we certainly didn't design them as 'heavy weather machines.'" That said, off the wind in 20-24 knots, both *ABN* sisters were 2-4 knots faster than the Farr boats.

Farr designs have taken elapsed or corrected wins in every leg of every Volvo/Whitbread since the '80s. Until now. Could the reign be over? Time will tell. There's still 26,000 miles of racing left to go.

As we went to press, all boats were repaired and sailing. *Pirates* was flown down to Cape Town by a sponsor and repaired there. *Movistar* was repaired in Portugal and shipped to Cape Town on the deck of a freighter. *Ericsson's* keel is fixed, as are various problems on other boats. Some intrigues are ongoing, including the ousting of navigator Adrienne Calahan, the race's only woman, from *Brasil 1*. Skipper Torben Grael insists it has nothing to do with her navigational skills and everything to do with her physical ones. He says the extreme physical strength required by the new boats (plus smaller crews, the VO 60s carried 12 crew, the 70s have only 10) requires another man — particularly if Grael has another crewman go down sick as happened on *Brasil 1* on the first leg.

Along with new boats, the new Volvo program includes in-port buoy racing, which counts in the overall standings. The fleet was due to have

continued on outside column of next sightings page

## strange

In a move that has stunned many in the yacht chartering industry, the British firm First Choice Holidays, parent company of charter giant Sunsail, announced last month the acquisition of The Moorings, Sunsail's longtime archrival.

In recent years, The Moorings, which helped pioneer the bareboat charter concept in the late '60s, has been owned



# SIGHTINGS

## bedfellows

by the American firm Great Expeditions, which also owned five other niche travel firms. First Choice acquired all of them with the purchase of Great Expeditions for £54 million (about \$96 million).

Although some consolidation of Sun-sail and Moorings resources is expected, both brand names will continue to operate

continued middle of next sightings page

## volvo — cont'd

the second of these crowd-pleasers (which count half-points compared to the ocean legs) on December 26. The 6,100-mile Leg 2, from Cape Town to Melbourne, starts on January 2.

Interestingly, so many 'extra credit' points are available under the new scoring structure (boats can also earn them by passing various 'gates' in the ocean) that *Pirates* and *Movistar* — even though they did not sail Leg 1 — can still win.

For more on the Volvo, log onto the race's excellent website at [www.volvorace.com](http://www.volvorace.com).

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# SIGHTINGS

## volvo — cont'd

[volvoceanrace.org](http://volvoceanrace.org). Or just come back here next month and we'll update you.

Here's how the points tally looks after Leg 1 (remember that these scores include results of in-port racing before Leg 1): *ABN Amro One*, continued on outside column of next sightings page



## bedfellows — cont'd

more or less independently, similar to the recent merger of Beneteau and Jeanneau a decade ago. See this month's *World of Chartering* for further details.



*The sailing this fall was fabulous, as these folks demonstrated on December 10. Hope you enjoyed it with them. Winter arrived the following week, and so did the rains.*





# SIGHTINGS

## volvo — cont'd

(Netherlands, skipper: Mike Sanderson), 11.5 points; 3) (tie) *Brasil I*, (Brazil, Torben Grael); and *Ericsson* (Sweden, Neal McDonald), 10.5; 4) *ABN Amro Two* (Netherlands, Sebastian Josse), 9.5; 5) *Sunergy and Friends* (Australia Grant Wharrington), 4.5; 6) *Pirates of the Caribbean* (USA, Paul Cayard), 3.5; 7) *Movistar* (Spain, Bouwe Bekking), 3.





# SIGHTINGS

## *irving johnson on the mend*

Last March, the 90-ft sail-training brigantine *Irving Johnson* ran aground near the entrance to Channel Islands Harbor in Oxnard. No one was injured in the accident — attributed to an 'ephemeral' sandbar likely generated by last year's heavy rains — and all 20 people aboard got off safely.

Representatives and volunteers from the Los Angeles Maritime Institute, which runs the ship along with several other vessels (including an identical sister, *Exy Johnson*), were on the beach within hours to coordinate *Irving's* rescue. It took five days and the concerted efforts of scores of people, but the 128-ton square rigger was finally pulled back into deep water by three tugs on March 24 — to the cheers and applause of hundreds of people who had gathered on the beach.

Unfortunately, the grounding did major damage to the three-year-old ship. (*Irving* and *Exy* were built side by side over a four-year period at LAMI's headquarters in San Pedro, and were launched within an hour of each other on April 27, 2002. Christening honors were done by 93 year-old Exy Johnson herself.)

The *Irving* was towed to Ventura Harbor Boatyard where insurance representatives eventually put together a survey document more than 40 pages long. Among the list: major damage to the forward part of the hull including port side stove in, gripe structure (which connects the stem timber to keel) badly damaged, parts of the external lead keel loose and bent, deadwood and rudder below the propeller damaged, eight cracked ribs — and on it went.

The entire hull was flooded while she was on the beach, which ruined all the wiring, the engine and much other gear. Fortunately — almost amazingly — the rig suffered relatively little damage except to the bowsprit and chainplates. (*Irving* was under power at the time of the grounding with no sails up.)

Bids went out for the massive job of repairing the boat, and a contract was eventually signed with Gambol Industries in Long Beach.

Workers from Gambol built temporary structures on the deck of the ship to support her de-stepped masts, and on June 5, the *Irving* was refloated and towed to Long Beach.

What will it cost to get the ship sailing again? While final costs have yet to be determined, estimates are currently running between \$1.5 and \$2 million. LAMI's deductible — plus additional costs for items not covered — totals a bit more than \$100,000.

Maritime Institute folks continue to be amazed at the outpouring of support for the *Irving*. At the grounding site, for example, the local hardware store purposely undercharged them, the local Starbucks donated hot coffee — and lots of good samaritans collected flotsam from all over the beach and delivered it back to waiting LAMI volunteers. More recently, the Annenberg Foundation

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## *circumnavigators*

"Remember me?" asked a bearded, bright-eyed sailor during the Baja Ha-Ha's Cabo beach party on November 11. His face looked familiar, but we couldn't quite place him, as he apparently wasn't one of the current flock of Ha-Ha participants. Turned out he was Greg Nickols of the *Tayana 37 Four Winds*, formerly of Sausalito. He and his ladyfriend Denise Schetens were working their way up from Panama, having just completed a six-year circumnavigation.

Greg was thrilled that his arrival at Cabo coincided with the arrival of the newest class of Ha-Haers, as he'd been





## return

in their shoes back in '99, when Baja Ha-Ha VI launched his around-the-world cruise. And, as if rendezvousing with the fleet wasn't 'small-worldly' enough, Burt Barnes, the guy who'd introduced Greg to Denise years ago in the remote Tuamotus happened to be standing a few feet away from us. Burt had been cruising on *Tenacious* at the time, but having sold her, he was crewing for friends in the Ha-Ha. (Ironically, *Tenacious* was also entered in the Ha-Ha by her new owners.)

After two seasons in Mexico, Greg set off from Puerto Vallarta solo in the spring of

continued middle of next sightings page

## irving johnson — cont'd

awarded the Institute a grant for \$148,200 to offset LAMI's deductible and provide partial compensation for the thousands of dollars in revenues lost last summer while the ship was out of commission. (It's not Annenberg's first gift. In 2004, another generous grant from the Pennsylvania-based Foundation made it possible for more than 200 young people to experience weeklong trips to Catalina.)

At this writing, *Gambol* is still hard at work on the ship. Much of the major reconstruction is done and she's coming back together nicely. No date has yet been set for her returning to service, although they're hopeful it will be soon. Meanwhile, the *Exy Johnson* and schooner *Bill of Rights* have been doing double duty to take up some of the slack in programs scheduled for the *Irving*.

For more on the *Irving Johnson*, the Los Angeles Maritime Institute, or how you can contribute to the Irving's restoration fund, log onto [www.lamiTopSail.org](http://www.lamiTopSail.org).



Open wide — 'Irving Johnson' undergoing repairs in Long Beach. Her masts should be back in by the time you read this.

NELS NELSON



# SIGHTINGS

## rescue in baja

An extraordinary event took place in late November that had nothing to do with sailing and everything to do with seamanship, heroism and the human spirit. It involved the rescue of kayakers in hellacious



DUNCAN OWEN

*You won't see many photos of motor yachts in 'Latitude'. But you won't see many luxury yachts doing what 'Ozark Lady' did, either. This is her in La Paz.*

conditions in the Sea of Cortez by the Sausalito-based Fedship motor yacht *Ozark Lady*.

The general perception of the Sea is one of gentle breeze and calm water. But during the fall and winter, the area is subject to ferocious 'northers' that, to the untrained eye, seemingly appear out of nowhere. This was the case on Sunday, November 27, when *Ozark Lady* was anchored under the north tip of Isla Carmen.

They heard the first distress call on the VHF radio shortly before 9 a.m. It was from a woman who identified herself as Victoria. She reported that she and two other women had rented kayaks in Loreto and were on their way to tiny Isla Coronado (about 4 miles to the northeast), when the norther blew in. Now they were trying to return to Loreto, but were unable to control their boats in the building wind. She did report that all three were wearing lifejackets belonging to the kayak rental company, but she was the only one who had been given a radio. A few minutes later, she came back up, her voice obviously more distressed, and said she had been separated from her companions.

"The real heroes of this story are the owners of *Ozark Lady*, Jim and Joyce Teel," said skipper Dan Davies. "When that second call came in, Jim turned to me and said, 'Let's go get them.'"

Fedships are known for being among the strongest, best-built motor yachts in the world. And the 120-ft *Ozark Lady* is a prime example of that, with all the good gear like bow thrusters and stabilizers. None of it would help much that day as she upped anchor and pointed her nose around the top of the island into 35 knots of wind and steep, square 10-12 foot waves. Two other boats also left the security of their anchorages to help in the search, the 70-ft sportfisher *Sea Venture* and a 40-ft workboat called *Baja California*.

It took until about 1 p.m. to reach the search area. During that time, many people were talking to Victoria, trying to get her to mention some landmark that could be used to give the searchers even a rough position. When she finally said, "I'm at the northern end of Carmen on the west side," Davies went to the chart, drew a line through the middle of Coronado in the direction of the wind — longitude 111°12' W — and turned *Ozark Lady* south to run down it. Jim, along with his best friend Vern (who with his wife, Gloria, was a guest of the Teels) and Dan's brother Ron (the boat's engineer) manned the bridge with binoculars, each assigned a different section to scan. "It's impossible to describe how difficult it was to see anything in the water in those conditions," said Ron.

After about an hour, Jim spotted what turned out to be Victoria's companions, Christine Richardson and Pamela Fennell, who were still aboard their kayaks. They had tied the boats together to make them more stable. (Lifelong friends, the three mid-30s women had flown down from Victoria, Canada, for a few-day break from their careers. All

continued on outside column of next sightings page

## circumnavigators

2001, teaming up with Denise in French Polynesia, then slowly continuing on around via South Africa, rather than through the Suez.

At this writing, Greg and Denise have stoically re-entered the workaday world, having found both jobs and a slip in San Diego.

Meanwhile, a few miles up the coast,



Greg and Denise of 'Four Winds.'

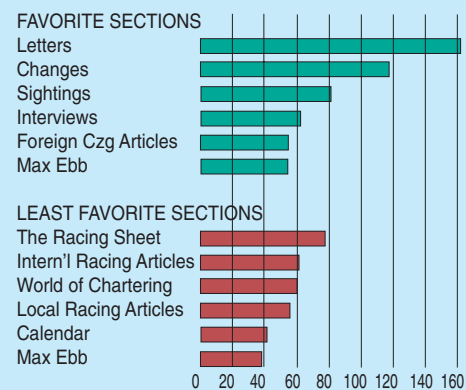
another set of circumnavigators are also coping with the surreal process of 're-entry'. Prior to arriving at Marina del Rey December 3, Jeff and Gail Casher had been 'out there'

for eight years aboard their Liberty 458 *Sea Witch*. They spent three years crisscrossing between the island groups of the South Pacific. The Cashers, who are avid scuba divers, took the Red Sea route, through the Suez and on into the Med.

## reader

In the December 5 and 7 editions of *Electronic Latitude*, we asked readers to tell us their three "most favorite" and

### Reader Survey Results



three "least favorite" features in *Latitude* 38. Some 270 of you were nice enough to take the time out of your no doubt hectic lives to respond, and many of you added helpful comments. In most cases, the

## — cont'd



Gail and Jeff of 'Sea Witch.'

While in Trinidad, after 'crossing the pond', they met, and became good friends with, Greg and Denise. It's a small world out there.

During their trip, Greg, a "computer guy" by profession, developed an innovative timer specifically geared toward watch-standers on shorthanded crews called a Watch Commander ([www.sailsafely.com](http://www.sailsafely.com)). We hope to have more in-depth coverage of both these circum-navigations in the coming months.

## survey

most critical comments were the most helpful. We didn't agree with all of them, but they made us think.

We were delighted that many respondents reported having a difficult — if not impossible — time finding three things they would classify as "least favorite". Many people said they really liked the magazine just the way it's been. One respondent threatened to send over a 400-lb gorilla if we changed anything. We've had him placed in a violence management program.

Most of the results were expected, but there were a few surprises. For example, we were unaware how much readers enjoy the *Latitude 38* interviews. Based on that information, we'll be featuring an interview in almost every future issue.

Some features brought out the passion on both sides. For instance, lots of readers put *Max Ebb* at or near the top of their 'favorites' list, while a significant number of others put it down as a 'least favorite'. One reader said he really liked *Max Ebb*

continued middle of next sightings page

## baja rescue — cont'd

were fit and athletic — Victoria was a triathlete who had won several awards.)

Dan maneuvered the boat 50 yards to weather of them, turned the *Lady* sideways to give them a lee, and shut the engines down. (The recovery was going to be difficult enough without the additional danger of turning propellers.) As the big yacht drifted down on them, Christine and Pamela did their best to maneuver toward her stern, where Ron, Vern, and the boat's cook, Alejandro, were waiting. A line was thrown and grabbed, and the two women were pulled the rest of the way. As they got near, a big wave slipped under the *Ozark Lady* and as she came down, it sucked the kayaks under the swim step. Ron grabbed Christine and yanked her aboard, while Vern and Alejandro did the same with Pamela. They didn't even try to recover the kayaks.

The women were put in a hot shower and given dry clothes. Dan Davies meanwhile headed the *Lady* back into the wind to look for Victoria. Because she said she was in the water next to her kayak (rather than in it as the other two had been) he reasoned she would not have drifted as fast as Chris and Pam, and therefore must be upwind of them.

The search continued through the day and into the early evening, with all three boats running big searchlights. Everyone was taking turns talking to Torie, trying to keep her spirits up. They were also trying everything they could think of to help find her — even firing off flares in the hope she would see them. Nothing worked, and with the growing darkness, ineffectiveness of the searchlights and relentless conditions — *Ozark Lady* was taking spray on her flying bridge — she and *Sea Venture* decided to anchor for the night in an exposed cove on Isla Carmen, with the intention of resuming the search the following morning. (*Baja California*, low on fuel, had returned to Loreto.)

They had picked up Chris and Pam within a quarter mile of shore, so the hope was that Victoria might get washed onto the beach somewhere during the night. The loose plan for morning was that *Sea Venture* would search as close as was safe inshore, while *Ozark Lady*, with her higher vantage point, would take up position farther out.

The next morning, *Ozark Lady* upped anchor and soon spotted Pam and Chris' kayaks on the beach. Then they spotted their own — which the high winds had ripped off their foredeck the day before. Then, near the southern end of Isla Carmen, they found Torie's kayak. It was upside down at the base of a rocky cliff. *Sea Venture* sent a swimmer over to see if she was still in the boat, but she wasn't. A short while later, while everyone was trying to decide what to do next, Dan looked over the wing of the bridge and there she was, floating on her side, her head underwater.

Everyone sprang into action. It was still blowing hard and the water was very rough. "I don't know how, but Dan put the stern of the boat close enough that I was able to get her with a boathook and grab ahold of her lifejacket," says Ron. "But as the boat went up on the next wave it sucked her under the swim step. I decided the sea wasn't going to get her back, so I let go of the rail and got her with both hands. Vern — who is a pretty amazing guy at 82 — hooked one of his arms under mine and the other around the rail and held on until the wave went past. Then we got her onto the boat."

They went through the motions of checking for a pulse, but it was obvious Victoria had died sometime the night before, probably not long after her last radio transmission at 8:30.

There was a tremendous outpouring of emotion aboard *Ozark Lady* then, which neither Davies brother wanted to talk much about. Even Victoria's heroic radio transmissions that saved the lives of her two friends seem to momentarily pale in the presence of her loss. "I just really wish we could have found her sooner," Dan said.

Another emotional moment occurred back in Puerto Escondido the following day as *Ozark Lady's* crew, owners and guests were gathered in the lounge waiting for the taxi that would take them their separate ways. A small boat came alongside and delivered a letter that Joyce read to the group. It was a note of appreciation from the people of Loreto for the fine thing they had done. We hope this short article serves as ours.



# SIGHTINGS

## keelhaulers

Most Bay Area residents, whether they sail or not, know of the California Maritime Academy in Vallejo. Many are also at least tacitly familiar with the Academy's long history of training merchant marine officers. What you may be surprised to know is that CMA has a sailing team — and a good one, at that. How good? In September, the Keelhaulers Offshore Sailing Team won their second US Service Academies Offshore Championship (aka the Shields Trophy), sailed on Navy 44s at the Naval Academy in Annapolis . . . despite not even having an offshore sailboat to train on here at home!

A bit of history. The Academy's sailing program dates back to 1966, when the 37-ft sloop *Duchess* was donated for use as a training platform. In 1972, she was replaced by the famed 72-ft yawl *Baruna*. An Islander 41, donated in 1975, became the first of several Academy boats to sail the TransPac with cadet crews. There were a number of others along the way, with the school's last 'big boat' being the Olson 30 *CMA Sail-*

continued on outside column of next sightings page

## reader survey

but often found it over his head. So he put the feature on both his 'most favorite' and 'least favorite' lists.

If one were to just look at the raw numbers without reading the accompanying comments, the results could be extremely misleading. For example, the three 'least favorite' features were *Race Sheet*, articles on international racing events, and local racing coverage. This came as no surprise to us — a large segment of the sailing public doesn't race, and has no interest whatsoever in reading about yacht racing. "The racing articles are well written," said a letter typical of many, "but it's just not



## — cont'd

something I care about." Others reported that since they live outside Northern California and aren't familiar with our local boats and racers, they couldn't identify with them.

As we enter our 30th year of publication under the same editorial direction, we're glad to know that the overwhelming majority of our readers aren't looking for any major changes in the editorial vision. There will surely be more interviews, but *Max Ebb* won't be going anywhere, and though we might slightly modify the emphasis, we're not about to abandon our race coverage.

**Victory at sea — members of the Cal Maritime Keelhaulers Offshore Sailing Team aboard one of the Naval Academy 44s. The next time you see one of these guys, it may be on the bridge of an outbound tanker or container ship.**



CHARLIE ARMS

## cma — cont'd

ing (ex-Zephyrus), which won several events in the '90s under alumni Kim Dencil and Gordon Clute.

In addition to the TransPac, Cal Maritime has competed in events ranging from the Ensenada race to the Pacific Cup. In the later event, a cadet crew which included John Keever (current captain of the *Golden Bear* and CMA's vice president of Marine Programs) took second in class in 1982 on the Davidson 44 *Quamichan*. This and other sailing experiences convinced Keever that sailing can be a valuable teaching tool for merchant marine officers. "When you teach someone to sail, they get tuned in to what the wind is doing, and to the movement of the water, whether it's current or swell. These are important skills for all seamen, and sailing makes the appreciation stronger."

The Keelhauler Dinghy team has had several incarnations dating back to 1972. Most recently, sailing became one of the nine varsity sports at Cal Maritime after students showed an interest in 1996. A coach was hired in 1998 and the sailing program joined the Athletic Department in 1999. Head dinghy coach Matthew Barrowclough's successful young team won the Frosh-Soph regatta in San Diego this season in both A & B division.

The Offshore team's victory in the prestigious Shields Trophy — skipper Andy Goodman's name will be engraved on the perpetual trophy with the likes of Gary Jobson — has renewed interest in big boat sailing at CMA. And that enthusiasm goes right to the top. "Cal Maritime President Bill Eisenhardt has gotten behind the revival of big boat sailing after cadets shared their desires to compete on the Bay as a team," said Charlie Arms, CMA's Director of Sailing.

These days, the Keelhaulers (the only college team named for a punishment) have a fleet consisting of 10 FJs and 3 J-22s, not to mention various whalers, T-boats, a tug, and the Academy 'flagship', the 500-ft *Golden Bear* berthed at the north end of the Carquinez Bridge. What the school currently lacks is a larger sailboat for the Offshore Team.

It's been five years since the Academy had their own big boat to sail. They have 'made do' with borrowed boats in the interim, including a Lancer 36 and Shock 40. Unfortunately, no large boats were available in the weeks leading up to the trip back east (they practiced on the Academy's smaller keelboats), which makes the Keelhaulers' victory all the more remarkable.

Come spring, the team plans to return to the right coast for the Kennedy Cup and Intrepid Cup. Both events are scheduled for April, once again at the Naval Academy, and both will use the Navy 44s, although the Intrepid Cup also features match racing in Colgate 26s. Closer to home, based on finding boats to sail, the CMA schedule includes the Spring Keel Regatta and Big Daddy. (In February, CMA will also host one of six events in the NorCal High School Sailing Series.)

"What we really need is a boat of our own to practice on and compete with here in the Bay Area," Arms said. "We are actively seeking boats in the 35- to 45-foot range." The ideal, she says (yes, she), would be a J/105.

For more on the Cal Maritime Sailing Program, or on donating a boat, contact Charlie Arms at [707] 654-1257 or at [carms@csum.edu](mailto:carms@csum.edu). All donations are tax deductible, by the way.

## clipper cove anchor-outs

The photo on the following pages was snapped on a beautiful Saturday afternoon in mid-December. Of the almost two dozen boats anchored in Clipper Cove, all but one was a long-term anchor-out. Some have been there well over 2 years, the result of a power vacuum after the Navy left more than 5 years ago.

A few Treasure Isle Marina slip holders have complained of petty theft, and naturally suspect the anchor-outs who make nocturnal

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# SIGHTINGS

## clipper cove — cont'd

visits to the marina for fresh water and trash disposal. Anchoring in Clipper Cove is reportedly restricted, but the many possible authorities overseeing this type of activity — San Francisco Police, BCDC, US



CLIFF DELOREAN

**Anchor-outs at Clipper Cove.**

Coast Guard, US Navy, and Almar Marina — all have been contacted several times with no results.

What does all this mean? Well, it's great news for the thin layer of barebones liveaboards. Clipper Cove is well protected from most weather, and the thick clay bottom holds well. The nearby beach is apparently safe, given how many dinghys are left there most days. There's a bus stop just a few hundred yards away, and Muni makes the five-minute trip to San Francisco three times each hour. In fact, some anchor-outs have managed a favorable relationship with either Treasure Isle Marina or Treasure Island Yacht Club for use of the marina facilities (including leaving a car) for just a few dollars a month. Considering how hard it is to land a dinghy in Sausalito, it's no wonder Clipper Cove is becoming so popular.

For the weekend cruiser, it simply means the degradation of the best anchorage in the central Bay. There is less space for anchoring, and the space that remains is more exposed and farther from the beach. The scenic beauty is marred by the flotilla of dilapidated boats festooned with laundry and years of unchecked marine growth. Anchoring itself has changed: rather than dropping a single hook, you may want to consider bow/stern anchors to comply with the convention established by the 'front row' of liveaboards.

Times change. I never thought I'd say it, but I miss the Navy.

— cliff delorean

*Readers — You've read about this subject many times in these pages. And you've heard all the arguments on both sides. Now we want to know what you think. Should there be restrictions on long-term anchoring in Clipper Cove? Or for that matter, Richardson Bay — or any anchorage in the Bay? If so, who should enforce it? If not, why not? Is there any workable solution that would satisfy both sides of the long-running dispute over anchor-outs? Email to [editorial@latitude38.com](mailto:editorial@latitude38.com), subject line: anchor-outs.*

## short sightings

**RHODE ISLAND** — Reading over the list of nominees for the *Sailing World* 'Boat of the Year' awards reminded us a bit of thumbing through our daughter's CD collection. . . who are all these people? We hadn't

continued on outside column of next sightings page

## sailing hall

Cooperstown has one for baseball. Cleveland has one for rock and roll. Now Annapolis has inked a deal to open a Hall of Fame for sailors. Just before Christmas, Governor Robert L. Ehrlich, Jr., announced a formal agreement to establish the National Sailing Hall of Fame and Museum, Inc., in the city he calls "America's Sailing Capital."

He was joined in the announcement by NSHOF President Buck Buchanan, U.S. Sailing President Janet Baxter, and America's Cup champion and television broadcaster Gary Jobson, among others. The goal of the Hall of Fame is "to promote



## of fame

U.S. sailing achievements and educate the public about the sport.”

Negotiations are now underway to secure space in a historic building near the waterfront. Although there is much to do before the new facility is up and running, Buchanan said the first exhibits and displays for the museum will be in place by the time the Volvo Race boats make their stopover in Annapolis in April.

“The National Sailing Hall of Fame will preserve the history of sailing and its impact on our culture by honoring those who have made outstanding contributions to the sport,” added Baxter.

## shorts — cont’d

even heard of half the new boat nominees. Fortunately, *Sailing World* magazine has, and like they do every year, they assembled a panel of well-known sailing personalities to put each new design through its paces and came up with the magazine’s Boats of the Year for 2006 in five categories: Best Multihull, Best Dinghy, Best Innovation, Best Cruiser/Racer and Best Overall. A couple of West Coast boats made the cut, including the Huntington Beach-built Reynolds 33 as Best Multihull — and one right from our own backyard, Tom Wylie’s new WylieCat 44, winner of “Best Innovation.”

“A smooth blend of style, design, speed, and simplicity,” sums up the opinion of designer Alan Andrews, one of this year’s panel of test pilots. In fact, everyone who sailed the boat was just as impressed as we were when we ran an article in *Sightings* on this new design several months ago. Combining the latest version of his proven unstayed carbon mast

continued on outside column of next sightings page



*Charles Ray's WylieCat 44 'C2' sailing in the Golden Gate YC Midwinters. The design recently won 'Boat of the Year' honors for its innovative design.*



# SIGHTINGS

## shorts — cont'd

and wishbone rig with a sleek, narrow hull, Wylie created a very fast boat that can be sailed by a very small crew. (Try singlehanded a Farr 40 sometime.) With no headsail to mess with, about the only string there is to pull on is the mainsheet. Since there's no traveler and the bendy rig itself is 'self adjusting' to small variations in windspeed, you don't even have to fiddle with that much if you don't want to. Want to 'see what she'll do' with a crew? Put up the optional fractional asymmetrical kite and hold onto your hat.

Congratulations to Tom Wylie and Randy Reynolds for their well-deserved accolades. For more on the WylieCat 44, log onto [www.wyliecat.com](http://www.wyliecat.com) (and keep an eye out for Charles Ray's *C<sup>2</sup>* sailing the Bay). For more on the Reynolds 33, log onto [www.r33.com](http://www.r33.com).

**SAN FRANCISCO —** San Francisco is on the brink of losing yet

continued on outside column of next sightings page

## state giving

The State Boating and Waterways Commission last month approved \$6 million in grants and loans for boating infrastructure improvements in 2006. Among the recipients:

**San Francisco Marina** — The Commission okayed a two-phase loan of \$3.7 million to the City for a \$16.5 million project to improve the West basin. The loan covers demolition of existing structures, construction of new ones and upgrades to docks, gates, breakwater and buildings.

**Redwood City** — A grant of \$1,080,400 to the Port of Redwood City to improve



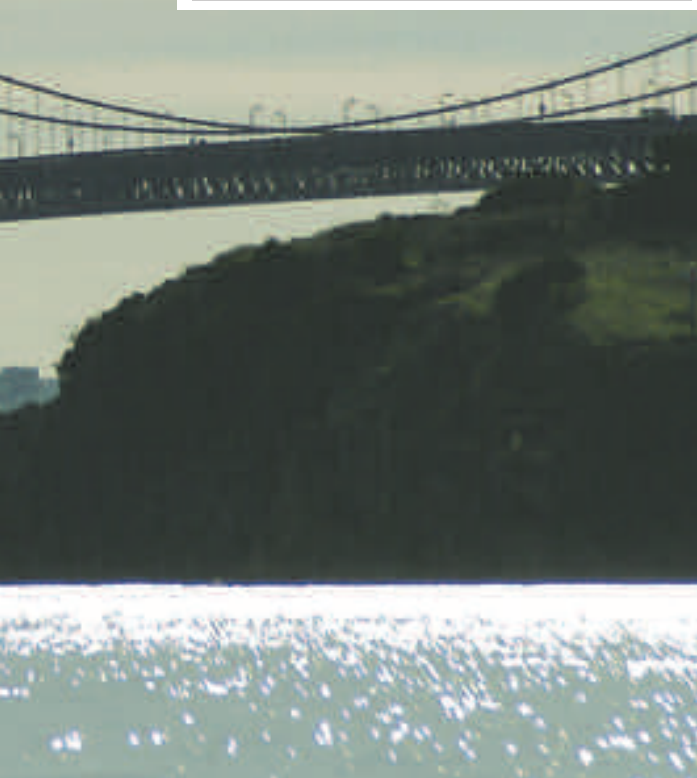
## away money

its launch ramp. It includes removal of the present ramp and construction of a new one, as well as a new boarding float, retaining wall, walkways, storm drainage and an information kiosk.

Each year, DBW provides grants to public — and some private — marinas for improvements. Applicants must meet certain environmental, design and other criteria. If your marina has improvements planned, log onto [www.dbw.ca.gov](http://www.dbw.ca.gov) and click on 'grants and loans' to see if it qualifies. The deadline for 2006 applications is April 1 — no fooling.



In San Francisco you can get your latte and your sailing plain or with extra whipped cream.



LATITUDE/ANDY

## shorts — cont'd

another of history's great ships because of the City's 'out there' Board of Supervisors. A plan to permanently dock the battleship *USS Iowa* in San Francisco — in process for almost 10 years — was shot down at the 11th hour by the Supes, in part "because of the ongoing discrimination against gay Americans by the armed services."

What?

No one has worked harder to bring *Iowa* to San Francisco than the organization Historic Ships Memorial at Pacific Square ([www.battleshipiowa.org](http://www.battleshipiowa.org)). They're the ones who orchestrated the *Iowa* being towed here from the East Coast in 2001 (she's currently anchored with the mothball fleet in Suisun Bay), and they have worked tirelessly to permanently dock the ship up in the City as a tourist attraction, memorial to our veterans — and even as an emergency 'command post': in a big earthquake or in the event of a terrorist attack, *Iowa* could easily become a temporary city hall, shelter or command post.

Just about everyone from Willie Brown to Barbara Feinstein has supported HSMPS in these efforts, and continues to do so. However, in July, the Board of Supervisors voted 8-3 not to support the move. (A decade ago, similar shortsightedness led to the loss of *Iowa*'s sistership, the *USS Missouri*, on whose quarterdeck Japan signed the surrender which ended World War II. The *Mighty Mo* is currently a popular tourist attraction in

Pearl Harbor.)

When the 'no' vote came down, Senator Richard Pombo (R-Tracy) proposed that the ship be transferred to Stockton, where officials have already pledged 1,000 feet of dock space, buildings and a huge parking lot. Senator Barbara Feinstein (D-California) — who blasted the City supervisors for their 'petty' vote against the ship — countered with a proposal to open the ship up for bid. Any California city that can offer a location and support structure for the ship has a shot at it.

So far, though, the only two cities still interested are San Francisco and Stockton. HSMPS and local *Iowa* supporters were working through the holiday to put together a new resolution to present to the Board in mid-January. We hope this time they do what most people seem to want and vote to support the move. If you feel the way we do, and live in the city or county of San Francisco, perhaps you might drop an email to members of the board and tell them as much. The website with all their emails is [www.sfgov.org/site/bdsupvrs\\_index.asp](http://www.sfgov.org/site/bdsupvrs_index.asp).

**FALKIRK, SCOTLAND** — For about 100 years, starting in the late 1800s, Scotland's canal system served as that country's main 'highway' for the transport of goods. The two main canals, the Union and the Forth & Clyde, were once connected by a series of 11 locks that took a boat a whole day to transit. The canals fell out of use in the 1930s and were closed completely in 1965. But with renewed interest in boating and sightseeing, they are back open, busier than ever, and that 11-lock thing is a distant memory. Boats now lock up and down in 15 minutes through an ingenious and unique system called the Falkirk Wheel. It's hard to describe how it works without photos, so we're not even going to try. To see it, pick up a copy of the December *National Geographic*, or log onto any of the three or four 'official' websites. The best one we found for a good overview of its construction and function was [www.falkirkwheel.info](http://www.falkirkwheel.info).



# MAZATLAN AND THE JUNGLE COAST

There's one main reason we've tended to avoid cruising Mazatlan and the 'Jungle Coast' of mainland Mexico for the last decade — so we wouldn't have to pay bogus fees. (Which is not to say that we haven't had to pay some in other parts of Mexico.)



Mazatlan's signature El Faro

Things are different now, however, because last April President Fox put *Reglamento 69* into law, which made 'domestic clearing' in Mexico a reasonable process that eliminated what had sometimes been massive cruiser rip-offs. Upon hearing the news, we modified our winter's itinerary in Mexico to include Mazatlan and the 'Jungle Coast' — which we take to mean everything in the 180 miles between Mazatlan and the entrance to Banderas Bay.

There are three harbors with port captains along this stretch of coast, and at times during the past decade port captains in each of them have abused cruisers — at least based on how many experts interpret Mexican law. Here are some specific examples:

When Larry and Tammy Seminutin of the Canada-based Corbin 39 *Semicrazed* made a two-day stop at Mazatlan last March, the port captain required — illegally, according to experts — that they use a ship's agent. In addition to the normal \$20 fee to check in and another \$20 fee to check out, the agent added on another \$75 for himself. Cruisers know what an outrageous fee that is because they know there is so little work involved. The Seminutins were so outraged that they immediately cancelled their plan to leave their boat in Mazatlan for the summer.

Over the last decade there has also often been bad blood between cruisers and the port captains in San Blas. The major point of contention again was whether the port captain could force cruisers to use agents. Rightly or not, many cruisers are convinced that some of the port captains were getting big kickbacks from the agents, who often seemed to be relatives of the port captain. Sensing corruption, some veteran cruisers flat out refused to use an agent.

Adding to the acrimony at San Blas was the question of whether or not boats anchored at Matanchen Bay, about two miles to the south, were required to do

the clearing song and dance with the San Blas port captain. Many cruisers believed — based primarily on their financial self-interest — that they didn't need to. This rankled Norm Goldie, an American who had moved to San Blas from Brooklyn decades ago. Goldie, who had once been very helpful to cruisers, intimated that he had quasi enforcement status and might turn cruisers in.

The situation was similarly inconsistent in Chacala, which didn't get a port captain until about five years ago. Since there had never been a port captain, lots of returning cruisers didn't know — or pretended they didn't know — that there was one. Sometimes the port captain made them check in, sometimes they got away without doing it.

The skipper of a big Swan that has done many cruises to Mexico told us that he never used to check in at Chacala, but the last time decided to do it on a lark. "Even though we arrived late in the afternoon and were going to be leaving early the next morning, the port captain charged me \$65," he fumed. "And while I can't prove it, I bet all of the money went straight into his pocket!"

So there were two options available to cruisers in Cabo wanting to sail to the mainland: 1) Do Mazatlan and the Jungle Coast, and have to pay up to \$300, most of it in bogus agent fees. Or 2) Sail directly from Cabo to Punta Mita at the tip of Banderas Bay, and only have to pay \$20 to clear out of Cabo. For many cruisers, Mazatlan and the Jungle Coast weren't worth the expense, hassle, and feeling you were getting shaken down. So we — like a lot of cruisers — always made the straight shot to Punta Mita.

But my, have things changed for the better this winter! During late November and early December, we completed a cruise of Mazatlan and the Jungle Coast, and it didn't cost us a nickel in clearing fees or agent fees. Nada, zilch, nothing! Plus, we didn't have to waste hours playing agent games. Here's a review of the clearing — or more properly 'informing' — experiences we had between Mazatlan and Banderas Bay:

When you get a berth at Marina Mazatlan or El Cid Marina, the marina staff logs you in at no cost, and eventually turns the log over to the port captain. When you pay your bill before leaving, the marina staff gives you — once again at no charge — a stamped clearance form. We couldn't understand why they went to



the trouble because no officials down the line cared if you had such a clearance, and because the port captain's rep said that boats anchored in Mazatlan's old harbor didn't have to bother with it.

But a few weeks ago there was a meeting of the heads of various local agencies — Immigration, Customs, Agriculture, Animal Control — and they asked the port captain to require anchored out boats to log in and out at Club Nautico. They contend it would be irresponsible of them not to have some track of boats and crews. As long as there is no charge and the process remains so simple, we don't think it's a problem.

We arrived at Matanchen Bay on a weekend, when the San Blas port captain's office was closed, and left prior





# FREE TO VISIT ONCE MORE



ALL PHOTOS ELECTRONIC/RICHARD

*Left to right, top to bottom: Philip and Jana Graves of the San Francisco-based 'Seamint' have loved living aboard in Mazatlan for 10 years; Some tubs of shrimp for sale in the 'shrimp district'; The historic Plazuela Machado district; Gladis Barron will log you in at Marina El Cid; The entrance channel to the marinas; Looking down from a new condo on Marina Mazatlan; One of the pools at El Cid, with the marina in the background; El Faro Peak and the old harbor; Jorge and Antonio, the new and former harbor masters at Marina Mazatlan; An aerial view of some of the Marina Mazatlan development.*

to Monday morning, before the office reopened. Wanting to try to comply with the new rules, we nonetheless tried to 'inform' the port captain of our arrival via VHF. There was no response, so we assumed that we were good. The skipper of another boat went to the port captain's office on a weekday, and a woman started filling out some paperwork. She was stopped by another woman, who told her such paperwork was no longer necessary.

When we reached the small cove of Chacala, we anchored our conspicuously large catamaran right in front of the port

captain's office. We were unsuccessful in trying to inform him of our presence via VHF radio, and when we stopped by his office at 10:30 a.m., nobody was there. Weighing anchor four hours later, we noticed that somebody was in the office. But having made two legitimate efforts during normal working hours to 'inform' the port captain of our arrival, we felt that we had fulfilled our obligation. We motored away slowly, giving the port captain a chance to object. He didn't.

So we did Mazatlan and the Jungle Coast, and saved \$300 in fees — and countless wasted hours — from what it

would have cost the previous year. We promptly spent the 'saved' money on shops, restaurants, and on tours, so the money still got into the economy. Nonetheless, we and many other cruisers doing the coast have a big *gracias* for President Fox. The new domestic clearing rules are the greatest thing that's happened to cruising in Mexico.

With the clearing procedures no longer an obstacle, we had a fine time in Mazatlan — which like La Paz is an authentic Mexican city. The main differ-



# MAZATLAN AND THE JUNGLE COAST

ence between places like Mazatlan and tourist destinations is that there is much greater interaction between visitors and residents, and you know that you really are in a foreign country.

We first sailed into Mazatlan in '79, dropping the hook just inside the commercial harbor near Club Nautico. It was a messy industrial area then and it hasn't changed — except for the addition of a sometimes foul-smelling sewage treatment plant. It's a shame, because the area at the outer end of the main harbor has potential to be a good marina. There's even some nice scenery, highlighted by 447-ft El Faro peak. We're told that climbing to the top is a great cardio workout, and once at the summit you pick up the VHF cruiser net based out of the marinas to the north of town.

Cruisers can anchor off funky Club Nautico and pay \$3/day for dinghy access and the use of showers and other facilities, or pay \$150/month to Med-tie a 40-footer to their dock. The anchorage is conveniently located, as it's just a 20-minute walk to the historic old town, including the Plazuela Machado, which is anchored by the pride of Mazatlan, the restored Angela Peralta Theatre.

Anchor-outs get a front row view of plenty of maritime activity, as Mazatlan is homeport to 665 shrimp boats, 23 tuna boats, 14 shark boats, and three sardine boats. The fishery provides tremendous direct and indirect employment for the city and state. With such a large fleet, Mazatlan is home to all boat and engine repair skills.

The center of cruiser activity, however, is seven miles to the north at El Cid Resort and Marina Mazatlan, two major developments that are ground zero for a massive new upscale addition to the city of Mazatlan. Eventually, it will be Mexico's largest marine center, and will include expensive homes and condos with docks, golf courses, a shopping center, and other upscale attractions. Thanks to the gigantic new developments, the old city of Mazatlan is on the move again.

Fifteen years ago, a breakwater and channel were created to permit access to a sprawling lagoon area, small parts of which are now home to the El Cid and Mazatlan Marinas. The 120-berth El Cid Marina is closest to the ocean, and is just a smart part of the very large El Cid complex. Although the El Cid Resort is no longer new, it was nicely built in the first place and has been well maintained. It features lots of pools, tennis courts, golf — and the very active marina.

Geronimo Cevallos has been the

harbormaster at El Cid since the facility opened, and apparently does a very good job. For without prompting, several tenants cornered us to rave about him. "No matter what kind of problem you have," they said, "Geronimo will figure out the best solution."

Geronimo isn't around as much as he used to be because El Cid is opening up a 300-slip marina at Puerto Morelos, which is 30 miles south of Cancun, and he's the harbormaster there, too! As of late November, El Cid Marina in Mazatlan was full, with many slips occupied by boats that had just completed the Ha-Ha. Given the nice facility and popular harbormaster, that's not surprising. Berth availability goes up and the prices come down a little during the summer off-season.

Another half mile up the narrow channel is Marina Mazatlan, the name for the entire 1,460-acre project that will include waterfront homes, condos, and commercial property — as well as hundreds of slips and dry storage. A mini-Marina del Rey in the making, it was originally one of the marinas half-developed by Grupo Sidek before they went bankrupt years ago. For a long time it was a very odd marina, as it was located on a barren parcel of land out in the middle of nowhere. And as late as this November, there was still no store or *tienda*. No restaurant, cafe, or even taco cart. No cruiser's lounge or pool. The harbormaster's office and tenant toilets and showers were crammed together in a couple of old trailers. Nonetheless, 80% of the 215 slips were occupied.

After years of the marina ownership being in limbo — during which time berths were once roped off to prevent the arrival of more paying tenants — Marina Mazatlan and all the surrounding property were purchased two years ago by a wealthy tomato grower from Culiacan. Limbo times are over, as the new owner is charging ahead with plans for a massive development. So after years of barren surroundings, the marina is getting company. A store has already opened up, and it won't be long before there are permanent new facilities for the harbormaster and a lounge for cruisers. A sold-out, six-story condo tower backing one part of the marina is almost completed, and two more nearly sold-out towers aren't far behind. As such, it won't be long before restaurants and shops open up around the marina perimeter. And this is just the very beginning.

Along with the new facilities will come a greater demand for slips. One hundred



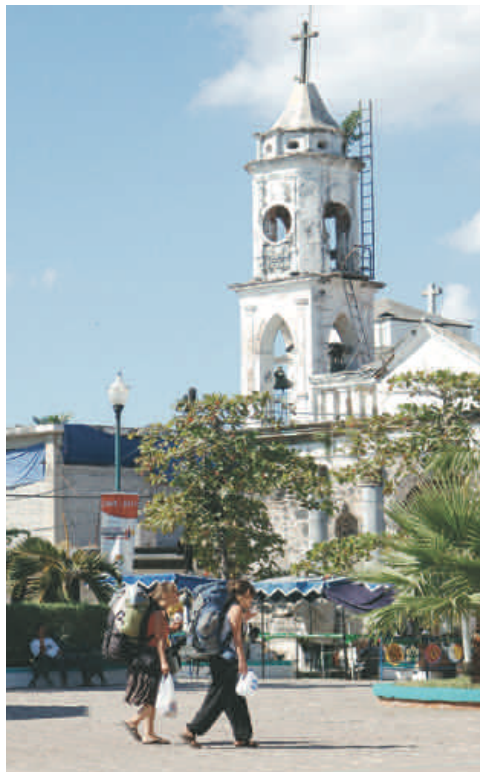
more are being built now, and by the time the project is completed several years down the road, there will be 800 slips — including those behind waterfront homes. Work is also beginning on a storage area for 200 boats up to 55 feet in length. The cruiser's yacht club, with a much-needed big pool and other facilities, won't be completed for another year.

It's our understanding that when the Marina Mazatlan project is completed, it, in combination with the nearly as large El Cid development, will be the largest marina-oriented community in Mexico. Antonio Cevallos, cousin of Geronimo Cevallos, was the much-loved harbormaster at Marina Mazatlan, but is now the administrator for the entire project.

Fonatur, the government tourist development agency that had such grandiose plans for a 'nautical stairway' down



## FREE TO VISIT ONCE MORE



**Left to right, top to bottom:** These slips at Marina Mazatlan won't be open long; The San Blas church is ancient; Found on the prop; Bob and Liana of Total Yacht Services; Looking at the GPS is like reading fiction along the Jungle Coast; Seafood lunch on the grill at San Blas; The Olas Altas District of Mazatlan; El Cid Harbormaster Geronimo hosts cruisers each week in the lounge; A couple of gals and Leonardo the beach vendor at San Blas.

the Baja coast and up into the Sea of Cortez, is bizarrely building a 'step' between El Cid Marina and Marina Mazatlan. According to Antonio Cevallos, it's going to consist of a 26-berth marina and a boatyard. Nobody is quite sure why a government tourist development agency is getting into the marina and boatyard business — especially in the face of so much competition — but they are.

While Mazatlan might not have as much of the obvious charm of some other Mexican cruiser destinations, it's nonetheless very popular with cruisers — in fact, some swear it's their favorite place in Mexico. It does have a lot going for it — it's centrally-located on the north-south cruiser path, it has nice weather, good sailing and surfing, it's

a short flight home to California, and the prices for everything from taxis to restaurant meals seem to be lower. As there are many qualified marine craftsmen, it's also said to be a terrific place to have work done on a boat.

After a few days in the big city, it was nice to get out to sea again. Thanks to some unexpected torrential rain in the morning, following by bright sunshine and no wind in the afternoon, we had to motor the entire 85 miles to Matanchen Bay. A constant careful watch was mandatory, because a relentless stream of shrimp boats parades up and down the coast. More pleasant to the eye were the whales and hundreds of small rays flip-

ping out of the water.

Besides the shrimpers, the biggest danger along this stretch of coast is that the charts — and therefore the GPS — aren't accurate. So it was a little sketchy avoiding Piedras Blancas, a large offshore rock that was nonetheless a poor radar target. And it was radar and the depthsounder that got us safely into the upper protected corner of Matanchen Bay. This part of the coast is alive with fish, which means unlit nets, which means it's hard to avoid snagging a couple.

Described as "a tourist town without tourists", little San Blas was the center of all Spanish maritime operations — including the Manila galleons — in the Pacific from the 1500s to the 1800s, and



# MAZATLAN AND THE JUNGLE COAST



*The vivid blues and greens of the lovely Chacala anchorage, just one part of the Jungle Coast.*

is the base from which Father Junipero Serra went north to found 17 missions in California. The main fort was built on a fortuitously located hill high above the town, and a secondary one was built on the smaller hill next to the harbor. There are some moderately interesting ruins, but there's a embarrassing lack of even basic historical information.

After San Blas was hit by powerful hurricane *Kenna* in 2002, the harbor entrance seems to have been widened, deepened, and better marked. We saw lots of big shrimpers way up the chan-

nel in the harbor, and a private motoryacht anchored just outside the channel.

San Blas has a simple plaza with an ancient church in the middle of town, and at night the plaza is the scene of amusing mating rituals of the young. The town hasn't changed much since we last visited, and seems as if it might even be poorer. Maybe it's the pot. The hills above San Blas used to be home to big pot plantations, but with tighter controls at the U.S. border, the Mexican mafia now grows most of its dope in California's state and national parks. This means there's less weed — and money — floating around San Blas.

Most cruising boats pass right by the San Blas Estuary — which can get very buggy in the morning and just before sundown — for Matanchen Bay, one of the better known surf spots in the world. The best waves come from hurricanes in the summer, but Stoner's Point works a little in the winter, especially for geezer surfers who are just looking to have a little fun in the water. When we were

there, the biggest waves wouldn't have been double overhead for a gecko.

Acknowledged to have one of the largest and most vicious mosquito and no-see-um populations in the world, the beach at San Blas wasn't bad the afternoon we went ashore. Somebody suggested it was because there had been strong winds during the day, but make no mistake, it can be absolute hell. But you can always anchor far enough offshore to escape the bugs. The palapa restaurants on the beach at San Blas are geared toward Mexicans families and backpackers, so it's a waste of time trying to order anything as fancy as a margarita. Matanchen Bay is located in a beautiful setting, with a beautiful backdrop of towering mountains covered in jungle vegetation. It's like Hanelei Bay on steroids, but with sunshine instead of rain.

One afternoon we set the screecher and sailed down to Chacala, arriving as the sun set. It was one of those sails that started with a good breeze that soon be-

<p>Villa Las Garzas / Nuevo Vallarta, Mexico \$1,680,000 US \$280,000 US 47Ft Cruiser</p>	<p>Hacienda del Manglar / Nuevo Vallarta, Mexico \$2,595,000 US Dock for sailboat or yacht up to 100 ft.</p>		
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gan to fade. But nobody cared as it was warm, there were whales to starboard, and a gorgeous jungle coastline to port. We sailed so close to the shore most of the way that our GPS indicated that we were a mile or more inland. As inaccurate as the GPS might be in this area, we think it's the most lovely coastal sail in Mexico.

Chacala is another jungle-lined cove with a great beach that's a favorite with average Mexican families. So once again, you can get a beer at a palapa, but a margarita is out of the question. It's a beautiful place, though, particularly on bright sunny days when the greens of the jungle and the blues of the sea are most vivid. Located at the northern end of what's now known as the 'Vallarta Coast', new condos, houses, and megavillas are going up everywhere. There's not a whole lot to do in Chacala, so it's a favorite place for folks to go on silent retreats.

A little further down on this stretch of coast are Rincon de Guayabitos, another mostly Mexican vacation area that's increasingly being bought up

by Americans, and Sayulita, which thanks to all the surfers, dogs, and younger folks, is like a slightly larger version of a tropical Bolinas. Anchoring off Rincon de Guayabitos and Sayulita are iffy propositions because there is little protection from the open ocean. If the weather comes up, it's not going to be pleasant. But it's a beautiful stretch of coast, with the surf crashing on sand beaches backed by thick jungle.

It's only about seven miles from Sayulita to Punta Mita, but thanks to the huge Four Seasons Resort gated community at the latter, it's like going from one world to another. For not only does the jungle fade to scrub vegetation, but the prices go through the roof. You can not only get margaritas at the palapa restaurants, you can get fine liqueurs, meals prepared by European chefs, and just about everything else that money can buy. Fortunately, once on the Banderas Bay side of Punta Mita, the waters are calm, the huge anchorage is free,



*Want to get away? There are a couple of tiny coves to tuck into when the weather is mild.*

and sailor / surfers live happily on almost nothing.

Mazatlan is a wonderful city, and the Jungle Coast is a lovely stretch of mainland Mexico. Perhaps we're fooling ourselves, but they look even better to us now that we cruisers don't have to pay big fees and follow cumbersome clearing rules to enjoy them. Thanks to the new rules, there's no reason to miss them now.

— latitude 38

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# MAZATLAN AND THE JUNGLE COAST



*The vivid blues and greens of the lovely Chacala anchorage, just one part of the Jungle Coast.*

is the base from which Father Junipero Serra went north to found 17 missions in California. The main fort was built on a fortuitously located hill high above the town, and a secondary one was built on the smaller hill next to the harbor. There are some moderately interesting ruins, but there's a embarrassing lack of even basic historical information.

After San Blas was hit by powerful hurricane *Kenna* in 2002, the harbor entrance seems to have been widened, deepened, and better marked. We saw lots of big shrimpers way up the chan-

nel in the harbor, and a private motoryacht anchored just outside the channel.

San Blas has a simple plaza with an ancient church in the middle of town, and at night the plaza is the scene of amusing mating rituals of the young. The town hasn't changed much since we last visited, and seems as if it might even be poorer. Maybe it's the pot. The hills above San Blas used to be home to big pot plantations, but with tighter controls at the U.S. border, the Mexican mafia now grows most of its dope in California's state and national parks. This means there's less weed — and money — floating around San Blas.

Most cruising boats pass right by the San Blas Estuary — which can get very buggy in the morning and just before sundown — for Matanchen Bay, one of the better known surf spots in the world. The best waves come from hurricanes in the summer, but Stoner's Point works a little in the winter, especially for geezer surfers who are just looking to have a little fun in the water. When we were

there, the biggest waves wouldn't have been double overhead for a gecko.

Acknowledged to have one of the largest and most vicious mosquito and no-see-um populations in the world, the beach at San Blas wasn't bad the afternoon we went ashore. Somebody suggested it was because there had been strong winds during the day, but make no mistake, it can be absolute hell. But you can always anchor far enough offshore to escape the bugs. The palapa restaurants on the beach at San Blas are geared toward Mexicans families and backpackers, so it's a waste of time trying to order anything as fancy as a margarita. Matanchen Bay is located in a beautiful setting, with a beautiful backdrop of towering mountains covered in jungle vegetation. It's like Hanelei Bay on steroids, but with sunshine instead of rain.

One afternoon we set the screecher and sailed down to Chacala, arriving as the sun set. It was one of those sails that started with a good breeze that soon be-



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# PROBING THE NORTHWEST PASSAGE

When Roger Swanson, owner of *Cloud Nine*, a British-built Bowman 57 ketch, phoned to ask if I was interested in joining him and his wife, Gaynelle, on an attempt at the Northwest Passage in July, he really got my attention! I knew I wasn't likely to get another chance at an adventure like this, so, after a day or so to think it over, I said yes. Roger also asked if I could suggest any additional experienced crew. So on July 8 a group of four Marin County sailors, including Carl Seipel of Mill Valley, Doug Finley and Chris Parkman of San Rafael and I, were on our way to Greenland to join *Cloud Nine* for an east to west voyage over the top of Canada and Alaska, which we hoped would end in San Francisco, 5,900 miles later.

Swanson, who describes himself as a pig farmer from Dunnell, Minnesota, is no stranger to ocean passages, having made three circumnavigations in *Cloud Nine*, plus two voyages to Antarctica and a previous (unsuccessful) attempt at the Northwest Passage in 1994. The boat, being built of fiberglass and drawing 9 feet with no inside steering, was not ideal for the trip, but was quite strongly built, and with her skipper's considerable experience in ice navigation we felt we were reasonably well set up for the endeavor.

I collected every account I could find of the previous 25 or so passages by yacht, and I quickly learned that although two

navigable season can extend to the end of September. One thing is for sure, it all depends on whether it is a good "ice year" or a bad one. The movement of the ice depends almost entirely on the direction the wind blows. Although global warming has thinned the Arctic ice pack, there is still plenty of the stuff up there to block the passage.

Our Marin County contingent met *Cloud Nine* at Disko Bay, about halfway up the west coast of Greenland. Just getting there turned into something of an adventure in itself, what with cancelled flights and lost luggage.

The boat had begun this trip in Trinidad, in the West Indies, in March with various crews — three sailors from Marin were also on the leg from Trinidad to Bermuda — and was now ready for the final leg.

Baffin Bay, between Greenland and Canada, was becoming clear of ice as we worked our way up the coast, stopping at several picturesque little settlements. Huge icebergs of stunning beauty were everywhere. By July 27 our ice information indicated that, by sailing as far north as 76° latitude, we had a clear path for the 400-mile transit to the mouth of Lancaster Sound and the entrance to the fabled Northwest Passage. A further 200 ice-free miles took us to Erebus Bay on

*On a typically frosty day, 'Cloud Nine' proceeds cautiously through Lancaster Sound, at the eastern end of the Northwest Passage.*



*Polar bear sightings were common during the trip. This one seemed to be very curious about 'Cloud Nine's' intentions.*

ALL PHOTOS BOB VAN BLARICOM



*Although global warming has thinned the Arctic ice pack, there is still plenty of the stuff up there to block the passage.*

or three boats get through in most years, by no means do most of them make it in a single season. It is not unusual for boats to have to winter over one or even two seasons at one of the few small harbors along the 2,000-mile length of the Northwest Passage. My reading indicated that the possible time during which the ice would be open was limited from about August 1 to September 1, although some knowledgeable people argue that the



## — ABOARD CLOUD NINE

Devon Island, the scene of much of the 19th-century drama in the exploration of the Passage and the searches for the lost Franklin Expedition.

At Erebus Bay we met up with Skip Novak on his new 72-ft aluminum sloop, *Pelagic Australis*, which was specially built for Antarctic charters. We pooled our information and concluded that it was too early to even attempt to get through. Since sun spot activity or something like it was virtually blocking out shortwave radio propagation in the high Arctic, we decided we should push on to the settlement of Resolute on Cornwallis Island, where we could probably acquire an Iridium satellite phone. To be without

communication in these waters was too much of a risk.

We wiggled through bands of relatively loose ice and arrived at Resolute Bay just in time to be pinned down by a three-day easterly gale with winds up to 45 knots. We rode it out on 200 feet of 1/2 inch chain on a 66-lb Bruce anchor. Finally, the wind eased and we got ashore, officially

entered Canada, and looked around at the tiny Inuit village and the incredibly bleak background of raw rock. We got our telephone, along with water and diesel fuel.

One of the crew, Carl Seipel, left the boat in Resolute, and Roger recruited Judd Reed, who had just finished working on a Mars landing project up in the Arctic. Tells you something about the landscape up there!

When we attempted to leave on the fourth day, we found our way blocked by ice which had accumulated during the gale. After surveying the situation from the top of a high hill the next day, we tried again and managed to get around the ice and back to the entrance of Prince Regent Inlet. This was the beginning of three weeks of waiting in three different locations for the ice to open enough for us to

*We wiggled through bands of relatively loose ice and arrived at Resolute Bay just in time to be pinned down by a three-day easterly gale.*



*While ashore in Greenland, the crew had a chat with this friendly mother and her young son. 'Cloud Nine' lies at anchor in the distance.*

chorage was at Fort Ross, at the eastern entrance to Bellot Strait and the gateway to the heart of the Passage.

Here, we had the company of *Jotun Arctic*, a Norwegian sloop with a sled and three dogs aboard. She had already failed to get through and had wintered over

*'Cloud Nine' and 'Jotun Arctic' lie safely at anchor within Camilla Cove, although they are trapped by the ice outside.*



proceed. The weather during this period was a mixture of reasonable days and severe gales, one of which blew for three days with winds over 50 knots. Our last an-

twice. We impatiently listened to radio reports of several yachts attempting to proceed eastward, plotted information on the ice maps, and hiked to the top of the hills to see if the Strait was still

# PROBING THE NORTHWEST PASSAGE

blocked by ice. We knew that the season was rapidly coming to a close and Point Barrow was still 1600 miles away!

Finally, on September 2, it seemed that there was a chance, with ice blocking only about 40 miles of the Passage ahead and prospects for further improvement in the next day or two. *Cloud Nine* and *Jotun Arctic* got underway and easily passed through Bellot Strait, only to find increasing amounts of floating ice as we proceeded south. By evening, only 20 miles south of the Strait, we were stopped by nearly solid ice and retreated a couple of miles to a patch of clear water in the lee of a pair of small islands. After pushing small ice floes away from our anchor chain all night and re-anchoring a couple of times, we found a tiny, almost landlocked harbor. This little haven, which we christened Camilla Cove after the wife of the skipper of *Jotun Arctic*, was discovered from the top of our mast. It had 25 feet of water inside but only 11 feet at the entrance, a factor which helped keep it nearly ice free most of the time. Meanwhile, however, ice began to accumulate solidly outside, and soon we were trapped.

About 30 miles south of us, two boats which had been heading our way had become beset in the pack ice and were in serious trouble as the ice closed up and began to exert pressure. One boat, a 57-ft Canadian motorboat named *Idlewild*

**The author snapped this at Erebus Bay: Left to right are Doug Finley, Chris Parkman, Gaynelle and Roger Swanson and Carl Seipel.**



was pushed by the ice right up onto an ice floe. She was undamaged but remained high and dry. The other boat, an Australian 40-ft steel sloop named *Fine Tolerance*, was being squeezed by the ice and heeled over in both directions until her rail was in the water. Fearful that the boat would be crushed and sunk, the couple aboard abandoned her and hiked over the ice floes to *Idlewild*.

*'Fine Tolerance' was being squeezed by the ice and heeled over in both directions until her rail was in the water.*

We spent a week in Camilla Cove hiking over the hills, filling our water tanks from a little stream, fishing for arctic char, observing polar bears, and watching old movies aboard *Cloud Nine*. The Canadian icebreaker, *Sir Wilfred Laurier*, was stationed about 200 miles south of us at Gjoa Haven and she was soon underway to come to the aid of the two boats in distress. By radio we followed the progress of the drift of the two boats northward toward us. Amazingly, one of them passed undamaged right through a group of small islands. When *Laurier* reached *Idlewild*, she was unable to tow her off the ice floe, but by patiently directing the blast of her bow thruster against the floe, she eventually managed to get the boat to slide back into the water. *Laurier* then reentered the pack, which had loosened considerably, found *Fine Tolerance* and towed her to safety. We had seen *Laurier's* helicopter, and she had assured us by radio that she would see all four boats in safe water before she departed.

On September 10 *Laurier* advised us



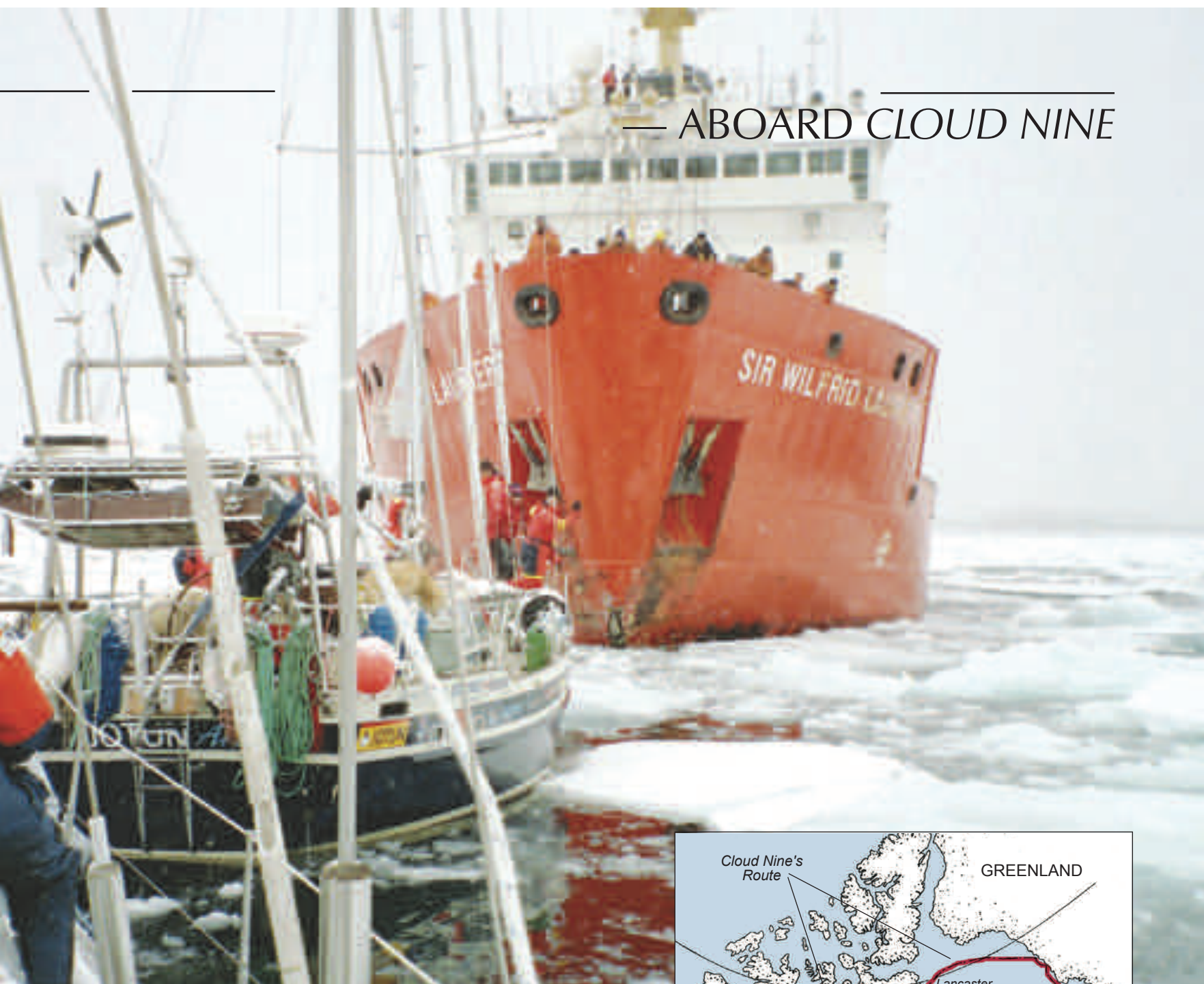
that she had deposited the other two boats in open water and would be coming to assist us in getting out. We were to try to get out as far as we could into deeper water to accommodate *Laurier's* deeper draft. By this time, ice had even invaded our little refuge. We managed to get out the entrance, but in six hours of butting and shoving we managed to go only an additional 50 yards through the ice.

Meanwhile, *Laurier* very, very slowly eased toward us with a man on the bow taking careful soundings with a hand leadline. She even touched bottom once but kept coming until her bow was right up against us. As she backed out, we were able to follow in her path until we reached open water. A masterful performance!

Our elation at being free was soon dampened when we were informed that



## — ABOARD CLOUD NINE



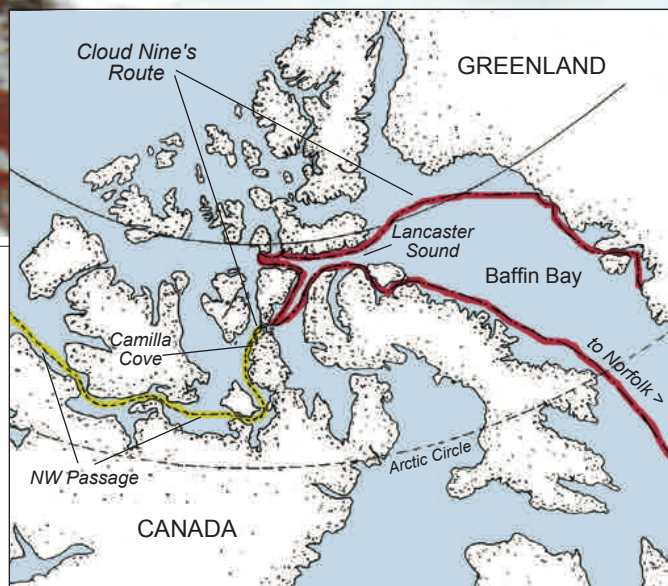
**The ice breaker 'Laurier' eased forward slowly, creating a path, then backed out with 'Jotun Arctic' and 'Cloud Nine' close behind.**

ice was blocking our path of retreat via Bellot Strait or Peel Sound and that we would have to follow *Laurier* south about 20 miles where she would take us to a safe anchorage in Wrottesley Inlet.

After dark she stopped and informed us that it was getting too shallow for her and that we were to go on ahead and find a suitable anchorage. By now it was pitch dark and snowing, and a rising tail wind was blowing us down on a lee shore. By radar we groped around an island and into an inlet where we could only find depths of about 350 feet. Eventually we found a wide spot with shallower water and got our anchors down in 75 feet of water. Daylight the next day revealed the high snow-covered mountains on all sides, heavy snow on

our decks and a herd of a dozen musk oxen gazing at us from the shore, while the wind howled through the rigging. I hope never to see a more remote and forbidding place. Only the knowledge that our icebreaker escort was waiting for us outside kept our spirits up.

Early on the morning of our fourth day at anchor, *Laurier* summoned all three boats to join her as soon as possible. *Fine Tolerance* was still disabled and tied to the ship with all three blades of her propeller missing and her rudder stock twisted. A strong easterly wind during the night had opened a wide lead along the shore and cleared the ice from Bellot Strait. A large Class



A icebreaker, *Louis St. Laurent*, which was equipped with powerful underwater blowers on each side to shove the broken ice aside, was also waiting for us to form up close behind the *Laurier*. Our little convoy of two icebreakers, one yacht in tow and three others in close formation proceeded slowly through a mile or so of thick ice, then faster as we got into more

# PROBING THE NORTHWEST PASSAGE

open water. By dark we had reached Bel-  
lot Strait and man-  
aged to force our  
way through against  
the current, which  
reached 6 knots in  
one place. By 11:00  
p.m. we were an-  
chored at Fort Ross,  
at the end of an ex-  
citing and dramatic  
day.

The performance  
of the Canadian  
Coast Guard and  
the assistance they  
so freely gave us was  
truly impressive. It  
seems the mission of the men on the  
icebreakers was to see to it that all of the  
boats attempting to transit the Northwest  
Passage — there were eight of us — were  
to be helped safely out of the Passage  
at season's end or at least left safely  
in a suitable harbor. Their friendliness  
and helpful attitude seemed to have no  
bounds and for that we were very grate-  
ful.



*Once back out in open water, 'Cloud Nine' faced an arduous 3,400-mile voyage south to Norfolk, Virginia.*

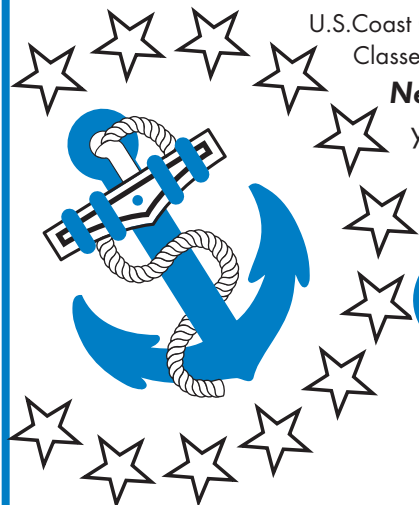
**I**t was now September 14, and we  
faced a voyage of 3,400 miles down the  
Atlantic to Norfolk, VA, where Roger  
hoped to put the boat up for the winter.  
The forecast was not good as we got un-  
derway up Prince Regent Inlet against a

strong northeasterly  
wind. By evening  
we hove-to to avoid  
ice floes in the dark  
and to ease the boat  
in the very rough  
seas. On our fourth  
day we reached the  
little Inuit village of  
Pond Inlet where we  
took on fuel and a  
few groceries then  
headed out to sea  
between spectacular  
snow-covered moun-  
tains.

After that, it was  
a long hard push  
against nearly con-  
stant headwinds with only a one-day  
break, when we took refuge in a little  
cove in Labrador to ride out a 60-knot  
gale, and a very brief stop at St. Anthony,  
on the northern tip of Newfoundland, for  
fuel and food. On October 12, my 75th  
birthday, we arrived safely in Norfolk  
at the end of a unique and memorable  
arctic adventure.

— bob van blaricom

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# 2005 — THE YEAR



CHRIS RAY

At the StFYC Spring Invitionals, this 505 was one of several which had a bit of trouble staying upright.



DOUGLAS WALLING

A sudden tsunami took a horrific toll on South Asia, but, miraculously, few cruisers were harmed.



LATITUDE / ROB

At the Berkeley Midwinters, the Mumm 30 'Racer X' claws up the course to catch her competition.



LATITUDE / JR

The 'Andiamo' crew were among the hearty sailors who braved wintery weather at the Corinthian Midwinters.



The Volvo Ocean Race captured the imagination of the sailing world.

In sailing, 2005 came in like a lion and went out like a whole pride of lions. It all started in **January** with an interim report on Ellen MacArthur's latest record-in-the-making. This time the diminutive Brit was on a lightning-fast passage around the world alone aboard a 75-ft trimaran. Yes, she did set a new record. And speaking of lightning, forget that "never strikes twice" myth — one J/24 in Florida has been hit four times. On the same subject, but with a much weirder slant, cruiser Jeff Hartoy learned that if a certain medicine man in Vanuatu got just one hair from his head, the guy could arrange for Jeff to be struck dead by lightning. Conclusions: If it's raining, do not go sailing with Jeff on a J/24. Finally, for those women still calling a reader named Ron about the sex tent he had for sale,

it's sextant, ladies, and it has nothing to do with sex or tents.

In **February**, the big dogs came out to play off Qatar as the first Oryx Quest 2005 got underway with four of the world's largest multihulls on the line. The much ballyhooed event turned out to be the Boring Quest when almost all of them dropped out. By contrast, interest ran high throughout the Vendée Globe race, which ended in a memorable homestretch when one of the boats lost a keel and sailed the last 50 miles *really* conservatively. Making history was ninth-place Bruce Schwab, a former Bay Area rigger who (aboard the Open 60 *Ocean Planet*) became the first American to complete a Vendée. We also compiled heart-wrenching accounts of the horrific devastation during and after the Indian Ocean Tsunami.



# SAVING THE BEST YEARS FOR LAST

**F**or a 59-year-old, mellow Robert Crozier looks fit. He's trim, tan, and can surf all day on his 7-foot shortboard. It helps that rather than eat in restaurants, he buys his food — mostly fruit and vegetables — from the *mercado* in La



**After nearly 15 years of living aboard and surfing on the north shore of Banderas Bay, Robert and Marta are heading to Ecuador.**

Cruz, Mexico. And he doesn't do drugs or drink. At least not any more.

"When cocaine hit it big in the '70s," he admits, "I was right there in the middle of it. My drinking and drug use cost me my wife and my kids. It was 15 years of madness, and I got into a lot of trouble. It was my incarceration along with Alcoholics Anonymous and Narcotics Anonymous that finally got me clean and sober."

Crozier grew up in a military family in San Diego. As a boy, he sailed with his father aboard the family's 24-foot wood sloop, 27-ft cutter, and an Islander 30 Bahama. It was weekend sailing — and he hated it! He particularly hated it once he got into surfing way back in 1958 at the ripe old age of 12.

**Not only is the interior of a Kendall 32 spacious compared to similar length monohulls, she's palatial compared to a Columbia 24.**



By the time he was 22, Crozier was a typical hippie/surfer/sailor, moving through many of the hippie/surfer/sailor venues. Although primarily a surfer, he developed a love for sailing in '68 when he was invited to crew aboard the H-28

*Whirlwind 4* to Hawaii, and a year later to continue on to the Marquesas. "It was a lot more exciting than sailing with my father on the calm waters of San Diego Bay," he says. "It's when I really learned to love sailing."

There weren't many boats cruising the South Pacific in the late '60s. "We only saw two other boats during the three months we were in the Marquesas, and oddly enough, one of them was another H-28."

The South Pacific voyage was just the beginning of Crozier's travels and hippie questing. He continued on to Australia, where he married and became a father. But he didn't stop there, continuing his spiritual search to Asia, India, and Afghanistan. Continuing west, he lived and surfed in Biarritz, France, for a couple of years.

Although drugs were always part of the culture he'd been living in, it wasn't until he returned to Hawaii in '72 to live in a tent and surf that the wheels started to come off. He remembers paddling out at Honolua Bay, Maui, the time the Aussies invaded with their newfangled shortboards . . . and remembers being on acid while doing it. This was the beginning of his self-described "15 years of madness", which he miraculously managed to survive. "All my friends from that period are dead."

**C**lean, sober, released from behind bars in '90, he asked himself what it was that he most wanted to do with the rest of his life. After a considerable amount of thought, he decided that he wanted to surf and sail. He got work at Driscoll's Boatyard and later Shelter Island Marine in San Diego, and over a period of time managed to set aside enough money to buy a modest boat — a '63 Columbia 24 — and head south with some surfboards. A 43-year-old Columbia 24 is not the kind of

cruising boat that's going to turn a lot of heads, but Crozier sailed and lived aboard her in Mexico for most of 15 years.

"The Columbia 24 is actually a good little boat. When I sailed past Cedros Island on my way south, it was blowing 35 knots, and she did just fine. And after all these years and use, she's still trucking."

Crozier's cruising gear was as modest as his boat. "I basically left San Diego with a GPS — they were still pretty new at the time — and a VHF radio. My self-steering was a sheet-to-tiller system, which worked great. I used a lead line for a depthsounder."

After eight days of strong winds and calms, Crozier arrived off scenic Bahia Santa Maria. Despite the fact it is north of the Tropic of Cancer, there was a dense fog. "I'll never forget it. It was late at night and I couldn't see anything, so I gingerly worked my way in to what I figured was a good place to anchor for the night. When I woke up in the morning and the fog cleared, I was shocked to see that I had anchored just outside the well-known surf break out at the point! I had sailed south for waves," he laughs, "and there I was, anchored right in the middle of them."

We were surprised to learn that the best break in the bay is actually down on the south end. "You anchor at Man 'o War Cove in Mag Bay, then hike across the sand dunes to get to it. It's a terrific left."

Crozier continued south to Banderas Bay, where he's spent most of the last 15 years living aboard and enjoying the simple surfing and sailing lifestyle. It hasn't been expensive. "When I first got here in the early '90s, I lived on about \$120 a month. That was pretty extreme, but even now with things costing more, my partner and I live on \$200 to \$400 a month — not counting haulouts." The couple aren't the type to eat in restaurants, don't drink, and don't stay in marinas.

**I**n 1994, the Four Seasons Resorts group was going through preliminary work for what has since become the booming Four Seasons Resort and gated residential community at Punta Mita.



---

## — ROBERT CROZIER

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Marta Mijelman was part of a team hired to do an archaeological survey. In fact, she showed us photos from the early '90s when there wasn't anything at the Punta Mita end of the north shore, not even the little jetties. In the course of the digs, Marta and the other team members were able to find graves and ceramics from the Aztatlan civilization of about 1,000 years ago.

It was while working on the site that Robert and Marta met, and they've been together ever since. One of the things he found attractive about her is that even after wiping out at El Faro Point on her boogie board and being washed

***After a horrible middle part of his life, Robert has found peace and happiness in surfing, sailing — and Marta.***

over the spine-covered rocks, she didn't complain.

The couple lived the simple liveaboard life on the 24-ft Columbia until about 2000, at which time they moved ashore at La Cruz. They also spent about a year at a modest mountain home in Argentina that had been left to Crozier by his father. "I didn't speak a word of English for the entire year I was there," he remembers.

After returning to Banderas Bay, and after seeing the major development underway on the north shore, Robert

and Marta decided it was time to head south to the less crowded waters and waves of Ecuador. Their plan is to spend half the time aboard in Ecuador, and half the time in the modest place in the mountains of Argentina. But as they got to Huatulco on their way south, Robert decided that his trusty Columbia 24 might not be robust or big enough for passages such as across the dreaded Gulf of Tehuantepec.

Returning to California to look for a boat after 12 years in Mexico was an almost drug-like experience. "It was such a shock, not only because it was so crowded and busy, but because you don't



# SAVING THE BEST YEARS FOR LAST

see black people or people wearing business suits in Mexico." Nonetheless, Crozier managed to find a Kendall 32 he liked in Long Beach, and purchased her for \$25,000. About 30 of the heavy flush-deck double-enders were built by Larry Kendall in Costa Mesa prior to 1970. The hull molds were then purchased by some investors, a trunk cabin was designed, and voila — the Westsail 32 was born! It attracted an almost cult-like following, and it seemed like millions were sold.

"She's not the best sailing boat of her size," Crozier admits. "In fact, my Columbia 24 is probably faster in a lot of conditions. But she's built like a rock and has a tremendous amount of interior space for her length."

**W**hen we spoke with the couple



*One of the things Robert and Marta will be giving up by leaving Banderas Bay for Ecuador and Argentina are the dramatic sunrises.*

in early December, they were headed to the boatyard to have the topsides of the new-to-them boat painted, and to christen her with the new name of *Pacific Spirit*. When the work is completed, they'll be off to Ecuador, with plenty of stops for surfing along the way. Robert's beloved Columbia 24 is in the marina at Huatulco, with someone about to make

an offer.

Crozier is surprisingly philosophical about the changes that are underway on the north shore of Banderas Bay and particularly out at Punta Mita. "It's a shame that so much of Banderas Bay is being developed,

but in reality, there is still lots of open space. And if you travel, you'll find there are still plenty of undiscovered places to surf and cruise."

It's not often that you find a guy who spent about half his adult life addicted to drugs and alcohol to be inspirational, but we found Crozier to be an exception. We enjoyed spending time with him and Marta, and wish them good health, great sailing, and fine waves.

— **latitude 38**



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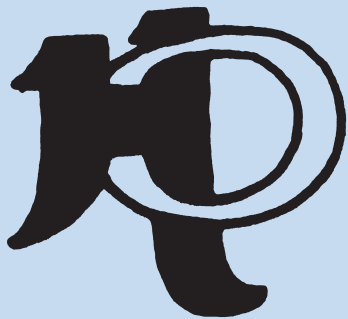
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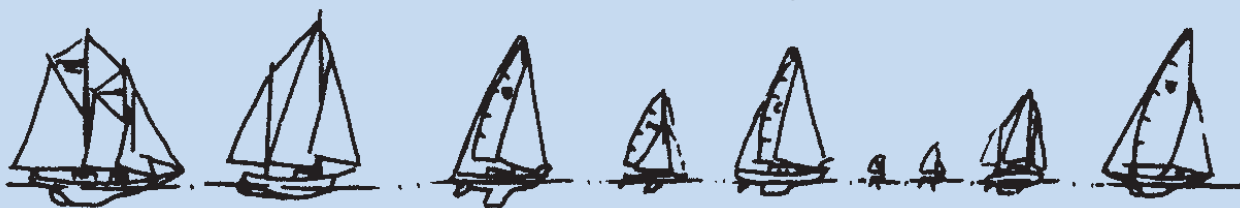
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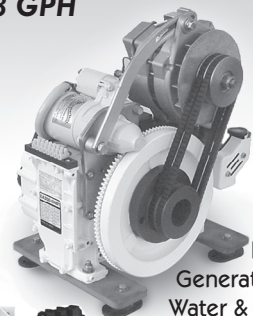
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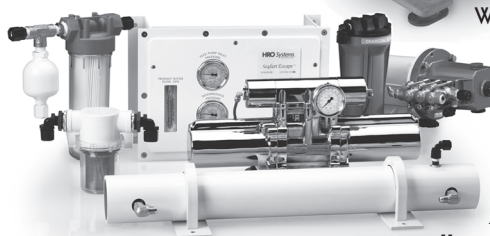
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# 12-VOLT BOAT 'LECTRICS

A glance at the working side of your boat's electrical panel or engine room might give you second thoughts about doing some maintenance or repair yourself. Check around and you will find most experienced sailors have gotten past this stage and are doing it themselves. The benefits are worth it: more self-sufficiency, crew confidence, happier sailing, and money saved for fun things.

Fortunately, the most common boat electrical problems and repair can be mastered once you are familiar with basic electrical principles, common circuit problems, simple troubleshooting, use of a digital multimeter, and sound system maintenance.

This guide will help keep your boat electrical system, and crew, happy on the water. Keep in mind this is an introductory guide. There are lots of books, articles, and web information to help you navigate the subject so you can handle electrical system problems competently.

## First, A Few Electrical Terms

**Voltage** is the force creating a flow of charged particles, such as electrons, in a **conductor**.

**Current** is the rate of flow of charged particles caused by the voltage.

**Conductors**, such as wires, allow relatively unobstructed flow of current in a **circuit**.

A **circuit** is a closed-loop path for electrical current to flow from the voltage source, like a battery, alternator, or solar panel to an electrical device and back to the voltage source.

**Resistance** is the property of a conductor that opposes the flow of current. All devices connected into circuits, such as lights and motors, have resistance, even the wires. Ten feet of thick wire has less resistance than 10-feet of thin wire, so larger wires can carry more current for a given voltage. Correct wire size must always be considered when installing or upgrading boat wiring.

**Multimeters**, most with digital readouts nowadays, measure voltage, current, and resistance. It's an almost indispensable tool to analyze what is going on in a circuit.

## How Electricity Works

A **series circuit** (Figure 1) is a continuous current-carrying loop. With the switch on, current (electrons) will flow from the battery, through the light, and back to the battery. The current entering

a series circuit is the same as the current leaving it.

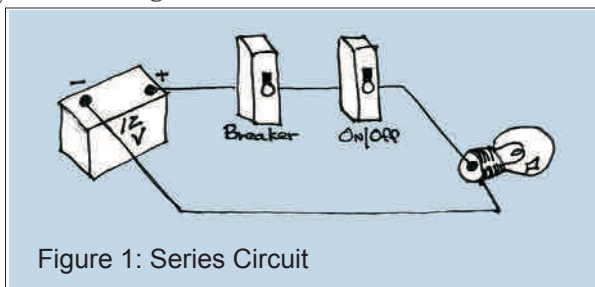


Figure 1: Series Circuit

An **open circuit** exists when there is a break somewhere in the loop, preventing the flow of current. The break may be caused by: a corroded or detached wire, worn switch, burned-out bulb, tripped circuit breaker, or blown fuse. Sometimes, the break is partial, but still enough to prevent the circuit from operating properly. Skill with a multimeter will cut your time in diagnosing malfunctions like open circuits and other problems. Suggestions for troubleshooting and maintenance, with and without a multimeter, will be made later in the article.

Figure 2 shows a simplified engine oil pressure sensor (alarm) circuit.

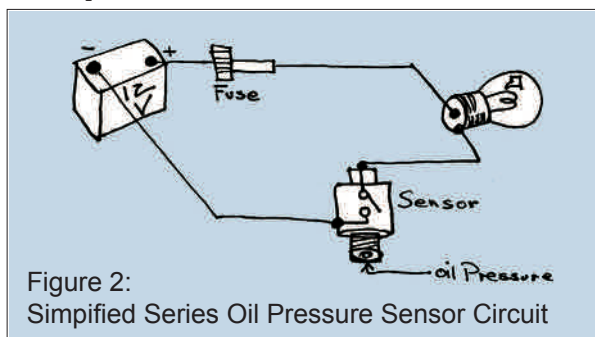


Figure 2: Simplified Series Oil Pressure Sensor Circuit

The sensor is a pressure-activated switch in a series circuit. Its contacts are held open with normal engine oil pressure. When the pressure drops below a safe level, the sensor contacts close, activating the alarm(s).

**Parallel circuits** are common on boats. Figure 3 shows a typical parallel circuit for the cabin light(s).

Here, the galley light branch is connected across a second branch, the salon light branch. Each branch is independently switched on/off. The total current supplied by the battery in a parallel

circuit is the sum of all branch currents. When operating, each branch has 12 volts across its terminals.

## How Voltage, Current and Resistance Interrelate

TERM	UNIT OF MEASURE
• voltage (electrical pressure) .....	volts
• current (flow of electrons through a conductor) .....	amps
• resistance (opposition to current flow).....	ohms

There are two key relationships to remember when working with electricity:

An increase in voltage creates a direct increase in total circuit current (assuming constant total resistance).

An increase in resistance creates an inverse decrease in total circuit current (assuming constant voltage).

These rules hold for series and parallel circuits.

Most common boat electrical problems are caused by undesirable increases in circuit resistance due to *corrosion*, *loose* or *disconnected wires*.

## Open Circuit vs Short Circuit

As mentioned, an **open circuit** exists when there is a break (or disconnect) somewhere in the circuit path, preventing an adequate flow of current. This means very high resistance in the circuit. An open circuit (a wire completely disconnected) would give the highest possible resistance reading on a multimeter.

A **short circuit** condition is just the opposite, resistance-wise, compared to the open circuit. Total

circuit resistance in a "short" circuit becomes very low, and may be close to zero ohms. The resulting excessive overload current will flow relatively unimpeded unless a protective circuit breaker trips, a fuse blows, or the wire overheats to the point it self-destructs.

Shorts are caused in several ways: vibration or hull-pounding, causing wires

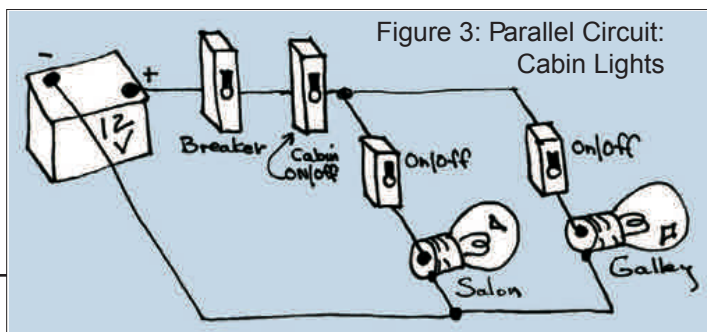
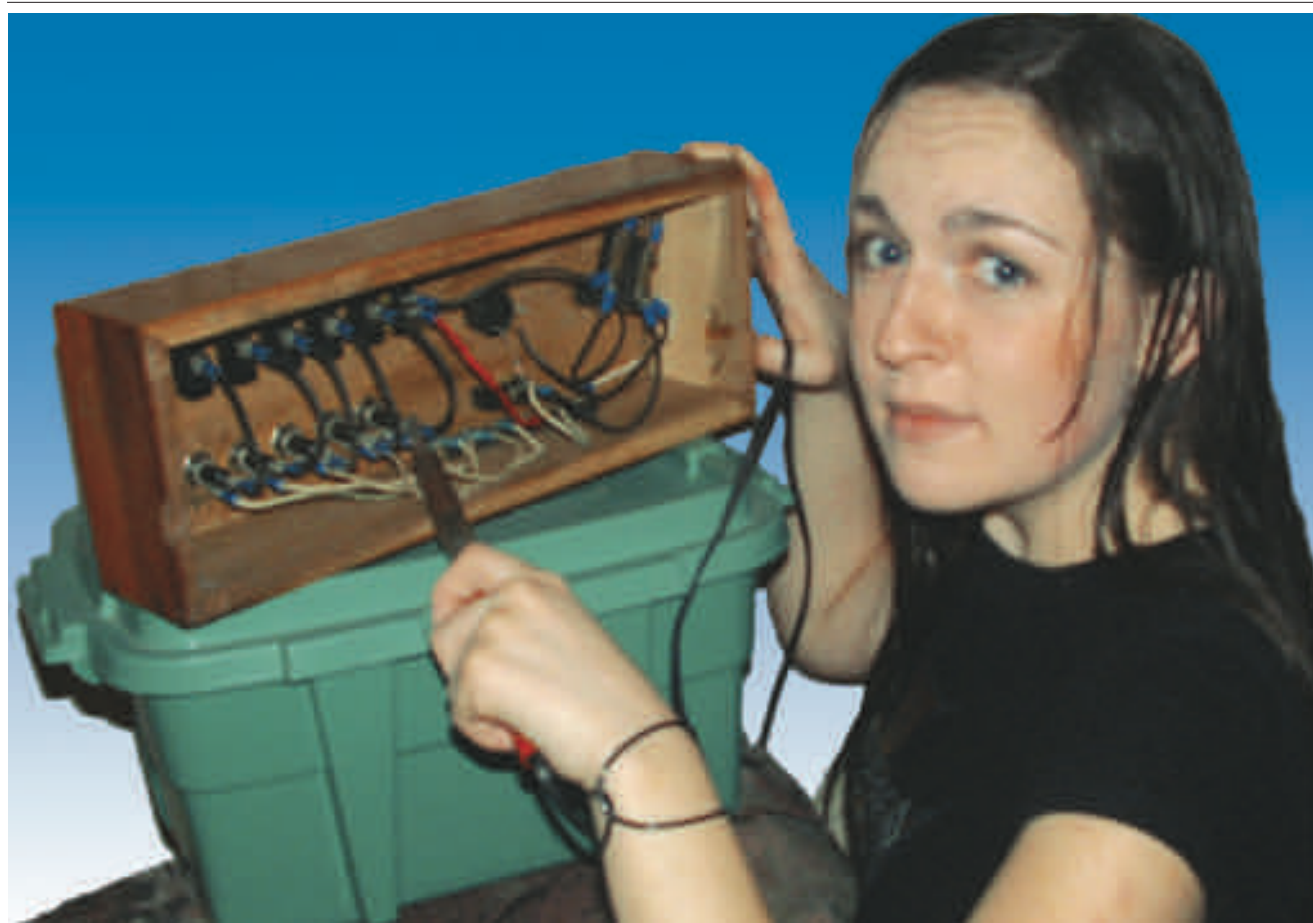


Figure 3: Parallel Circuit: Cabin Lights

## — A LAYMAN'S PRIMER



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to come into physical contact; unsecured loose wires and electrical parts moving in a seaway; loose electrical terminals that are able to move together; and from overheated parts, causing internal wiring to fuse or melt together. Shorts are bad news and cause blown fuses, tripped circuit breakers, wire overheating, melted wire insulation and, in the worst case, an electrical fire.

Key: On a boat, open or partially open circuit problems are more common than short circuit problems.

Now, let's apply this information to common boat electrical problems.

### **Troubleshooting**

1) *Tools: Vision, touch, smell, and hearing, plus knowledge of basic electricity.*

A digital multimeter with built-in protection features for things like meter overload, using the wrong scale or meter function, and inadvertently reversing probes when making measurements.

2) *Use your basic senses in diagnosis*

Don't underestimate the power of your basic senses when looking for actual or potential electrical problems.

Be familiar with how your engine room and other electrical wiring areas smell when everything is working normally.

***"Okay, so, I just plug in the soldering iron and fuse the positive to the negative, right?" Learning the basics can keep you out of trouble.***

Unusual or strong "electrical odors" may guide you directly to a problem.

Feel wires, harnesses, connectors, and terminals for abnormal/excessive heat or looseness. Do this with the engine off if possible.

Learn to visually inspect problem spots like battery terminals and cables, starter motor connections, failing and corroded lamp sockets, weather-exposed wiring and insulation running to solar panels, mast wiring connectors, and deck-mounted running lights. These are all "hot spots" where, frequently, just a quick visual check can tell you a lot.

Listen for unusual sounds: a light fixture making crackling/popping sounds might suggest a corroded or worn out switch. An engine lugging down more than usual when switching in more batteries to be charged might suggest an extra low battery and so on.

### **Troubleshooting Problem Hot Spots**

Apply your understanding of electricity with the two most-used multimeter functions: voltage and resistance measurement. Study your meter manual

and other suggested references to learn how to take advantage of this very useful tool.

Note: Most of the following procedures require knowledge of proper multimeter use including: setting the multimeter to the proper scale and range for what you want to measure, connecting the meter properly to the circuit, and safety. It is beyond the scope of this guide to explain detailed multimeter use. The reader should refer to manuals and other references for more help.

**Safety** — Working with 12 volt circuits presents some hazards, including unexpected sparks and heat from shorted wires, unexpected high-voltage sparks when measuring motors and other coil devices, and possible spark-caused fuel ignition in close quarters. The chances of these events can be greatly minimized if you understand basic

electrical principles and circuit behavior.

**Proper Operating Voltages** — Pumps, starter motors, and especially electronics, must operate within a set range of supply voltage. If a device is 'sort of' working, but not as well as it should, you can check the supply voltage at the device power plug when it is operating. The voltage may be very low or even absent. These conditions suggest a closer look at all the wiring leading from the main panel circuit breaker to the device. While not as powerful a test, consider temporarily removing the power plug cable at the device end to measure the plug voltage. These tests require some confidence and skill with the multimeter. Refer to the multimeter note above and practice doing simple measurements explained in manuals and other references.

Voltage level measurements are also useful for testing parallel circuits, like the typical cabin lighting circuit shown in Figure 3. Let's assume the navigation station light is not working. Some things you can check include:

- Proper bulb resistance (most are under 10 ohms).
- If adequate voltage is being supplied to the bulb socket and, if not, where the



# 12-VOLT BOAT 'LECTRICS

problem might be.

**Battery Status** — Age-related chemical changes and low battery charge will increase the internal resistance of your batteries, resulting in less output efficiency. A battery might read 12.7 volts, but not be able to deliver high current long enough for engine starting. This is like trying to water a big garden quickly with a small diameter hose. It doesn't work very well; the pressure is there, but not the needed flow rate. It's the same with batteries. Adequate current-carrying capacity is as important as the voltage. So, battery voltage cannot be relied on as the sole measure of true charge.

However, a multimeter or an accurate built-in panel voltmeter may be used to get a 'rough approximation' of battery capability. With the engine off and the battery charger or other charging systems off, look for:

- Battery voltages that drop rapidly and significantly (1 volt or more) when under load, say with a few lights on. Significant differences in voltage between batteries (0.5 volts).
- Batteries that do not achieve and maintain a higher voltage after a charge, especially after a 'rest period' of 4 or 5 hours (assuming the battery is not used).
- Wet cell batteries may be accurately tested with a hydrometer, but the newer AGM and Gel batteries are not easily directly tested by the user.

**Electrical Distribution Problems** — It's essential to strive for low-resistance electrical distribution wiring. Especially critical is to have low cable resistance

Also, your multimeter can check for proper on/off switch operation, voltage levels, proper low resistance wiring paths through connectors, and for continuity of wiring leading through unknown paths to lights and other devices. Consulting the references listed and others is highly recommended.

**Starter Motors** — If your engine starter motor doesn't work, be sure that the heavy black battery cables are tight and free of corrosion where they connect to the engine block. This is a notorious problem point. To be sure, remove and clean the cables with a stainless brush or sandpaper.

Caution: Many engines are wired to deliver 12 volts to the large positive starter terminal at all times, regardless of how the main battery switches are set. Whenever the large red (positive) battery cable is removed for inspection or cleaning at the starter motor end, *be sure* to disconnect the other end at the battery post (positive) first.

Check for 12 volts between the heavy, black battery ground cable (negative) connected to the engine block and the heavy, red battery cable (positive) on the



**Doing your own repairs and installations can be satisfying. But you can really screw things up if you don't know what you're doing.**

the start key switch and separate start button, if so equipped.

**Questionable Alternator Output** — Look at the battery voltage right after starting your engine. A working alternator is shown by a steady increase in voltage across any battery that is switched in. Charging systems vary, but look for voltages at least in the 13-volt range after 5 to 10 minutes. Most alternators can put out a maximum of around 14.3 volts for wet cell batteries. AGM and Gel batteries require different alternator output voltages. Check your documentation for your specific setup.

It's normal for engines with simple, basic (non-step regulated) alternators to produce the highest charging current (Amperes) when battery charging first begins. Typically, the charging current will drop to a much lower value after 15 or 20 minutes. This is a major disadvantage for those needing a faster battery charge and is why newer-style charging systems use alternators set up with step-charging regulators to charge batteries more quickly and efficiently.

**VHF Radio Antenna Problems** — Most masthead VHF antenna units have a "loading coil" that, electrically, is a low resistance (less than 1 ohm). To test for a complete antenna cable connection (continuity) from your radio all the way to the masthead, first unplug the male VHF connector to your radio. Use your multimeter to measure resistance between the

*It's essential to strive for low-resistance electrical distribution wiring.*

from the positive battery terminals leading to the main battery switches, to the power distribution panel, and the negative cables (black) leading to the engine block, and back to the negative terminal of the battery. Excessive resistance at these points can waste battery energy resulting in low operating voltage at all the various circuits connected to the main power distribution panel.

The multimeter may be used to check voltages at critical points like the heavy positive (red) terminal at the starter motor, at the main distribution panel, and at other places like the power strips and connectors for mast lights.

starter motor.

For those with more experience and confidence with a multimeter, you can check for 12 volts on the smaller starter solenoid terminal when the starter switch or button is on. If no voltage is present, look for a blown fuse or a defective start switch in the wiring behind the engine control panel or in the engine room. Be sure to refer to your engine manual for the precise location of this terminal.

Caution: A misstep here may result in dangerous sparks, and the engine may inadvertently turn over if a wrong connection is made in the starter wiring.

Assure that 12 volts are present at

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outer part of the cable connector (shield) and the center conductor. It should read less than 5 ohms. If so, you can conclude the antenna and cable are probably continuous (connected). Since there is variation in antenna resistance from manufacturer to manufacturer, check your documentation to be sure.

High resistance, say over 100 ohms, may suggest a faulty masthead antenna unit, a corroded and weathered connector at the masthead, and a corroded antenna cable. This condition may explain poor radio performance. Surprisingly, antenna cable installations without a proper drip loop at the masthead (to prevent water from entering the wiring) will act as an excellent water pipe all the way to your radio, causing corrosion damage to the shielded ground wire all the way down.

**Autopilot Power Problems** — A frequent cause of cockpit autopilot problems is plug contact corrosion or pulled-out wires at the connector. Lack or presence of operating voltage at the connector can easily be checked with the multimeter. Low or no voltage at the plug means you may have to inspect the wiring all the way back to the distribution panel. Visually check the wire connection points, fuse/breaker, and the on/off power switch.

If the feed wire is too small for the distance power must be carried, the autopilot will fail or malfunction under load. Remember, smaller wire diameter means more resistance. To test for wimpy feed wire after you have eliminated possible corrosion and loose connections, look for big voltage swings (drops of 1 to 2 volts) at the cockpit plug while the autopilot is operating. Large voltage swings may indicate high wire resistance, and larger wire may be needed. Wire size tables are available from marine suppliers to calculate which wire size is needed for a given amperage and run distance. Autopilot wiring should be far enough away to minimize magnetic interaction with any compass. It's a good idea to run your autopilot at the dock to see if it affects compass readings.

**Mast Light Problems** — Mast wiring usually ends up at a waterproof multiple connector plug or terminal strip near the mast base. A simplified two-light mast circuit with a common negative return wire (A) is shown in Figure 4 below. A multimeter is used to test for 12-volt power at the mast base plug (unplugged)

the size of the lamps, length of the mast, and the wiring size. An open circuit or partially open circuit would measure around 100 ohms and up. Such high resistance indicates a burned-out bulb or corrosion at the lamp fixture or base. These tests are more easily done with a mast wiring schematic diagram. Check your boat documentation. Boat owner groups may be of help in finding schematic diagrams for all circuits on your

*The key is to know enough basic electricity to make well-informed judgments about a problem and what to do about it.*

or at the mast wiring terminal strip as the case may be. The general procedure is to switch on various mast lights, one at a time, to determine if voltage appears at the appropriate terminals at the mast base. If not, the particular circuit must be checked back to the electrical panel.

The multimeter is also used to check for a complete circuit path to each separate mast light. The general procedure is to unplug the mast wire connector or remove the wires from the terminal strip. With a terminal strip, make a diagram and tag each wire and terminal prior to disconnecting any wire. In the simplified circuit shown in Figure 4, resistance is measured between terminals A and B (anchor light), then between A and C (tri-color light) as shown. Note that terminal A is the common negative wire for both lights. Resistance readings would be low,

boat.

**Motor Problems** — Consider a motor to be a series circuit inside the case that can be resistance-tested with your multimeter. The general procedure is: first turn off the motor circuit power switch, remove one of the two 12-volt power wires to the motor to isolate it from the circuit, then measure its resistance. Most DC motors are usually under 100 ohms. An open or partially open circuit resistance reading, well over 100 ohms, is a strong sign of a defective motor. Extremely low resistance, say less than 1 ohm, also may suggest a defective motor.

**Safety tip:** All 12 volt motors have coils inside and are capable of producing a momentary high-voltage spark when the multimeter is quickly disconnected. Make sure you do not have both hands across the motor terminals when doing this test.

By now, you should be getting the idea about basic troubleshooting. The key is to know enough basic electricity to make well-informed judgments about a problem and what to do about it. Often, but not always, the actual mechanical part of the fix is the easiest.

### Electrical System Maintenance Tips

Visually inspect the heavy red and black electrical cables running to all batteries and the engine ground point regularly. Clean all battery terminal connections at least every season.

Do not allow battery acid to accumulate on the battery tops. Use distilled water, paper towels, and gloves/safety glasses to periodically clean battery tops, especially after refilling and checking. The 'old-type' chargers that sense only battery voltage can boil out and

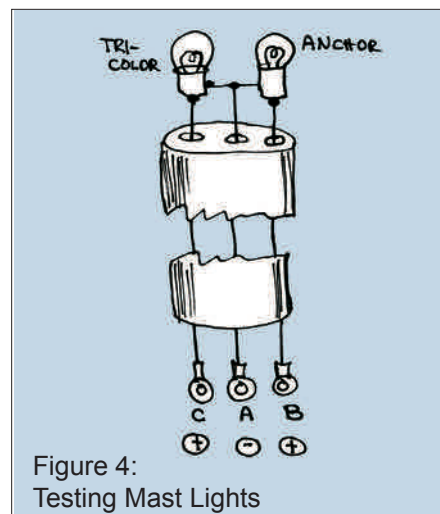


Figure 4:  
Testing Mast Lights

around 10 ohms. This reading includes the bulb resistance and the resistance of the wire running up and down the mast. The actual value may vary depending on



# 12-VOLT BOAT 'LECTRICS

ruin a battery. If the acid drops below the plates, consider your battery to be permanently damaged (possibly fatally) and accept that its output capacity will be less.

Do not allow your batteries to discharge below 50%. Wet cell battery charge is most accurately tested with a hydrometer. There are inexpensive, smaller, less fragile, easier-to-use plastic hydrometers now available.

Newer step-type battery chargers have an 'Equalization Phase' built in that performs a sort of electro-chemical cleaning procedure on the battery plates. The plate build-up of undesirable chemicals is eliminated for better battery chemical action, longer battery life, and faster charging. Consult your battery manufacturer's recommendations for how often to equalize.

If possible, solder all electrical wires to ring terminals. Crimp-style terminals work, but are more susceptible to corrosion and wires pulling out.

Keep an eye on the wiring connections at various engine sensors (temperature, oil pressure, tachometer) and strive for tight, clean connections with ample extra

length to accommodate engine vibration/movement. Use cable ties to secure large loops of wire that can swing, putting undue stress on connectors.

General wiring tips: use cable ties generously, get rid of unneeded wire length, make sure wires are of the appropriate size for the current load being handled, use only braided/tinned marine wire for new wiring, make sure that every circuit is properly fused and labeled at an easy-to-find accessible point.

## For Further Study

- Calder, Nigel. *Boatowner's Mechanical and Electrical Manual*, 3<sup>rd</sup> ed.. Camden, Maine.: International Marine/Ragged Mountain Press, 2005.

- Wing, Charlie. *Boatowner's Illustrated Handbook of Wiring*. Blacklick, Ohio.: International Marine (McGraw-Hill), 1993.

- Brotherton, Miner K. *The 12-Volt Bible for Boats*. 2<sup>nd</sup> ed. Only available through [Marineengine.com](http://Marineengine.com), P.O. Box 188, Forest Dale, VT 05745-0188.

- Boat U.S. *BoatTECH Guides*. [www.boatus.com/howto/howto\\_tech.htm](http://www.boatus.com/howto/howto_tech.htm) and [www.boatus.com/howto/howto\\_tech.htm](http://www.boatus.com/howto/howto_tech.htm)

## Handy Tools and Materials

- Digital multimeter, with overload protection
- Stripper/crimper combination tool
- Diagonal pliers
- Needle-nose pliers
- Assorted small-to-medium straight blade and Phillips screwdrivers
- Screw-holding screwdriver tool
- Alligator-clip jumper wires, red and black, # 16 marine wire, braided
- Electrical contact cleaner (spray-can)
- Assorted sizes of shrink-tubing
- Soldering gun, rosin-core solder
- Butane torch with soldering attachment
- Assorted ring terminals for #6, #8, and #10 screw size
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BOAT TYPE / SIZE \_\_\_\_\_

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(check as many as apply)

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| 2) _____ Monterey/Santa Cruz                            | b) _____ One Design                                |
| 3) _____ Ocean Series                                   | c) _____ YRA Season                                |
| 4) _____ 2006 Pacific Cup                               | d) _____ Specialty Events<br>and/or occasional YRA |
| 5) _____ Coastal Race(s)                                | e) _____ Beer Cans                                 |
| 6) _____ Mexico Race(s)                                 | f) _____ Anything & everything                     |
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| 8) Other _____  |  |

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- 3) \_\_\_\_\_ Very seriously. I/we don't like to lose.

Mail completed form and \$7 to: *Latitude 38, Attn: Racing Crew List, 15 Locust Ave., Mill Valley, CA 94941* by **FEBRUARY 15, 2006.**

contrast, the high/low averages of Bismarck, North Dakota range from a low of 9 degrees in January to a balmy 70 in July — more than 60 degrees of separation.)

Our point here — there actually is one — is that at latitude 38, the sailing really is great all year round. It's just more fun in the summer when there's lots of wind.

And we're here right now to tell you that, by using the Crew List forms on these pages, it will make it as easy as possible for you to do the kind of sailing you want this summer, whether it's racing, cruising, daysailing, boat-swapping or co-chartering. With the Crew List, you don't even need to own a boat!

**T**he Crew List is easy to figure out and even easier to use. To begin, check out the forms on these pages and find the one that most closely suits the type of sailing you're interested in. For example, if you started sailing recently and are really enthused about jumping in with both feet, you may want to send in a "Want to Crew on a Racing Boat" form. If you're a boat owner taking off for far horizons, you'll probably be most interested in the "Looking for Cruising Crew" form. For those in between — daysailors looking for boats or crew, people looking for other folks to co-charter with them, or even boat owners willing to 'swap' boats with other owners in other areas of the country or world (you use their boat there for two weeks, they use yours here) — there are categories for you, too.

Once you find the form that best suits your fancy, fill out as much information as accurately as you can. Then enclose

## HAVE SAILBOAT, WILLING TO TAKE OTHERS OUT FOR CASUAL DAYSAILING

NAME(S): \_\_\_\_\_

AGE(S) \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### I AM / WE ARE:

- 1) \_\_\_\_\_ Single to take singles out
- 2) \_\_\_\_\_ Couple to take couples out
- 3) \_\_\_\_\_ Singles, couples or small groups okay, but leave any kids home
- 4) \_\_\_\_\_ Kids okay as long as you can control them

Mail completed forms and \$7 to: *Latitude 38, Attn: Daysailing Crew List, 15 Locust Ave., Mill Valley, CA 94941* by **MARCH 15, 2006.**

right now. A quick check of the monthly temperature charts for our fair city by the Bay shows that, yes, it only gets up to the mid-60s during the summer. But the coldest it gets in December and January is around 50. That's 15 degrees difference — or in sailing terms, "Keep the jacket zipped an hour longer." (By

the form with the appropriate advertising fee in an envelope and send it to our office. (Around mid-month, you can also access forms at our website, [www.latitude38.com](http://www.latitude38.com). But these

# — THE BIG ONE

are to print out, fill in and send by snailmail. We cannot accept forms electronically, and we cannot accept forms that are not accompanied by the \$7 processing fee.)

## WANT TO JOIN OTHERS FOR CASUAL DAYSAILS

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### I AM / WE ARE:

(check as many as apply)

- 1) \_\_\_\_\_ Single      4) \_\_\_\_\_ Would like to bring kids  
2) \_\_\_\_\_ Couple      5) \_\_\_\_\_ Going sailing to escape the kids  
3) A group of \_\_\_\_\_ (state number) friends interested in sailing

Mail completed forms and \$7 to: *Latitude 38*,  
Attn: Daysailing Crew List, 15 Locust Ave., Mill Valley, CA 94941 by  
**MARCH 15, 2006.**

Once we receive the forms, we compile them into two Crew List articles in the March and April issues. The March one will be for racers only, as those boats will need to firm up crew for the racing season early. In April, we'll run the Cruising, Co-Chartering, Daysailing and Boat-Swapping Crew Lists. In both issues, we'll publish the names of everyone who sent in a form, along with a contact number and a little bit about the desires and skills of each Crew List participant. Both the March and April lists contain hundreds of names of people of both sexes, all ages and all experience levels. If you're a boat owner and can't find crew here, well, maybe it's time you had those swastika tattoos removed.

When the March and April issues come out, look over the lists of people whose needs best match your desires, and start making calls. If you sent in a form yourself, you'll also be getting calls, of course. Many Crew Listees end up facing the pleasant dilemma of having to choose from a variety of offers. Also, sometime in early April (date TBA) we'll have a big Crew List Party where you can come and meet your new crew or skipper, keep looking for a boat or crew if you haven't found one — or just hang out and enjoy the company of other like-minded people. Any way you look at it, the Crew List experience is pretty much a win-win deal.

But you can't 'win' if you don't play. And you can't play unless you read and acknowledge the following: The *Latitude 38* Crew List advertising supplement is for informational purposes only. *Latitude 38* neither makes nor implies any guarantee, warranty or recommendation as to the character of individuals who participate in the Crew List, or the conditions of their boats and equipment. You must judge those things for yourself.

## I / WE WANT TO CREW ON A RACING BOAT

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### I / WE WANT TO RACE:

(check as many as apply)

- 1) \_\_\_\_\_ San Francisco Bay      4) \_\_\_\_\_ 2006 Pacific Cup  
2) \_\_\_\_\_ Monterey/Santa Cruz      5) \_\_\_\_\_ Coastal Race(s)  
3) \_\_\_\_\_ Ocean Races      6) \_\_\_\_\_ to Mexico (Nov)

### I / WE PREFER:

- 1) \_\_\_\_\_ Boats under 30 feet      4) \_\_\_\_\_ Dinghies  
2) \_\_\_\_\_ Boats over 30 feet      5) \_\_\_\_\_ Multihulls  
3) \_\_\_\_\_ Specific class or design \_\_\_\_\_

### MY/OUR EXPERIENCE IS:

(Check/circle where appropriate)

- 1) \_\_\_\_\_ None  
2) \_\_\_\_\_ A Little: **a)** Little or no racing, little other sailing experience; **b)** Little or no racing, one or more years of general sailing; **c)** Little or no racing, lots of cruising and/or daysailing  
3) \_\_\_\_\_ Moderate: **a)** Less than one full season; **b)** Out of area racing experience, but am unfamiliar with local conditions  
4) \_\_\_\_\_ Mucho: **a)** One or two full local seasons; **b)** One or two long-distance ocean races; **c)** Years of Bay and ocean racing

Other pertinent experience: \_\_\_\_\_

### I / WE WILL:

(check as many as apply)

- 1) \_\_\_\_\_ Help with the bottom, do maintenance — anything!  
2) \_\_\_\_\_ Play boat administrator, go-fer  
3) \_\_\_\_\_ Go to the masthead to retrieve the halyard at sea  
4) \_\_\_\_\_ Navigate, I've got lots of experience  
5) \_\_\_\_\_ Do foredeck, I've got lots of experience  
6) \_\_\_\_\_ Do grinding, I've got muscle  
7) \_\_\_\_\_ Do lunches/provisioning

Mail completed form and \$7 to: *Latitude 38*, Attn:  
Racing Crew List, 15 Locust Ave., Mill Valley, CA 94941 by  
**FEBRUARY 15, 2006.**

Now that the lawyers are happy, here are some tips and suggestions to help you get the most out of 'Listing:

- **Be Honest.** This is probably the most important 'rule' of all.



# CREW LIST 2006

## I AM / WE ARE LOOKING FOR CRUISING CREW

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### WHERE AND WHEN:

MY/OUR BOAT IS A: \_\_\_\_\_

I/WE PLAN TO SAIL TO: \_\_\_\_\_

ON OR ABOUT (DATE): \_\_\_\_\_

### MY / OUR IDEAL CREW WILL:

(Check as many as apply)

- 1) \_\_\_\_\_ Be willing to share basic expenses such as food and fuel
- 2) \_\_\_\_\_ Be willing to bust butt preparing the boat
- 3) \_\_\_\_\_ Have more desire than experience
- 4) \_\_\_\_\_ Have lots of ocean experience
- 5) \_\_\_\_\_ Know more about offshore navigation than just pushing buttons on the GPS
- 6) \_\_\_\_\_ Have mechanical skills for the engine, refrigeration, etc.
- 7) \_\_\_\_\_ Have language skills: **a)** Spanish, **b)** Other: \_\_\_\_\_
- 8) \_\_\_\_\_ Other skills (woodworking, scuba, etc.) \_\_\_\_\_
- 9) \_\_\_\_\_ Be unattached and unopposed to the possibility of a friendship blossoming
- 10) \_\_\_\_\_ Look good in a bikini/speedo/birthday suit
- 11) \_\_\_\_\_ Understand and appreciate Jim Carrey's humor

Mail completed form and \$7 to: *Latitude 38, Attn:  
Cruising Crew List, 15 Locust Ave., Mill Valley, CA 94941 by  
MARCH 15, 2006.*

Don't artificially inflate your experience or skill level. It's bad karma, for one, and — on a racing boat especially — it will come back to bite you. We don't mind sailing with BS'ers, as long as they're honest ones.

• Along the same vein, *little or no experience is not always a disadvantage*. If you're looking for a boat on which to crew, you newbies out there have as good a chance — okay, *almost* as good — as more experienced hands. If the truth be told, you might even have an advantage over more experienced folks in some cases. Why? Experienced people are more likely to take issue with an owner about the set of the sails, best way to anchor and so on. Novice hands, however, are happy to do things just the way the skipper teaches them. Hey, it *is* his (or her) boat.

• *Be realistic about the commitment*. Sailing takes time. Even a simple daysail can end well after dark by the time the boat gets put away — the 'time flies when you're having fun' principle

## I / WE WANT TO CREW ON A CRUISING BOAT

NAME(S): \_\_\_\_\_

AGE(S) \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### SAILING EXPERIENCE:

- 1) \_\_\_\_\_ None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, seasick, mad at the owner and wish like hell I was anywhere but on the boat. I'm still game
- 2) \_\_\_\_\_ Some. At least **a)** 5, **b)** 10, **c)** 20 sails on the Bay or equivalent while being active and suffering the normal cuts, bruises and hollering
- 3) \_\_\_\_\_ Moderate. Several years active crewing on the Bay or equivalent, or at least one long coastal or trans-ocean trip
- 4) \_\_\_\_\_ Lots. Several long ocean passages

### I / WE WANT TO CRUISE:

(check as many as apply)

- 1) \_\_\_\_\_ SF Bay and/or Delta
- 2) \_\_\_\_\_ Monterey Bay
- 3) \_\_\_\_\_ Southern California
- 4) \_\_\_\_\_ Mexico this fall/winter
- 5) \_\_\_\_\_ Hawaii and/or South Pacific
- 6) \_\_\_\_\_ Pacific Northwest or Alaska
- 7) \_\_\_\_\_ Antarctica
- 8) \_\_\_\_\_ Caribbean
- 9) \_\_\_\_\_ Mediterranean
- 10) \_\_\_\_\_ Anywhere warm
- 11) \_\_\_\_\_ Other destination(s): \_\_\_\_\_

### I / WE CAN OFFER:

(check as many as apply)

- 1) \_\_\_\_\_ At least a month of shared expenses
- 2) \_\_\_\_\_ Mechanical skills: engine, electronics, refrigeration, etc.
- 3) \_\_\_\_\_ Elbow grease for bottom work, varnishing and upkeep
- 4) \_\_\_\_\_ Cooking and cleaning skills
- 5) \_\_\_\_\_ Language skills — I'm reasonably conversant in **a)** Spanish; **b)** Other(s): \_\_\_\_\_
- 6) \_\_\_\_\_ Ornamental skills — I look good in a bikini/speedo
- 7) \_\_\_\_\_ Personality skills — I don't get pissed when awakened at 3 in the morning and can maintain a sense of humor in most situations
- 8) \_\_\_\_\_ Other skill(s): \_\_\_\_\_

Mail completed form and \$7 to: *Latitude 38, Attn:  
Cruising Crew List, 15 Locust Ave., Mill Valley, CA 94941 by  
MARCH 15, 2006.*

in action. Cruising and chartering are obviously 24-hour-a-day pursuits, but perhaps the most time-intensive type of sailing out there is racing. Tons of behind-the-scenes work goes on in any successful racing campaign, and only a portion of it takes place out on the race course. Racing campaigns require after-hours work at the dock, on the trailer or in the yard. And sometimes on-the-water practice days. As part of the crew, you'll likely

# — THE BIG ONE

## I / WE WANT TO CO-CHARTER

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### WHERE AND WHEN:

I/we want to co-charter for \_\_\_\_\_ weeks in the  
(spring, summer, fall, winter) \_\_\_\_\_ of 2006.

### SAILING EXPERIENCE:

(Check one from each column)

- |  |   |
|--|---|
| 1) _____ Little or none  | a) _____ I'd like co-charterer to skipper and give me direction     |
| 2) _____ Moderate. I sail regularly and have chartered before                              | b) _____ Prefer co-charterer of at least equal proficiency          |
| 3) _____ Lots. I've sailed and/or chartered many types of boats and am a competent skipper | c) _____ Would be willing to co-charter with less experienced party |

### I/WE PREFER TO CO-CHARTER:

(check as many as apply)

- |   |
|---|
| 1) _____ Bareboats (we sail)  |
| 2) _____ Crewed (professional skipper and/or crew)                        |
| 3) _____ With other couples   |
| 4) _____ With other singles   |
| 5) _____ With my/our well-behaved kids, age(s) _____                      |
| 6) _____ A smaller (30 to 40 ft) boat with one or two other people        |
| 7) _____ A medium (40 to 50 ft) boat with four to six other people        |
| 8) _____ A large (60 ft or more) boat, the more co-charterers the merrier |

### I/WE WANT TO CHARTER IN:

- |                              |                            |
|------------------------------|----------------------------|
| 1) _____ San Francisco Bay   | 6) _____ Pacific Northwest |
| 2) _____ Monterey/Santa Cruz | 7) _____ Caribbean         |
| 3) _____ Southern California | 8) _____ Mediterranean     |
| 4) _____ Mexico              | 9) Other: _____            |
| 5) _____ Hawaii              |                            |

Mail completed form and \$7 to *Latitude 38*, Attn:  
Co-Charter Crew List, 15 Locust Ave., Mill Valley, CA 94941 by  
**MARCH 15, 2006.**

be expected to put in your share of layday work. This is not to mention the racing itself, which goes on for some fleets several weekends per month from April through September. Whatever the schedule of your boat's fleet, you as crew will be expected to show up on time and in working order for each race unless you call ahead *well* in advance to let your mates know about

## I / WE WANT TO BOAT-SWAP

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT FROM PHONE: \_\_\_\_\_

### WHERE AND WHEN:

My/our boat is a \_\_\_\_\_.

I/we would like to swap boats with the owner of a similar vessel  
in the (Pacific Northwest, Caribbean, SoCal, Mediterranean, etc.)

\_\_\_\_\_ area.

I/we would like to cruise this area for about \_\_\_\_\_ weeks

in the month of \_\_\_\_\_, 2006.

Mail completed form and \$7 to: *Latitude 38*, Attn:  
Boat-Swapping Crew List, 15 Locust Ave., Mill Valley, CA 94941 by  
**MARCH 15, 2006.**

changes in plans.

In a related tenet, even if you discover halfway through the season that racing's not really your cup of tea, tough it out with a good attitude until the end. The sailing community is a small one, and once you establish yourself as a dependable player, other opportunities will develop.

- *Be realistic about deadlines.* We must receive forms from racers no later than **February 15**. Everyone else has until **March 15**. These dates are not arbitrary. If we don't have the forms in our carpal-tunneled little hands by then, your name won't go in. Your name will also not go in if the \$7 advertising fee isn't included with the form. In case you forget, all the pertinent information is at the bottom of each Crew List form.

- *Women Crew Listettes.* Women taking part in the Crew List are encouraged to use first names only — and some filter to screen responses such as email or voicemail or 'text messaging', whatever that is. Why? Because if you are a woman, you will get lots of calls from men, some of whom are interested in more than just sailing. (Yeah, we know, we're hopeless.)

- *One person per form please* — unless you are offering your skills or services as a couple only and don't wish to be considered individually. Hey, we've been in love; we know how great it can be to share an adventure like cruising to a faraway land together. If you need more forms for friends or whatever, just make copies of these.

Well, that's about it. We plan to rerun the forms next month, but we strongly encourage you to use these and get them in early. Why? Because Mark Twain also observed, "I was seldom able to see an opportunity until it ceased to be one."



## SEASON CHAMPIONS, PART III



"Tying up loose ends" is a phrase that often came to mind as we were putting together this final installment of our three-part Season Champions series. So many classes have proclaimed their independence from umbrella organizations like YRA (Yacht Racing Association) and SBRA (Small Boat Racing Association) that it's hard to keep track anymore of who's who and what's what. An exclamation mark on that theme is that SBRA disbanded in 2001 and its members are so scattered, we couldn't even find results for half of them.

But of course YRA is still chugging along, and its Wooden Boat Racing Association continues to buck the odds and attract some of the best sailors and competition Bay racing has to offer — in some of the oldest boats. (The Birds, for example, have been around for 80 years, yet still get the required minimum of five boats on the line to qualify as a one design.) The Knarrs, with 15 boats qualified this year, were once again the largest WBRA fleet, and their championship may have been the hardest-fought of any group. We kick off this edition of

***Knarrs 'Peerless', 'Eos' and 'Svenkist' fly up the Cityfront in tight formation.***

the 'champions' trilogy with a recap of that cliffhanger.

Joining those winners are a potpourri of season champions from other fleets — dinghies, three-man keelboats (Wylie Wabbits), Singlehanded and Doublehanded class winners and, for the first time, the winner of the Bay Area Multihull Association season. BAMA has long had a strong presence in the Bay Area (they sponsor the Doublehanded Farallones) and their numbers are growing.



# GRAND FINALE

## WBRA — Knarr *Lykken*



## Williams/Fisher SFYC

"It all began in a Starbucks in Berkeley," says Hans Williams, who last year partnered with *Lykken* owner Rick Fisher in a three-year campaign to win the Knarr Worlds when it returns to the Bay in 2007. But their history with the fleet goes back decades to when they crewed on their fathers' Knarrs (Bob Fisher on *Lykken*, Hibbard Williams on *Kestrel III*) in the 1980s.

*Lykken's* 2005 win may have been the hardest-earned of any fleet. Going into the final race, the boat carried a three-point lead over '04 season champs Chris and Jon Perkins on *Three Boys and a Girl*. The first unimaginable thing that happened was that *Lykken* was over early at the start, while the Perkins brothers sailed away clean. *Lykken* restarted, then set about regaining what they could. Incredibly, they worked back into third by the finish behind *Boys* and Sean Svendsen's *Svenkist*. The second unimaginable thing was that Svendsen learned that he, too, had been OCS. That elevated *Lykken* to second in the race and first — by a scant two points — in the season.

*Lykken's* crew consisted of Allie Rowe on the foredeck and an ever-changing 'galaxy of stars' tending jib, including Jeff Thorpe, Barry Stompe, Joel Fong, Tom Strutman and Mark Eastham. Williams makes his living as handler of a bomb-sniffing dog for the UC Berkeley Police Department.

2) *Three Boys and a Girl*, Chris/Jon Perkins; 3) *Sophia*, Tom Reed. (15 qualified)

We didn't have room to run interviews with all the winners so first congratulations go to the following skippers and runners-up:

### WBRA

**Bird** — 1) *Oriole*, Dan McLean; 2) *Curlew*, James Josephs; 3) *Widgeon*, Donald Cameron. (5 qualified)

**IOD** — 1) *Bolero*, Richard Pearce; 2) *La Paloma*, James Hennefer; 3) *Youngster*, Ron Young. (5 qualified)

**Folkboat** — 1) *Polperro*, Peter Jeal, BVBC; *Dream*, Kirk Smith; 3) *Polaris*, Chris Noe. (7 qualified)

### DINGHIES

**Byte** — 1) Dan Ouellet; 2) Gail Yando; 3) Jeff Nelson. (15 boats)

**Coronado 15** — 1) Ken Crawford; 2) Ryan Nelson; 3) Fred Turner. (8 boats)

**Millimeter** — 1) *Ball IV*, Bruce Munro; 2) *Metric Ruler*, Pax Davis; 3) *12*, Dave Mosher. (10 boats)

**Snipe** — 1) David/Susan Odell; 2) Vince Casalaina/Sherrrie Eldridge; 3) Packy/Julie Davis. (15 boats)

Now, without further ado, our 2005 one design season champions. Congratulations all!

BOB LAW



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## SEASON CHAMPIONS, PART III

### Solo Dinghy El Toro Sr.



### Fred Paxton RYC

The Paxton family has sailing in their blood. Fred is the son of Dave, brother of Greg and father of Will — all of whom were / are renowned big boat sailors. But while they all 'moved up', Fred reversed course about 15 years ago. "In the late '80s, I was racing a Ranger 23 and taking Will to junior sailing classes at Richmond," he recalls. "Basically, I just got tired of putting him in an El Toro and then sitting ashore." So he started sailing 'Toros himself, found it to be loads of fun and, well, the Ranger was soon sold.

Since the dissolution of SBRA, the various dinghy classes have had to put together their own programs. The 'Toro guys basically adopted the Moore 24 'Roadmaster' series, which takes them to various lakes and reservoirs through the season, in addition to racing in more protected areas of the Bay. Their season consists of four pursuit regattas and three round-the-buoys events, with 4-6 races a day at most venues. Fred won all of them except for the Bullship (his throwout) and a third at Whiskeytown.

Paxton, who 'blends chemicals' for a living, sometimes sails with son Will on the TransPac 52 *Flash*, or with Andy Hall (his boss) on the lovely Wylie Gemini Twin *Encore*. But one of the highlights of his '05 season found him on the other side of the starting line — he and some 35 other 'Toreadors' turned out to run the race committee, at all three courses, in last spring's Big Daddy Regatta.

2) Art Lange; 3) Gordie Nash. (20 boats). (El Toro Jr winner: David Liebenberg)

### Dinghy Vanguard 15



### Jim Barkow/Mallory McCollum

Jim grew up sailing on small lakes in Wisconsin. If you think that's not much preparation for dinghy sailing in Northern California, we might mention that some of the boys he grew up racing against were named Melges, and that Jim's sister Sally is a world champion Yngling sailor and current contender for Rolex Yachtswoman of the Year.

Jim got his current boat in 2001. Soon after, he hooked up with sailing instructor Mallory McCollum. "She's one of the best crews I've ever had or known," says Jim, who makes an unusual dual living — one in the food industry, one doing business development for search engines. Jim and Mallory (and occasional fill-in crew) have moved steadily up the ranks since. The combination of four years in the boat and a new set of sails finally made the winning difference in 2005. "I knew it was going to be a good year when we came off the line at the PCCs (in May) with Adam Lowry on one side and Kevin Richards on the other — and we were just faster," he says. They went on to win that 13-race, 1-throwout series, too — and took second in the hotly contested V-15 Thursday Night series.

The V-15 season schedule is pretty intense — 71 scheduled races over seven summer/fall weekends, and to qualify for the season, you must race at least half of them. In what spare time he can find, Jim can also be found crewing on Kristen Lane's J/105 *Brick House*.

2) Holt Condon/Katie Shuman; 3) Adam and Mara Lowry. (20-25 boats)

### 3-Person Keelboat Team Furrari — Wabbit



### Pete/Angie Rowland Richmond YC

For Pete and his crew — wife Angie Rowland and O.J. Olson — the main goal of 2005 was to win the Wabbit Nationals, held in Santa Cruz in early August. That they did, and were on enough of a roll to ice the cake with a season championship in this active class.

With 'only' 10 years of Wabbit sailing under his belt, Pete is still considered a relative newbie in this homegrown Bay Area fleet. (Designed by Tom Wylie, the Wabbit went into production in 1981, and many vets have been racing for over 20 years.) "I'd have to say consistency was our strong suit," says Rowland, a computer consultant. "We knew our jobs and concentrated on doing them well."

"O', our trap guy and downwind tactician, gets the MVP for raising the nuances of sailing a Wabbit to an art form. Hands down, he's the best trap guy in the fleet. Angie gets the 'Heisman' for maintaining the good communication we have on the boat. It's not easy managing the Jekyll-and-Hyde situation of your helmsman also being your husband!"

Pete also noted that they could not have won without the support of the Secret Wabbit Underground (aka the 'Furring'), but if he divulged what that was, he would have had to kill us.

2005 may have been *Furrari's* swan song. Although they'll be back racing in '06, much of Pete and Angie's energy will go toward preparing a recently purchased Irwin 39 for cruising.

2) **Mr. McGregor**, Kim Desenberg; 3) **Keala**, Ron Tostenson. (10 boats)

## GRAND FINALE

### SSS Singlehanded *Sleeping Dragon* — Hobie 33



**Mark Halman**  
**Richmond YC**

Mark is one of only a handful of season champions who have 'medaled' in two different fleets in the same year. In addition to his win in the Singlehanded Sailing Society's solo category, he also topped OYRA's shorthanded division.

Like many older boats, the 20-year-old *Sleeping Dragon* is a work in progress. From the list of improvements of the past few years, one might even get the impression that Halman enjoys working on the boat as much as he does finessing her through calms or giving her the reins off the wind for those screeching runs that make Hobie 33s so much fun to sail. Examples of recent upgrades include new self-aligning rudder bearings Mark made himself, as well as a new carbon fiber spinnaker pole and boom — which he also made himself. The majority of his 2005 sailing budget went to a gyro-autopilot, which really impressed the retired semiconductor engineer (and stay-at-home Dad for his two pre-teen kids). "Now I can wander around the deck with confidence that the boat will stay on course," he says.

Another major factor in Mark's 2005 win was that "Greg Nelson sailed in another division this year." (Greg has won this division five out of the last six years.) Halman also paid homage to longtime SSS singlehander Dan Benjamin, who, says Mark, was a serious threat before he lost *Fast Forward* during the solo Farallones race last spring.

2) **Hurricane**, Al Germaine; 3) **Travieso**, Dan Alvarez. (10 boats)

### SSS Doublehanded *Starbuck* — Black Soo



**Greg Nelson**  
**SSS**

After five season championships in six years in the solo division of the Singlehanded Sailing Society's summer series, Greg Nelson figured it was time for something different. So he grabbed a crewman — a different person for each race — and sailed his 31-ft Black Soo *Starbuck* in the Doublehanded Division . . . with the same result.

Actually, says Greg, it was one of his toughest seasons yet. In fact, going into the final race (the return portion of the Vallejo 1-2), there seemed little hope of winning. James Coggin on *Auspice* was leading on points, and Greg would have had to beat him by a considerable amount. "James was sailing too well for that to happen," says Greg. But *Auspice* sailed into the off-limits shipping channel for a DSQ. Greg still didn't think he'd won the whole enchilada until he attended the next SSS meeting!

But the best moment of the season for this veteran shorthanded sailor occurred earlier in July when he arrived at the start of the Half Moon Bay Race 10 minutes late. "I'm never late!" notes Greg, a 'project manager' in Oakland. But his frustration turned to amazement when he noticed most of the fleet was staying out in the flood. He stayed closer to shore, passed a few boats, then "turned the corner, hugged the beach and picked up a ton more boats." *Starbuck* ended up winning her division and getting third overall.

2) **Valhalla**, Beneteau 38, Joshua Rothe; 3) **Stink Eye**, Laser 28, Jonathan Gutoff. (10 boats)

### Multihull *Raptor* — F/27



**Todd Olsen**  
**BAMA**

Todd had an epiphany five years ago which totally changed his sailing. After finishing the Doublehanded Farallones in his Pearson Ariel just before the midnight cut-off time, it occurred to him that the faster boats had been tied to the dock for hours before. He got talking to some F-27 owners who took him for a ride. It wasn't long before the Pearson was sold and Olsen was learning the tricks of sailing his 1980 F-27. He hasn't looked back since — well, except to check the competition, that is.

Philip Jenkins has been crewing with Todd since 2001. The two met through sailing before learning what a small world it is: both are physicians, and both work for Kaiser (though at different locations).

The BAMA (Bay Area Multihull Association) season is a PHRF-based, 11-race, 3-throwout series which includes such varied venues such as the Doublehanded Farallones, Lightship, Delta Ditch Run and Three Bridge Fiasco. Todd considers the latter as the highlight of *Raptor's* year. "It was really a challenge to keep the boat moving through the light spots," he says of this pre-season January event. Their performance earned them the boat's first ever first-place finish, and set the tone for the remainder of the BAMA season. Although they never got another first, the boat's consistent performance prevailed in a scant .75-point lead over the second place *Adrenalin*.

2) **Adrenalin**, D-Class cat, Bill Erkelens Sr.; 3) **Humdinger**, Green 35 tri, Larry Olsen.



# MAX EBB

Navigators have one very important job: To worry. And on this race, I was doing my job very well, because I had something very serious to worry about.

It was a race to Mexico, and we were doing fairly well in our fleet. We had a very good chance of winning the division. But this made it even worse, because for this race, each boat is required to submit at least one position fix by celestial navigation.

Not that that would normally be a problem. I learned to navigate long before every novice crew came equipped with a GPS of their own, and I was looking forward to taking the sights and working them out.

The problem was that we had forgotten the sextant.

"I thought you were going to bring yours!" whispered the very annoyed owner as we discussed the situation over the dimly lit chart table during the pre-dawn watch.

"No, you said there was one on board," I reminded him. "I guess I should have checked."

"If we're inspected, it will be a two-hour time penalty!" the owner groaned. "And this race is so close, we'd be out of the money and off the podium."

"Don't worry, I can work something out," I said with as much false confidence as I could summon up, thinking back to a book I read many years ago in which the teenage crew of an old schooner made a sextant out of a pair of binoculars and a hand-bearing compass.

"Okay, but I'm not telling the crew. Don't want to demoralize 'em."

"Good," I whispered. "I'll work something out."

The owner went back up on deck, leaving me to ponder the situation. I decided to check the mail, so I flipped up the little hatch in the chart table that exposes the keyboard, and switched on the monitor.

The San Diego SailMail station was wide open, and I found a frequency that worked. A couple minutes later, a bundle of electronic letters had arrived.

There were incoming messages for everyone in the crew, which I sorted into their respective inbox folders. And one for me, from Lee Helm, a grad student who crews for me back on the Bay. I opened the message:

*"Would you believe I forgot to bring my sextant?"*

awesome! max, u r kicking butt. wish I were there. U realize, like, u only got the nav gig 'cause of grey hair.

can't talk about weather progs, that would be outside assist. keep up the good work. lee.

I typed my reply:

Not as much joy in Mudville as you might think. Would you believe I forgot to bring my sextant? Owner said there was one on the boat, but I never checked. And if we finish in the top three they \*will\* inspect us, and \*will\* want to see my celestial workups.

I reconnected with SailMail and sent off the reply. Then studied my wind charts, reviewed the evening position reports, and agonized again over how many places a two-hour penalty would cost us. I typed up a request for another weather update, logged in again and sent the request off to SailDocs.

But there was more incoming mail. Another one for me, apparently a reply from Lee. She must be up very late, even for a student. I opened the mail:

no problemo, max. but i really shouldn't help u out of that mess. that would b, like, outside assist. All i can say is, u don need no steenkin sextant to do celestial. (you have photoshop on that laptop?) ;-)

I had thought of using some of the Polynesian navigation techniques, like watching to see which star just grazes the northern horizon as it crosses our meridian. The declination of that star would be our latitude, more or less. Only problem was that it was too hazy to see stars near the horizon, especially with all these instrument lights and such reflecting all over the cockpit.

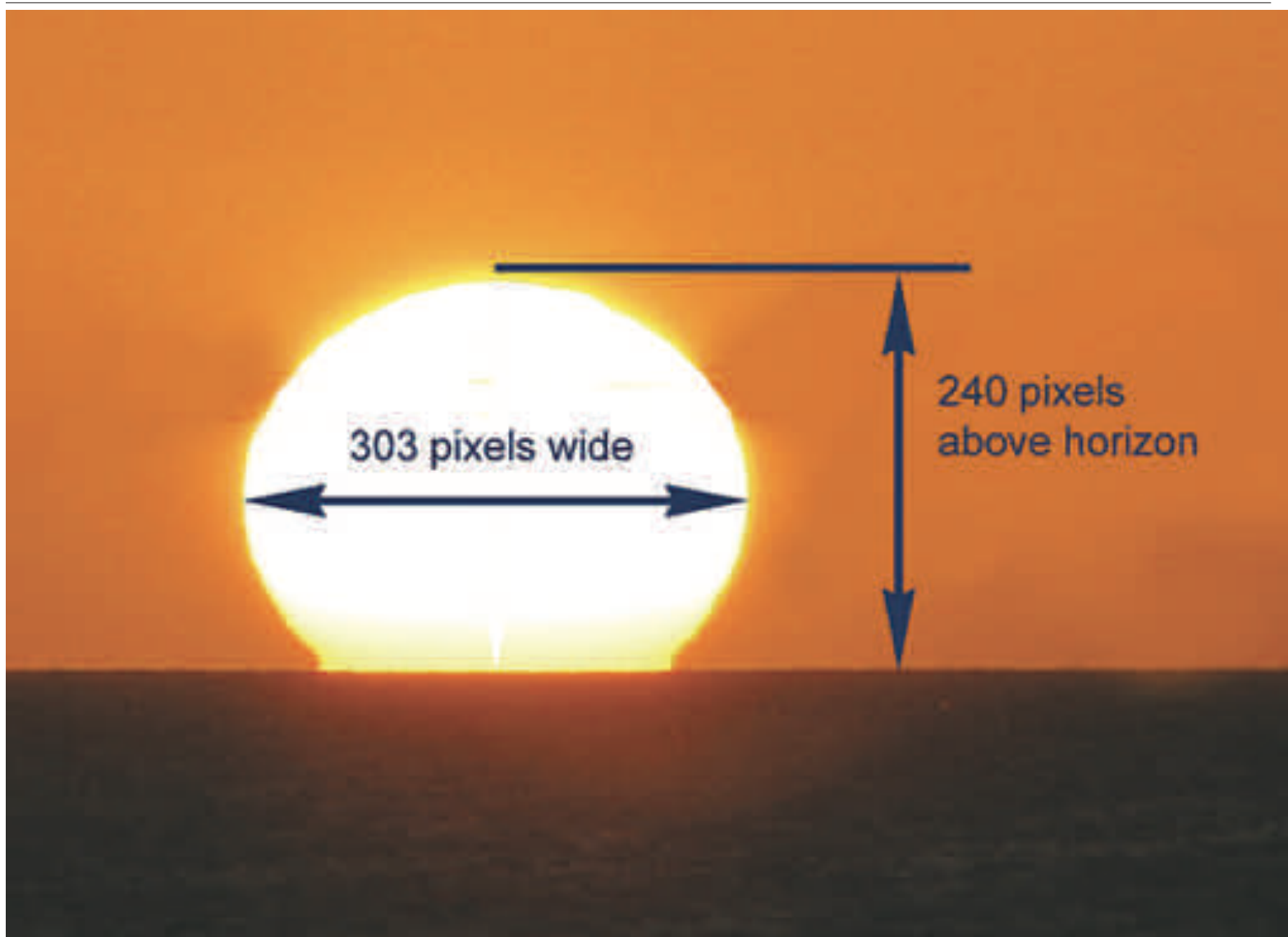
But why did Lee mention Photoshop? Yes, it was installed on the boat's laptop computer, but what good would that do? I knew I couldn't ask for help and stay within the rules, but maybe some more conversation would stimulate some ideas. I typed a response back to Lee:

What are you doing up so late?

I reconnected to SailMail, and meanwhile my request for the latest weather and wind forecasts had been filled. This provided me with another updated glimpse of the forecast wind pattern for the rest of the race. No surprises — we were still in pretty good conditions and moving well, and the predictions all favored our side of the course. I would have felt better if we were deep in the fleet with no chance of doing well. But we really could win this, if not for that looming two-hour penalty.

By this time I had used up most of my off-watch without getting a minute of sleep. One more SailMail connection - Lee's response was there:

all-nighter, max. big project due. i'm



analyzing data from model experiments in wave tank — counting pixels in digital frames captured from video 2 measure roll angle. turns out 2 b a lot simpler than keeping those rate gyros calibrated. digital cameras r gr8 4 measuring angles. gotta go, hope that helps ;-)

“Hope that helps?” How would Lee’s school project help me do celestial without a sextant? And what did she mean by that wink smiley?

I tried to get the problem out of my mind for a while, and maybe get some sleep before my watch. No point worrying about it all night. But no luck. A half hour later I turned on the computer again and emailed back to Lee:

***Forgot your sextant? GPS system down? A digital camera can fill in for a sextant.***

Tomorrow afternoon I’m going to pry open our good binoculars to get the prisms and mirrors. I think using that and a big course plotter with a compass rose, I can cobble together something that will serve as a sextant, at least to the nearest degree or so. Primitive, but I think the inspection committee will buy it.

Abandoning all hope of getting any sleep before my watch, I checked the weather again while waiting for Lee’s response. Then I poked my head on deck to check wind and waves. Still on the headed jibe,

wind still holding, no need to call for a jibe or a change in sailing angle.

“Keep steering for best VMG down the wind,” I instructed the driver. “Don’t be tempted to hot it up too much.”

“Gotcha,” came a voice back from the dark aft end of the cockpit. The driver had turned the instrument backlights way down, and had even turned off

the compass light. He was steering to the waves, the knot-meter and the true wind angle — and to the long streamer of T.P. he had tied to the backstay.

I checked email one last time for the night. There was another message from Lee:

i have 2 get back 2 work, which i

***“digital cameras r  
gr8 4 measuring  
angles. gotta go...”***



# MAX EBB

might finish b4 dawn cause \*DIGITAL CAMERAS ARE GREAT 4 MEASURING ANGLES\* but i can't help u with yr problem. ;-)

My problem had nothing to do with digital cameras. And why was Lee repeating herself?

Anyway, it was time to go on watch. I found my sweater, put on my lifejacket, made sure the strobe and flashlight were in one pocket and the whistle was in the other, and climbed up the ladder into the cool dark air.

About halfway through the watch, as the clouds to the east were starting to light up from below, it hit me. Photoshop. Pixels. Angles. Digital camera. That's it! All I have to do is take a digital picture of the sun near the horizon, and the number of pixels tells me the angle. If I know the angle covered by each pixel, that is. But that should be easy — like, all I need to know is the focal length of the lens, the size of the sensor in the camera, and the number of pixels across the image. And like, I knew I was in an advanced stage of sleep deprivation, because there was a voice in my head that was sounding increasingly like, you know, Lee Helm.

I turned to the person driving. "That fancy new digital camera you brought along," I said. "Do you know what the total angle of the field of view is?"

"I could figure it out," he said. "Let's see. It would just be the arc-tangent of half the sensor width divided by the focal length of the lens, times two."

"So the angle of each pixel would be..."

"TRIM!"

The driver's attention snapped back to his instruments, and a few cranks on the sheet winch got our spinnaker drawing again.

"Field of view divided by number of pixels," he said when we were back up to speed, but this time without taking his eyes off the road.

"I compared 'pixel angle' when I was shopping for my new camera — it's a combined measure of number of pixels and power of the optical zoom. My camera is down to

about 6.6 seconds of arc per pixel, at full zoom, which is pretty good."

"Did you get this from a spec sheet, or work it out yourself?"

"I had to calculate it myself. You don't

need the actual sensor size, just assume 36 mm as the sensor width, and use the '35 mm equivalent' for the focal length.

## SHOOTING THE SUN WITH A DIGITAL CAMERA

### Advantages:

- \* Easy to reject sights with wave tops covering horizon.
- \* Easy to align horizon to horizontal.
- \* Automatic time stamp on each sight.
- \* High accuracy at long zoom values.
- \* Viable backup if GPS system fails.

### Disadvantages:

- \* High accuracy only at very low observed altitudes.
- \* Pre-calibration required for higher observed altitudes that use wider field of view.
- \* Danger of damaging camera sensor at higher sun altitudes.
- \* Requires onboard electronics infrastructure.

A 35 mm frame is nominally 24 mm by 36 mm. My lens goes from 35 mm to 432 mm. That's all the info you need to figure out the pixel angle."

When the sun appeared on the eastern horizon, I was ready. The sky to the east was a little hazy, but the horizon was sharp and the disk of the sun rose out of the haze soon enough, bathing us in welcome sunlight after the long and chilly night watch.

"Taking a picture of the sunrise?" questioned the skipper, who came on deck next according to our rotating watch system. "I thought you said you never take sunrise or sunset pictures, because you had been put to sleep by far

too many of them at yacht club dinner meetings."

"This is an exception," I said as I switched on the borrowed camera and zoomed all the way in to the maximum mag-

nification.

I started shooting when the sun's upper edge was clearly defined, and kept on shooting till it was out of the field of view at maximum zoom. "That should

do it," I thought to myself, as long as the refraction this morning isn't too far off standard."

My watch ended mid-morning, and it was time to play. Fortunately our on-board computer had a card reader, so it was a simple matter to get the images from camera to hard drive without messing with the camera's USB cable. I checked SailMail first, and along with the usual morning barrage of syrupy letters from several girlfriends of one of the crew, there was one more communication from Lee:

don't forget temperature and pressure if u take a low-angle site, for more accurate refraction.

Good point. I would have forgotten. I knew the pressure from our weather map (since we had never really calibrated the barometer) and made a good guess at the air temp at sunrise. My celestial nav program has inputs for both of these, so it would be very easy to include actual temperature and pressure instead of using the standard atmosphere.

Then it was time for Photoshop. The first thing I noticed was that the horizon was crooked — the equivalent of not having "rocked" the sextant. But the cook noticed what I was up to and showed me a neat Photoshop trick:

"Just use the 'measure tool' (hidden under the eyedropper, right-click to find it), draw a line on the horizon, click 'rotate arbitrary' and presto, the horizon is straight."

However, on close inspection I could see that there was a bump in the horizon under the sun. Wave top. Try another image. Ah, much better. Rotate again. Now count pixels, from top edge of sun (less affected by refraction) to the horizon. Except that those pixels are darn hard to count when they're in the hundreds.

By this time, the crew who had lent me his camera — who had been off-watch for a couple of hours — had figured out what I was up to.

"I'm not sure you can trust that pixel angle for what I think you're using it for," he yawned from the pilot berth on the opposite side of the cabin, from which he had a clear view of the computer screen. "It's only good to two significant figures. Maybe better check how many pixels it is from one side of the sun to the other,

*"I thought you  
never take sunrise  
pictures. . ."*

## — PHOTO FINISH

for a better calibration. That shouldn't be affected by refraction or ..."

He was snoring again before the sentence was finished. But it was all I needed to know. Draw a horizontal line from one side of the sun to the other, count pixels — no, that's pretty hard — the cook had to remind me

to use the info window to see the length of the line. Got it! The sun is 303 pixels wide at this zoom setting. Check the Nautical Almanac data: Semidiameter of the sun is 16.3 minutes this time of year, so that's . . . let's see — 0.1076 minutes per pixel.

Now just measure from the top edge of the sun to the horizon. That's easy, check line length, divide by 60, and I have the "observed altitude" of the sun's upper limb in degrees.

From there it was just like any other sight reduction, except that I used the actual temperature and pressure for the

refraction correction. And of course I had to check the camera's internal clock against the time signal to get the "chronometer correction." That

was easy after the skipper suggested that I just take a picture of the GPS time display, then compare the photo with the camera's time stamp.

My favorite sight reduction software, PC-Nav, is an old clunker of a DOS program that was distributed by Davis instruments along with their plastic sextants, way back when. It allows any position for the assumed position, so I used the morning GPS position. That way the intercept would be the error, without having to plot it out. I entered the last

data field and pressed the button: 860 miles! No wait, GMT was wrong, it's winter and we're not on daylight time. Duh. Try again.

"Well I'll be jiggered!" I practically shouted when a very satisfying small number finally popped up. "Got the longitude to within zero-point-four frigging miles!"

"You sure you didn't, uh, 'reverse engineer' any of that?" asked the crew from the pilot berth, who by this time was ready to wake up for a late breakfast.

"I swear by Joshua Slocum's two-dollar tin clock," I said. "Better than a sextant sight. Tonight at sunset I'll get another LOP. It won't be much of a crossing angle, but should keep the RC happy."

We did manage a podium finish. And as it turned out, the inspection committee never even asked to see my celestial work-ups. All the worrying was for nothing — but somebody has to do it.

— max ebb

*"Well I'll  
be jiggered!"*

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# THE RACING

*Reports this month include a look at the **2005 Corum Melges 24 World Championships** in Florida, as well as a mess of midwinter regattas here at home, including those of **Golden Gate YC, Berkeley YC, South Beach YC, Alameda YC, Sausalito YC** and the new **RegattaPro** one design series. Stir together, add a dash of **race notes**, and simmer for an hour. Read with refreshments of your choice.*

## Melges 24 Worlds

December 11-16 was a wild and crazy week in the waters off Key Largo, Florida, as 99 boats and more than 400 sailors — including a battalion of West Coast-ers — took part in the Corum Melges 24 World Championships, which was sailed in predominantly 10-12 knots of breeze in the mostly protected waters off John Pennecamp State Park. When the spray had settled, an Italian entry helmed by an Australian America's Cup skipper, and crewed by two American olympic medalists, one Italian — and an 11-year-old kid — came out on top. In second, another Italian boat, this one with some actual Italians on board, who first sailed

sus 505, helmed by Southern California sailmaker, former sailing coach to both Kahns, and multiple class champion Dave Ullman, finished down the ranks with a disappointing 41st in the second race. All that would change dramatically as the week progressed.

By the third day, Ullman was able to throw out the 41 and leap from seventh to second. In one of the bigger surprises of the regatta, Gabrielle Benussi's Italian *Marrachech Express* slipped into a comfortable first place after their throwout. Although he is a multiple Italian and European champion, Benussi and his all-Italian crew had never sailed together until they jumped on their month-old production boat three days before the start of the Worlds.

By week's end, however, it was obvious that the boat to beat was *Luna Rossa*, named in honor of the Italian America's Cup team which employs most of her crew: helmsman James Spithill of Australia, Americans John and Charlie McKee, and Manuel Modena (the only Italian on board).

The fifth crewmember was 11-year-old Mac Agnese, a local (Florida) Optimist sailor who got the week off from sixth grade to take part. Agnese was added to get the boat up to the maximum allowed crew weight of 793 pounds. But he contributed far more than just the extra 80 pounds, running the main traveler and lending the effort an intensity that his mates couldn't help but admire. "Mac's a great little kid," noted Spithill (himself something of an *enfant terrible* when, at 19, he helmed the Australian America's Cup challenger *Young Australia*). "I think we're learning more from him than he is from us."



While the whippersnapper Italian efforts were getting most of the press, Southern California sailing legend Dave Ullman and his *Pegasus 505* guys were by now running right alongside the big dogs — and often in front of them. In race nine — at 16-18 knots, the windiest (and choppiest) of the series — Ullman and company sailed away from everybody, finishing a minute and a half in front of second-place Spithill, a virtual eternity in a fleet of this caliber. Dave would also win the next race, but by the final (11th) race on Friday, Spithill had at 20-boat cushion and only had to keep 505 in sight. Ullman still had a shot at second over *Marrachech Express*, but the wheels fell off in the finale and *Pegasus 505* finished 29th. The series ended with Spithill first, Bernussi second and Ullman third — a remarkable performance for all three crews. Spithill — who adds the Corum title to the ISAF Match Racing World Championship he won in September, received an extended standing ovation from the assembled crowd at the awards presentation. All five *Luna Rossa* crew, including young Mac, received \$2,400



**Melgi Men — James Spithill and Dave Ullman**

together only three days before the start. In third, and showing the youngsters a thing or two along the way, a 59-year-old sailing legend from Southern California. Here's how it played out.

In light breeze on the first day, Bay Area sailors got on the map as Philippe Kahn, with Russell Coutts calling tactics, moved into second after two races on *Pegasus 575*, while his 16-year-old son 'Shark' — who won this event in 2003 — posted a fourth on *Pegasus 492*. The third boat in the *Pegasus* stable, *Pega-*



**Action at the Corum Melges 24 Worlds. John Bertrand is at the tiller of 'Fusion M' (#40), which finished 9th. Just behind him (with the 'Barcolana' mainsail logo) is Gabrielle Benussi's 'Marachech Express.'**

Corum timepieces for the win.

**2005 Corum Melges 24 Worlds** — 1) **Luna Rossa**, James Spithill (ITA), 68 points; 2) **Marachech Express**, Gabrielle Benussi, (ITA), 76; 3) **Pegasus 505**, Dave Ullman (USA), 92; 4) **MFATIC**, Morgan Reeser (USA), 102; 5) **Joe Fly**, Gabrio Zandonà (ITA), 108; 6) **Partner & Partners**, Francois Benac (FRA), 111; 7) **Full Throttle**, Brian Porter (USA), 138; 8) **Blu Moon**, Flavio Flavini (SUI), 141; 9) **Fusion M**, John Bertrand (USA), 145; 10) **Ale Ali**, Nicola Celon (ITA), 161. (99 boats)

**Other Top American boats** — 11) **Pegasus 492**, Shark Kahn, 161; 12) **Rosebud**, Vince Brun, 174; 20) **Derivative**, Steve Hunt, 241; 21) **Star**, Jeff Ecklund, 242; 23) **New Wave**, Martin Kullman, 258; 24) **Grins**, Shawn Burke, 259; 25) **Monsoon**, Bruce Ayres, 262; 27) **Running With Scissors**, Peter Baron, 284; 28) **Pegasus 575**, Philippe Kahn, 287; 29) **Ego**, Don Jesberg, 294; 31) **Pareto Optimal**, Seadon Wijsen, 294; 34) **Rock 'N Roll**, Argyle Campbell, 326. (Complete results: [www.2005corumm24worlds.com](http://www.2005corumm24worlds.com))

**Past Melges 24 Worlds Winners** — 2004, Sebastian Col (Sweden, 83 boats); 2003, Shark Kahn (San Francisco, 68 boats); 2002, Harry Melges (Germany, 80 boats); 2001, Flavio Favini (Key West, 78 boats); 2000, Giorgio Zuccoli (France, 127 boats); 1999, Vince Brun (Long Beach, 65 boats); 1998, Vince Brun (UK, 96 boats).

#### **Berkeley Mids — All There Ever Was**

No protests, no over-earlies, no DNFs, no crashes, no burns. . . "A whole lot of 'no's equals one big yes!" exerts BYC race chair Bobbi Tosse of the December 10-11 Berkeley Midwinters, the second in a four-weekend series that runs through February. Ninety-eight starters on Saturday and 27 on Sunday sailed the Berkeley Circle in brilliant sun and 10-12 knots of breeze from the north.

Ever wonder how a club adopts a certain format for their racing? BYC's unique format — where the Saturday and Sunday races are completely separate entities and are not scored together — has always intrigued us. So we asked race committee chair Bobbi Tosse.

"Like Carl Sagan used to say, 'It's all that ever was, all that is, and all that

ever will be,'" laughs Tosse. On further thought, she recalls that when she came to the racing scene in 1970, Kirk Brooks at Metropolitan YC in Oakland ran what became this series. In 1986, MYCO merged their program with that of Berkeley YC (which may be where the separately-scored days come from). A few years ago when MYCO disbanded, BYC took over. They've run the event — one of the most popular midwinter series on the Bay — ever since.

Okay, but then why the big discrepancy in entries — barely a third of the 90-some boats on Saturday showed up on Sunday.

"Church? Football? Family? Who knows?" says Tosse. "It has nothing to do with 'serious' on one day and 'not so serious' on the next," says Tosse. "It's serious both days." She did mention that most of the Sunday fleet also races on Saturday, although there are a handful who race *only* on Sunday. "Who knows why," she says. "Probably because some people are working Saturday."

A highlight of Saturday's racing — or not, depending on whether you were



# THE RACING



involved — was a bunch of A-fleet boats going for the wrong weather mark. (It was one used in the RegattaPro series which overlaps some of the BYC courses.) *Advantage 3*'s Pat Benedict was the first to notice the mistake, and he picked off a bunch of boats by going to the right mark.

## SATURDAY, 12/10

DIVISION A (PHRF 0-96, 8.8 mi.) — 1) **Bodacious\***, Farr 40 one ton, John Clauser; 2) **Mintaka 4**, Farr 38, Gerry Brown; 3) **Advantage 3**, J/105, Pat Benedict. (14 boats)

DIVISION B (99-141) — 1) **Lilith\***, WylieCat 39;

*BYC action (clockwise from above) — 'Family Hour', 'Relentless' and 'Eurydice II' play bumper cars at the weather mark; 'Ypso', 'Lelo Too' and 'Latin Lass' charge downwind; rail aerobics on 'TMC Racing'; the new 'Merlin' is a Melges 32; trick ropers on 'Mintaka 4'; shrimp poaching on 'Zeehond'; (inset above right); Ultimate 20s 'UFO' and 'Cloud Nine'. All photos latitude/jr.*

2) **Expressway**, Express 27, Michael Robinson; 3) **Annalise**, Custom Wylie 34, Paul Altman. (9 boats)

DIVISION C (144-168) — 1) **Boogie Woogie**, Ranger 33, G. Michael Yovino-Young; 2) **Loose Lips**, Merit 25, Phill Mai; 3) **Ricochet**, Ultimate 20, Geoffrey Gardner; 4) **Chesapeake\***, Merit 25, Jim Fair. (11 boats)

OLSON 30 — 1) **Naked Lady**, Jeff Blowers; 2) **Hoot\***, Andy Macfie; 3) **Voodoo Child**, Charles Barry. (8 boats)

SF 30 — 1) **Shameless\***, Custom Schumacher 30, George Ellison; 2) **Wishful Thinking**, TartanTen, Lester Gee; 3) **Diana**, Tartan Ten, Zhenya Kirueskin-Stepanoff. (7 boats)

MOORE 24 — 1) **Topper II\***, Brendan Meyer; 2) **Flying Tiger**, Vaughn Seifers; 3) **Mercedes**, Joel Verutti. (13 boats)

OLSON 25 — 1) **Clean Sweep\***, Tom Nemeth; 2) **Vivace**, Frank Van Kirk; 3) **Baleineau**, Don Coleman. (7 boats)

J/24 — 1) **Snow Job\***, Brian Goepfrich; 2) **TMC**





**Racing**, Michael Whitfield; 3) **Crackerjack**, Steve Highbarger. (12 boats)

NEWPORT 30 — 1) **Achates\***, Robert Schock; 2) **Harry**, Dick Aronoff; 3) **Topgallant**, Jim Lindsey. (5 boats)

DIVISION D (>171) — 1) **Ypso\***, Cal 2-27, Tim Stapleton; 2) **Latin Lass**, Catalina 27, Bill Chapman; 3) **Starkite**, Catalina 30, Laurie Miller. (7 boats)

SANTANA 22 — 1) **Bonito**, Michael Andrews; 2) **Carlos\***, Jan Grygier; 3) **Fuschia Schock**, Shawn Rowland. (5 boats)

**SUNDAY, 12/11**

DIVISION 1 (0-99) — 1) **Hoot**, Olson 30, Andy Macfie; 2) **Flexi Flyer\***, Soverel 33, Mitch Wells; 3) **Junkyard Dog**, Olson 30, Ross Groelz. (7 boats)

DIVISION 2 (102-165) — 1) **CleanSweep\***, Olson 25, Tom Nemeth; 2) **Synchronicity**, Olson 25, Steve Smith; 3) **Kwazy**, Wylie Wabbit, Hillary Hansen. (9 boats)

DIVISION 3 (168) — 1) **Snowjob\***, J/24, Brian Goepfrich; 2) **Casual Contact**, J/24, Ed Walker; 3) **TMC Racing**, J/24, Michael Whitfield. (8 boats)

DIVISION 4 (>171) 1) **Latin Lass\***, Catalina 27, Bill Chapman; 2) **Antares**, Islander 30-2, Larry Telford; 3) **Windsong**, Islander 29, Ron Deneisha. (5 boats)

\* indicates series leader after two races.

**South Beach YC Island Fever**  
SBYC's revamped midwinter series

confirms that there's something for everybody in midwinter racing on the Bay. In addition to a new motoring allowance (based on fleet, wind conditions and course selection), the 'southerners' are no longer confined to the sometimes-windless waters below the Bay Bridge. Skippers in the new, improved 'Island Fever' series now venture into the main Bay, where — as the race's name implies — they must round one or more islands: Angel, Alcatraz, Treasure Island/Yerba Buena and Blossom. (Well, consider the last one a 'sunken' island.)

Under the old format, last month's



# THE RACING

race would have endured extensive postponements and possible abandonment while the race committee waited out the wind and heavy ebb. Instead, on December 10, 19 starters in three divisions got off on time, with some boats using their motoring allowances right away. In addition to getting things going earlier, this feature opens up a whole new facet of strategizing, as does the choice of which way to round a particular island (you can go either way). Most of Saturday's race, an 8-miler which took boats around Alcatraz and Blossom Rock (the underwater island, according to SBYC) was sailed in a light northerly.

PHRF 1 (<149; motoring allowance: 30 mins @ 4 kts) — 1) **Tupelo Honey**, Elan 40, Gerard Sheridan; 2) **Red Sky**, Olson 34, Brian Boschma; 3) **Spirit of Elvis**, Santana 35, Lewis Lanier. (7 boats)

PHRF 2 (>150; motoring allowance: 30 mins @ 4 kts) — 1) **Eyrie**, Hawkfarm, Synthia Petroka/Sylvia Seaberg; 2) **Goose**, Catalina 30, Mike and Lorianna Kastrop; 3) **Travieso**, Ericson 30+, Dan Alvarez. (6 boats)

Non-Spinnaker (motoring allowance: 10 mins @ 4 kts) — 1) **Tule Lost**, Olson 911SE, John Burnett; 2) **Fancy**, Ericson 33, Chips Conlon; 3) **Synergizer**, Ericson 28, Larry Weinhoff. (6 boats)

## Alameda YC — Winter Wishes

Thirty three boats in six divisions started Alameda YC's second (of five) midwinter races on Sunday, December 11. They got off on time in nice breeze. If only it had stayed that way. Unfortunately, two-thirds of the way through the race, the wind died, leaving most boats pointing at the last mark, but no one moving toward it very fast. After watching the 'painted ships on a painted ocean' for awhile, the race committee mercifully shortened the course for a downwind finish at the pin. The 5.5 Meters managed to capture some scraps of westerly on the creek. "Everybody else had to wish themselves across the line," says race chair M.L. Higgins.

DIVISION A (Express 27) — 1) **Top Gun**, William Mohr; 2) **Wile E. Coyote**, Dan Pruzan; 3) **Swamp Donkey**, Bill Goldfoos. (5 boats)

DIVISION B (0-138) — 1) **Rascal**, Wilderness custom, Rui Luis; 2) **Vitesse Too**, Hobie 33, Grant Hayes; 3) **Svenska**, Peterson 34, Fred Minning. (3 boats)

DIVISION C (Columbia 5.5 Meter) — 1) **Naked**



NANCY DEMAURO

**Lady**, Sue Lund; 2) **Maverick**, Greg Nelson/Bill Columbo; 3) **Seabiscuit**, Stephen Hutchinson. (8 boats)

DIVISION D (139-189) — 1) **Dire Straits**, J/24, John New; 2) **Lelo Too**, Tartan 30, Emile Carles; 3) **My Tahoe Too**, Capri 25, Steve Douglas. (4 boats)

DIVISION E (>190) — 1) **Dominatrix**, Santana 22, Heidi Schmidt; 2) **Pip Squeak**, Santana 20, Aaron Lee; 3) **Kristina**, Ranger 26, Brian Grainger. (3 boats)

DIVISION F (non-spinnaker) — 1) **Flyer**, Peterson 33, John Diegoli; 2) **Knotty Sweetie**, C&C 32, Martin Johnson; 3) **White Cloud**, Yamaha 33, Barbara Jagiello. (5 boats)

## Golden Gate YC Midwinters

The first Saturday in December saw 83 boats line up for the start of Golden Gate YC's second edition of the Manuel Fagundes Seaweed Soup Perpetual Series. The conditions at the start were

*Midwinter potpourri (clockwise from upper left) — 'Chance' at the RegattaPro series; on-board 'Two Scoops' at the GGYC Mids; going nowhere fast at the SYC series; 'Breakout' at South Beach.*

perfect and a long (9 mile) course was called for all 10 fleets. The air was crisp and cool, and the view from the club's race deck seemed particularly vivid due to rain that had occurred earlier.

The first boats to complete the course usually take about 2 hours to finish. However, as often happens in midwinter races, the wind did not hold, and Matt Jones decided to shorten the course for the slower boats. Most racers were back at the club by 2 p.m. to enjoy the buffet prepared and served by Josh and our great staff.

— gary salvo

PHRF 1 (<51) — 1) **Zephyra\***, DK 46, Robert



CHRISTINE WEAVER



DOMINIC MARCHEL

Youngjohn; 2) **Astra**, Farr 40, Mary Coleman; 3) **Cipango**, Andrews 56; 4) **Zsa Zsa**, 1D35, Mario Yovkov; 5) **Mr. Magoo**, J/120, Steve Madeira. (15 boats)

PHRF 2 (52-78) — 1) **Sand Dollar\***, Mumm 30, Erich Bauer; 2) **Tupelo Honey**, Elan 40, Gerard Sheridan; 3) **Stewball**, Express 37, Caleb Everett. (9 boats)

PHRF 3 (79-114) — 1) **Two Scoops\***, Express 34, Christopher Longaker; 2) **Jam Jam**, Melges 24, Neal Ruxton; 3) **Razzberries**, Olson 34, Bruce Nesbit; 4) **Lilith**, WylieCat 39, Tom Knowles. (12 boats)

PHRF 4 (115-155) — 1) **Windwalker\***, Islander 36, Richard Shoenhair; 2) **Lazy Lighting**, Tartan Ten, Tim McDonald; 3) **Harp**, Catalina 38, Mike Mannix. (8 boats)

PHRF 5 (>156) — 1) **Mr. Toad\***, J/24, John Hunt; 2) **Nixon Was Cool**, J/24, Chet Chauhan; 3) **Elaine**, Santana 22, Pat Broderick. (3 boats)

J/105 — 1) **Lulu\***, Don Weineke; 2) **Breeze**, Franci Fridell; 3) **RumTum Tugger**, Bob Campbell.

(4 boats)

IOD — 1) **Xarifa\***, Paul Manning; 2) **Youngster**, Ron Young; 3) **Whitecap**, Henry Hernandez. (5 boats)

CATALINA 34 — 1) **Wind Dragon\***, Dave Davis; 2) **Crew's Nest**, Ray Irvine; 3) **Casino**, Bill Eddy. (6 boats)

KNARR — 1) **Gossip\***, Mark Adams; 2) **Knarr 134**, Eric Gray; 3) **Flyer**, Chris Kelly. (6 boats)

FOLKBOAT — 1) **Freja\***, Ed Welch; 2) **Windansea**, Don Wilson; 3) **Folksong**, Peter Jeal/Vince Spohn. (8 boats)

\* indicates series leader after two races

### RegattaPro One Design Series

"I don't know who to thank, but we had incredible weather again on Saturday," says Jeff Zarwell of the new RegattaPro one design midwinter series. He was talking about December 11, when perfect 8-12 knot breeze and sunny skies greeted the fleet of big boats at their starting line near the old Berkeley Pier.

Though mostly out of the north, the wind was bouncing back and forth through 15 or 20 degrees. For that reason — and potential interference with the BYC fleets sharing some of the same water — the RegattaPro boats had to stay a bit northwest of the Circle, which meant sending them upwind to Brooks Island. That meant shallow water — alarmingly shallow for some boats. On the first rounding of their weather mark, *Inspired Environments* reported 11 feet. On the second, 9 feet. They need 8. Let's just say it's a good thing there wasn't a third rounding.

As for the racing, *Twist* did a great job again this month with two seconds. That gets them the best overall performance for the series so far.

As for others — you know who you are — spinnaker drops were not their forte. Some even did repeat performances on the leeward rounding of the second race. Well, midwinters are great practice. By summer, when it really blows, everyone's spinnaker drops will doubtless be perfect.

For the second race of the day, the RC had to move the weather mark in a half mile and east 5 degrees to get everyone back in water deep enough for all the boats. That made for a shorter race, but, given the season, it probably worked out best, as there were plenty of holiday parties to attend Saturday night.

"We got to watch some really competitive racing, close encounters of the starting kind between *Lulu* and *Blackhawk* (no contact), some nice four-boat-in-one-space finishes, and some really nice crew work elsewhere on the course," says Zarwell.

"We've been very fortunate in this series thus far to have such great weather, and none of this racing would have been possible if it were not for a great group of people helping out on race committee and West Marine for helping us put the event on with a reasonable entry."

The following results are cumulative for four races.

1D35 — 1) **Great Sensation**, Grand Prix Sailing Academy, 5 points; 2) **Jazzy**, Bob Turnbull, 5; 3) **Zsa Zsa**, GPSA, 6. (5 boats)

J/120 — 1) **Twist**, Timo Bruck, 4 points; 2) **Chance**, Barry Lewis, 7; 3) **Mr. Magoo**, Steve Madeira, 7. (7 boats)

BENETEAU 40.7 — 1) **White Fang**, Mark Howe, 4 points; 2) **Inspired Environments**, Timothy Ballard, 4; 3) **Shaddy Daddy**, Joel Davis, 10. (4 boats)

BENETEAU 36.7 — 1) **Mistral**, Ed Durbin, 3 points; 2) **Athena**, Paul Brocchini, 6; 3) **Serendipity 2**, Thomas Bruce, 8. (5 boats)

J/105 — 1) **Orion**, Gary Kneeland, 5 points; 2) **Arbitrage**, Bruce Stone, 6; 3) **Alchemy**, Walter Sanford, 9. (11 boats)

### Sausalito YC Midwinters

Skippers and tacticians aren't the only ones plotting strategies on race days, particularly in the winter. Race committees have to juggle a lot of 'what ifs' as well.

Take the Sausalito YC midwinter race on Sunday, December 4, for example. Leading up to the noon start, what wisps of breeze there were came out of the north. This put Angel Island dead to weather of the Knox-based course, which meant that, no matter what courses the race committee chose, there would be major wind deviations. Fortunately, as the noon start time approached for the 40 boats in three handicap and two one-design fleets, the breeze filled in to a steady 8-10 knots from the north.

But the race was postponed 20 minutes anyway because, well, the committee boat's anchor kept dragging. "Due to the conditions, we had to anchor in



# THE RACING

water a little deeper than normal, and the anchor just wouldn't set," says SYC's Jeff Zarwell, who tended the ground tackle on the committee boat bow while racers sailed around waiting to start. The third time was a charm, the anchor bit and the race committee settled in.

Because no one knew if the breeze would hold, the RC chose a windward-leeward course that took the fleet from Knox to Yellow Bluff and back, but had them pass through the starting line in case the wind died and the course had to be shortened. The non-spinny boats went around the 2.9-mile course once, everyone else went around twice.

The strategy worked well, the breeze held (as did the RC's anchor), and everyone finished

DIVISION A (Spinnaker) — 1) **Racer X\***, Mumm 30, Gary Redelberger; 2) **Absolute 02**, Sydney 38, Keith MacBeth; 3) **True North**, Baltic 42DP, Jeff Dunnivant. (8 boats)

DIVISION B (non-spin <197) — 1) **Youngster\***,

IOD, Ron Young; 2) **Q**, Schumacher 40, Glenn Isaacson; 3) **Veronse**, Xheia Dawson. (11 boats)

DIVISION C (non-spin >197) — 1) **Patience**, Ranger 23, John Baier; 2) **Elaine\***, Santana 22, Pat Broderick; 3) **Inshallah**, Santana 22, Shirley Bates. (7 boats)

J/105 — 1) **Blackhawk**, Scooter Simmons; 2) **Lulu\***, Don Weineke; 3) **Hazardous Waste**, Cihak/Sach/Youngli. (11 boats)

1D35 — 1) **Zsa Zsa**, Grand Prix Sailing Academy; 2) **Great Sensation\***, GPSA; 3) **Sweet Sensation**, GPSA. (3 boats)

\* indicates series leader after two races


## Race Notes

US Sailing announced the short list of sailors up for the **Rolex Yachtsman** and **Yachtswoman** of the Year awards. Established in 1961, the awards recognize outstanding on-the-water achievement in the calendar year just concluded. Nominees in the Men's category in 2005 include: **Mike Anderson-Mitterling** (Coronado — Kiel Week Men's 470 champion); **Andrew Campbell** (San Di-

ego — Laser North American and World University Games Gold Medalist); **Augie Diaz** (Miami — Snipe World Champion); **Mike Ingham** (Rochester, NY — J/24 and Thistle National Champion); **Jeff Linton** (Tampa, Etchells World Champion); **Pete Melvin** (Huntington Beach, A-Class catamaran National and World Champion); **Nick Scandone** (Fountain Valley, 2.4-Meter World Champion); and **George Szabo** (Star North American and Snipe National Champion).

On the women's side: **Sally Barkow** (Nashotah, WI, Yngling World Champion); **Paige Railey** (Clearwater, FL, Laser Radial World champion); and **Anna Tunnicliffe** (Plantation, FL, Laser Radial World Bronze medalist).

The nominees will be reviewed and voted on by a panel of noted sailing journalists. The winner will be announced this month and honored during a luncheon at the New York YC on February 24, where they will be presented with Rolex timepieces.

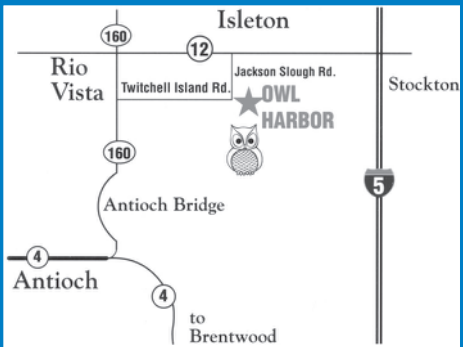


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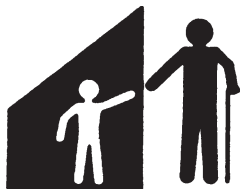
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# WORLD

With reports this month on the **Merger of the Decade**, a newly conceived **French Polynesian Fun Regatta**, a frequent charterer's **Desolation Sound Redux**, and a look ahead to the **Caribbean Racing Calendar**.

## Hold the Press! Industry Leaders Join Forces

During the three decades that we've been reporting on yacht chartering in these pages, we have rarely — if ever — had bigger news to report than this: As noted briefly in *Sightings*, last month the British parent company of Sunsail, First Choice Holidays, bought the American parent company of The Moorings, Great Expeditions, effectively combining the resources of the world's two largest charter operators under one management team.

Sources tell us that rumors about the acquisition had been floating around recently within both organizations. Nevertheless, the staffers we talked to a few days after the official announcement still seemed a bit shell-shocked by the merger. After all, these former archrivals will now be expected to work closely together, sharing the secrets of their successes, and possibly even pitching the other's products to their clients.

It's anybody's guess what the ultimate ramifications will be, but it's clear that both brand names will be maintained into the foreseeable future. It's a fair bet, however, that some charter base consolidation will occur eventually. While both companies market similar products, in some cases within the same cruising

**With the combined offerings of Sunsail and The Moorings, they've pretty much got the whole (sailing) world covered.**

grounds, Sunsail currently draws more clients from Europe (especially Great Britain), while The Moorings finds the highest percentage of its clients in North America. With 30 bases worldwide, Sunsail has a fleet of 1,000 boats; The Moorings has 42 bases with a fleet of 895 boats.

How will this new union affect Joe and Jill Bareboater? It's a bit soon to tell, but early indications are much more positive than negative. For one thing, former Great Expeditions COO Hans Birkholz, who will now oversee both Sunsail and The Moorings, will undoubtedly seek to establish a universal standard of quality at all bases worldwide, and the increased leverage with boatbuilders could lead to the development of innovative new designs — which would ultimately trickle down to the used boat market. The new venture's combined strengths might also lead to the opening of bases in additional venues.

Will the merger muscle out the little guys? Not necessarily. Even before combining resources, both Sunsail and The Moorings were seen by smaller firms as 800-lb gorillas which were in a league of their own. As always, the survival of low-profile mom-and-pop operations will depend on offering quality boats and personalized service in niche markets — often at discounted prices.

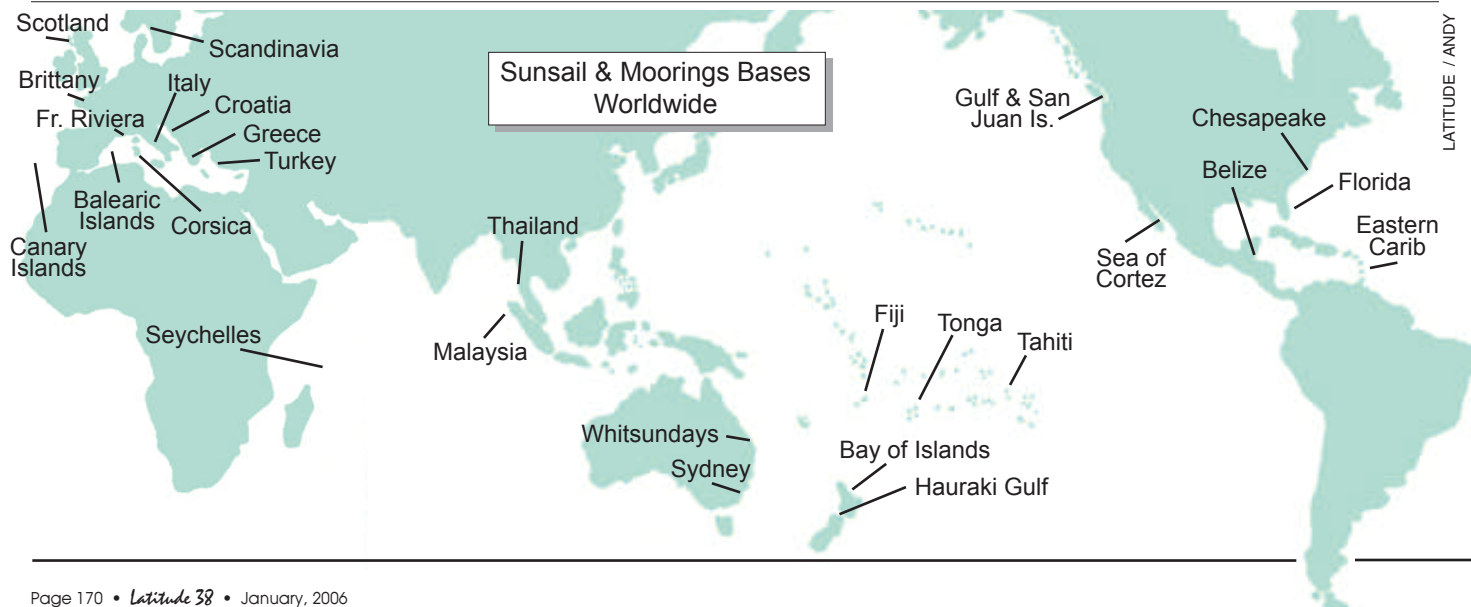
Not unlike other industries where acquisitions, mergers and joint ventures



COURTESY THE MOORINGS

are commonplace, the bareboat charter industry has seen its share of restructuring since the concept of bareboating was conceived some 35 years ago. During the past five years, for example, Sunsail has grown substantially — and greatly expanded its client base — with the acquisition of both Sun Yacht Charters, an American firm, and Stardust, a large French outfit.

Joint marketing arrangements — where U.S. sales agents represent foreign





*Two late-model Moorings cats lie in peaceful waters off the BVI's famous Baths. The company pioneered the bareboat concept in 1969.*

operators — are a long-established practice within the industry. In recent years The Moorings has refined this concept with its stable of "Preferred Partners." Currently, these include operations in the San Juan islands, Scandinavia, Italy and the Canary Islands.

All things considered, we have no reason not to be bullish on the merger, and we wish both factions great success. Let's just hope they don't get any bright ideas about outsourcing their sales staffs to Bangalore!

For further info on the worldwide offerings of these newly united companies, call Sunsail at (800) 734-8682, The Moorings at (800) 521-1198, or see their comprehensive websites: [www.sunsail.com](http://www.sunsail.com) and [www.moorings.com](http://www.moorings.com)

— latitude/aet

#### **The Perfect Excuse For a French Polynesian Getaway**

If you've been itching to sample the idyllic sailing conditions of the Tahitian isles, we've got the perfect excuse for you to do so this spring.

Offering three days of interisland racing and nightly parties fueled by traditional Tahitian music, dancing and

cuisine, the Tahiti Pearl Regatta (March 9-12) was designed to showcase the best of Les Iles Sous le Vent — the Leeward islands of Tahiti.

Promising an atmosphere of low-pressure competition and sun-kissed tropical fun, the event draws a multinational assortment of sailors from Europe, North America and the South Pacific. The event is administered by the Raiatea YC in conjunction with local charter companies,

*Sunsail's massive fleet of charter boats spans the globe. They also offer waterside resort accommodations in the Med, Aegean and Carib.*

COURTESY SUNSAIL



## OF CHARTERING

and is supported by the Tahiti Tourism Board and various tour operators. (Ask about specially discounted air fare.)

After an opening soirée on Raiatea March 9 — where most charter bases are located — racing will begin the next morning with the thundering sound of traditional Toere drums. The mixed fleet of private yachts and bareboats will sail out through the fringing reef and across 30 miles of open water to Bora Bora. After a festive night in that island's spectacular lagoon, the fleet will race 35 miles to Tahaa, then on to Huahine (25 miles) on the final day.

Picture yourself feasting under the stars after a full day of spirited sailing. Wearing a garland of scented flowers, you'll be entertained by bronze-skinned dancers, gyrating by firelight. Nice image. In fact, we're sorely tempted to join the fun this year ourselves.

As with other 'fun regattas' sailed on bareboats, the best advice is probably to book your charter dates so that the regatta will serve as the finale of your cruise. That way you can become thoroughly familiar with the boat's systems and handling characteristics before you find yourself on the starting line surrounded by a fleet of sailors screaming "Starboard!" in six different languages.

For complete info on the Tahiti Pearl, see [www.tahitipearlregatta.org.pf](http://www.tahitipearlregatta.org.pf).

— latitude/aet

#### **Return to Desolation — Sound, That Is**

Some of our group have just completed our 10th 'sailing' vacation together. This time, it was back to Desolation Sound, in the Pacific Northwest.

The area is so vast and beautiful



# WORLD



BOB HULL

**Bob was apparently outwitted by the crab population, but oystering was easy. Here, he steams up a batch on the ship's barby.**

that seeing some places more than once never becomes old hat. Rather, it's an opportunity to again enjoy and add to the pleasant memories of previous visits. Two examples are Chatterbox Falls at the end of Princess Louisa inlet, and experiencing the transit through Malibu Rapids. Both still draw a "Wow!" reac-

tion. Last year we did a marathon drive from San Leandro to Bellingham, WA, with six passengers in our van. But this year only four of us could make the trip. We booked a 42-ft Privilege catamaran for 10 days through Desolation Sound Yacht Charters. Based at Comox, B.C., on Vancouver Island, this is the closest charter base to the Sound.

With our small group — Tom and Ginny Dost, Sandi Weeks and me — there was room in the van for our gear and some provisions: basic foods, our hand-cranked margarita mixer, crab traps and plenty of booze and beer. With only necessary stops, we drove the 900

miles from San Leandro to Port Angeles, WA, in 16 hours, overnighing at a motel near the ferry dock. It's not a hard drive, but it sure is long.

The next morning we caught the ferry to Victoria (on Vancouver Island), then drove the three hours to Comox, provisioned, and slept aboard the boat.

Although driving is the principal hardship, it did allow us to bring along all sorts of stuff which we couldn't have packed into airline luggage such as: fishing gear, crab traps, foulies, boots, lots of cold weather clothes and a 'starter provisioning kit'.

At some charter destinations we order full provisioning, but up here we like to visit the local market near the charter base and replenish at out-of-the-way remote locals such as Squirrel Cove, Refuge Cove and Surge Narrows. We've found that socializing with the people who live and work at these isolated areas adds significantly to the overall experience.

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## OF CHARTERING

Our travels on this trip took us further north than we've been before, all the way up to Octopus Islands Marine Park. We transited the notorious Hole In The Wall Passage with eddies and whirlpools that indicated we had not selected the optimum time for passage. A monohull that had been following us turned around — voluntarily, or involuntarily, we're not sure which — and headed for a sheltered place to wait it out.

We were told that crab was abundant in Waiat Bay, but if there were crab there, they certainly avoided us. In fact, everywhere we anchored, we set out two traps but caught only one rock crab, which we released.

Our luck with fishing wasn't much better, but we did snag one salmon, which fed us for two dinners and a breakfast. Oysters were abundant, however, at several of our stops. We took advantage of that, and it made up for the lack of crab and salmon.

The unspoiled beauty of nature in



BOB HULL

these latitudes is a big part of the attraction. At Waiat Bay, for example, we took in the gorgeous view of a yellow moon rising in a purple sky — awesome!

While this was supposed to be a sailing vacation, we actually did very little sailing. If there was any wind, it wasn't where it *should* have been, so we motored

*Up in the north country, mixing with the locals at outposts like Refuge Cove is part of the fun. This shop has a little bit of everything.*

— a lot. Seems like that's normal for us. It happened last year in the Gulf Islands, before that in the Sea Of Cortez, and even on a Caribbean charter. No complaints though. We get in plenty great sailing

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# WORLD



LATITUDE / ANDY

*The unspoiled beauty of the Desolation Sound region makes it a paradise for nature lovers. Waterfalls abound in the deep fiords.*

back home on S.F. Bay. When on charter we have other priorities.

Our Privilege 42 was beautiful inside. The joinery was incredible, and all surfaces were either wood or a soft faux ostrich skin material. The cockpit was huge, but that's the best thing that can be said about it. Unfortunately, there is no place where one can sit and see forward easily — even at the helm.

Although the boat didn't have any serious problems, for some reason, the owner had removed all of the seat cushions, the radar, and most all of the other electronics. We bring our own GPS, and only once in all our travels have we needed radar. We were told the autopilot was disconnected, and there was a sticker on the cover stating that it was disconnected. It really wasn't, however, and we used it extensively, as we found this boat was uncomfortable to drive.

Upon our return to Comox, when we mentioned that we'd used the autopilot, we were informed that, had they known

we used it, our insurance would have been invalid. Perhaps it's a Canadian government regulation? We have chartered cats five times previously, all with autopilots. But this is the first cat we've chartered in Canada.

In spite of the 'hardships', we had a great time and enjoyed spectacular September weather. Four people on a 42-ft, four-stateroom boat had us feeling a little bit guilty — at first. But we got over it.

— bob hull

## Grab De Seabag, Mon, It's Caribbean Regatta Time

Having made our pitch about the Tahiti Pearl Regatta, we thought it only fair to mention also that the Caribbean Regatta season is fast approaching.

Our ultimate racing fantasy would be to hopscotch all over the Eastern Caribbean from January to June, participating in every major regatta — we can think of few challenges that would be more

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- Feb 3-5 — Club Nautico de San Juan (Puerto Rico) Regatta: [www.nauticodesanjuan.com](http://www.nauticodesanjuan.com)
- Feb 18-20 — St. Croix International Regatta: [www.stcroixyc.com](http://www.stcroixyc.com)
- Mar 3-5 — St. Maarten Heineken Regatta: [www.heinekenregatta.com](http://www.heinekenregatta.com)
- Mar 17-19 — Culebra (Puerto Rico) International Regatta: [www.culebrainternationalregatta.com](http://www.culebrainternationalregatta.com)
- Mar 24-26 — International Rolex Regatta (St. Thomas): [www.rolexcupregatta.com](http://www.rolexcupregatta.com)
- Mar 27-30 — BVI Sailing Festival: [www.bvispringregatta.org](http://www.bvispringregatta.org)
- Mar 31-Apr 2 — BVI Spring Regatta: [www.bvispringregatta.org](http://www.bvispringregatta.org)
- Apr 20-25 — Antigua Classic Yacht Regatta: [www.antiguaclassics.com](http://www.antiguaclassics.com)
- Apr 30-May 6 — Antigua Sailing Week: [www.sailingweek.com](http://www.sailingweek.com)
- May 14-19 — Angostura Tobago Sail Week: [www.sailweek.com](http://www.sailweek.com)
- May 26-29 — Foxy's Wooden Boat Regatta (BVI): [www.foxysbar.com/woodenRegatta.html](http://www.foxysbar.com/woodenRegatta.html)
- Jul 2-9 — Highland Springs HIHO Boardsailing Regatta (BVI): [www.go-hiho.com](http://www.go-hiho.com)
- Oct 28-Nov 3 — Dry Creek Vineyard Pro-Am Regatta (BVI): [www.beyc.com](http://www.beyc.com)

fun. As the accompanying list shows, nearly every island in the 500-mile crescent between Trinidad and Puerto Rico hosts at least one major regatta — and at most of them bareboats are encouraged to enter.

Some, in fact, such as St. Maarten's Heineken Regatta and the BVI Spring Regatta, have special bareboat fleets where boat-for-boat competition is always keen, and you'll find yourself racing against sailors of many nationalities.

We have to warn you, though, if you try to keep up with the rum-drinking capacity of the locals at the nightly parties, you might find yourself feeling a bit weak on the winches the following morning.



***At the top Caribbean regattas the skies are always sunny, the competition's hot and bareboats are welcome.***

For that reason the most famous regatta, Antigua Sailing Week, is an 'enduro' on several levels.

If you're not big on racing, another option is to simply tag along with the fleet and enjoy the action from the sidelines. At Antigua, the fleet of spectator boats — many of which are bareboats — number in the hundreds. Some tap

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# WORLD

into the festivities for just a day or two during an interisland charter cruise.

The most unique of all Caribbean regattas is the annual Antigua Classics Regatta, held each year shortly before Sailing Week. Harkening back to the early days of Antigua's glory as a sailing center, this renowned event attracts many of the world's most beautiful antique sailing yachts, as well as meticulously crafted replicas. Since nearly all of them are maintained to museum-quality standards, simply walking the docks or viewing the concourse d'elegance is well worth the trip.

And, believe it or not, even the most valuable vessels in the fleet race hell-for-leather in the blustery winds off Antigua as if they were 'semi-disposable' sport boats rather than multi-million-dollar historical artifacts. Trust us, it's a scene that every sailor with a love of tradition should experience at least once. Here again, renting a bareboat as accommodation to take



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in this eye-popping spectacle is an excellent idea. Luxury crewed yachts are also available through long-established charter brokers such as Nicholson Yacht

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If you're in a mood to really 'go big', however, consider booking a berth on the awe-inspiring 360-ft square rigger *Star Clipper*. Inspired by the traditional lines of the famous tea clippers, this modern replica (and her sister ships) offers all the luxurious appointments of a top-of-the-line cruise ship, yet actually sails from port to port whenever possible.

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Whichever Caribbean regatta suits your style, there's one thing that's guaranteed — the fun meter will undoubtedly be red-lining!

— latitude/aet



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# CHANGES

With reports this month from **Catch The Wind** on outrageously expensive care for turista in Cabo; from **Cheval** on a family trip across the Pacific; from **La Cruz** on the new marina being built in Banderas Bay; from **Brisa** on a voyage from Oz to Honolulu; from **Lariekoeek** on 13 years of cruising after two Whitbread Around The World Race victories; and perhaps the most ever number of **Cruise Notes**.

## **Catch The Wind — Cal 39 Sam Crabtree & Susie Wilson Medical Care In Mexico (Richmond)**

It might be a good idea to alert *Latitude* readers that the only qualifications 'pharmacists' have at the *farmacias* in Mexico is that they applied for the job. This was brought home to me in Cabo after the Ha-Ha when I got a case of *turista*. I visited a *farmacia* looking for advice. The woman behind the counter brought out three remedies — Imodium, Lomatil, and Tedra. When I asked her which one was the best, she said Tedra, and recommended that I take two tablets every four hours.

After taking two Tedra every four to five hours for about 30 hours, I developed a pain in my upper abdomen that was as bad as the pain when I had acute appendicitis. So I went to a clinic and was diagnosed as having an impacted colon!

The doctor at the clinic told me that Tedra is a good and effective medication — but that only a couple of doses should be taken. He says he prescribes it for patients about to make flights back to the States. But I got two other pieces of significant information from him:

1) There is no career path to becoming a pharmacist in Mexico. Even though many medications can be obtained without a prescription down there, it's best to get a doctor's prescription — unless you know for sure what the dosage is, the effects will be, and any possible bad effects if taken with other medications. This might require being able to read and understand Spanish.

**Some cruisers with 'turista' swear by Pepto-Bismol and prescription medicines, but others say that time is the only cure.**



2) The best treatment for *turista* is to let it run its course, and remember to drink plenty of fluids — such as water, fruit juices, and, I was surprised to learn, diluted Gatorade. The doctor says you want to allow the bowels to remove whatever it is that's giving you *turista*.

On the very negative side, I was billed nearly \$4,000 U.S. for IV medications and one night in the emergency room!

By the way, we all enjoyed the Ha-Ha, even Hunter, the kid who, at the awards bash, announced, "I want to go home."

— sam & susie 12/15/05

*Sam and Susie — That \$4,000 bill for your one night in the clinic is the most outrageous of any type that we've ever heard of in Mexico. We'd have raised a stink with the clinic, the Tourism Department, the Chamber of Commerce, the local newspapers, and anybody else who would have listened. That was wrong, wrong, wrong.*

*But thank you for the heads-up on the 'pharmacists'. As we understand it, it's only a little different in France, where the pharmacists, who admittedly know quite a bit about medicines, commonly prescribe medicines based on casual conversations with patients. Perhaps that's why the French consume far more Valium per capita than anyone in the world.*

*Turista is a fact of life if you cruise Mexico. We eat and drink just about everything, and figure we're going to get nailed once every year or two. We like to believe that we're building up a resistance, but it might just be wishful thinking. In fact, not half an hour after the Ha-Ha awards ceremony, we were laid low by a wicked combination of non-vomiting and non-diarrhea turista and the flu. We could barely move. Standing in line at the airport the next day and flying home was physically one of the hardest things we've had to do in a long time. We know that lots of folks believe in this medicine or that, but we think the doctor at the clinic was right — the only real cure is time. But you do have to make sure you keep hydrated. So you suffer for a day or two, but then*



*those street tacos start smelling pretty good once again.*

## **Cheval — Outremer 55 Cat Chris & Carolyn Bridge Family Cruising The South Pacific (Corona Del Mar)**

We're back in Corona del Mar until the end of February so that our children — Tristan, 8, Ethan, 6, and Cheyenne, 4, — can get in some regular classroom schooling. I, Chris, haven't written because I don't feel like anyone would be interested in reading about our family's good times. After all, we're not breaking any records, we're just messing around on the water and having a blast doing it. But maybe there are a few useful things we can pass along to those who will soon be headed to the South Pacific.

We departed Newport Beach directly for French Polynesia in late February, which is quite early in the season. I just wanted to get going, and didn't realize until later how beneficial it was. By leaving early, we virtually had the Marquesas to ourselves — except for the local French cruising

# IN LATITUDES



ALL PHOTOS COURTESY CHEVAL

**Spread; Bora Bora in the distance. Inset left; Young Cheyenne is a cutie. Inset right; 'Cheval', an Outremer 55 cat, is light, long, and fast!**

boats. And when we got to the quay in Papeete, ours was the only boat! It's true that French Polynesia has been hit by tropical cyclones at that time of year, but very rarely. It's usually happened in El Niño years. The Marquesas, the most northerly of the islands of French Polynesia, have almost never been affected.

Tahiti and Papeete often get a bit of a bad rap, but we found that they have some good things going for them: 1) Excellent provisioning and tax free fuel; 2) Decent boat repairs. API Yachting, for example, can handle most rigging, mechanical, and sail repairs; 3) Hassle free — and tax free — importation of boat parts. (By the way, we learned that FedEx even understands SailMail; 4) Outstanding surf; and 5) Helpful people. While the anchorage off Marina Taina, a few miles from Papeete, can get pretty full, it's convenient to everything. The friendly marina staff will usually find you a place for those days when you need to get in and get things done. And if you can get out again by

sunset, they often won't charge you.

In my opinion, many people miss the best part of Tahiti, which is the south coast of Tahiti-Iti. When there — and we were often the only boat — it seems as though you're a million miles from the hustle of Papeete. The luxuriant mountains fall into the sea, subsistence agriculture is still common, and the natural friendliness of the Polynesians becomes evident once again. Thanks to reasonably good navigation aids, you can sail inside the reef safely. While there, you'll also get to see some of the best lefthander surfing waves in the world. For while anchored just inside the pass, you can watch, from the comfort of your own cockpit, the incredible surf at Teahupoo. It's absolutely amazing!

Sure, Tahiti and all of French Polynesia are expensive. But the only real budget killer we found was dining out. And that, of course, is optional. In fact, we think that cruising French Polynesia could be the least expensive way to visit these

beautiful islands.

I'll now touch briefly on a variety of subjects:

**Family life:** Our sons Tristan and Ethan, and our daughter Cheyenne, adapt well to their life onboard, and have become accustomed to our family's annual migrations aboard our catamaran. We once overheard Tristan explaining our voyages by saying, "It's just what we do."

Some of the children's highlights were meeting the chiefs of the outer islands of Fiji, exploring the Bay of Islands of the Lau Group, watching the pros surf Teahupoo, visiting the schools and children on some of the small islands, trolling the reefs for fish, surfing, wakeboarding, snorkeling, and hiking. As parents, Carolyn and I were happy to see them be welcomed by the local families and children everywhere we went. We are also proud of their study habits and the genuine pleasure they take in reading, writing and creating their own entertainment.

**Crew:** We were again lucky to find another good crewmember — something that's not always easy to do when sailing with a family that includes three young children — in Spencer Kuhner. He came well qualified after a four-year circumnavigation with his own family, and additional sailing after that.

**Ground tackle:** We carried two primary anchors, a Delta and a Fortress, and a smaller secondary anchor. Both types of anchors were vital to have along for the different situations. Our primary rode was 350 feet long, made up of 210 feet of chain spliced to 140 feet of three-strand nylon. Often the anchorages were 50 to 60 feet, which is deep, but we found that the 210 feet of chain was sufficient 95% of the time. Occasionally, the anchorages were very deep — such as at Raiatea and Tahaa, where we had to anchor in 90 feet

**What could be more educational — and more fun — than for a growing boy to be tossed overboard from time to time?**



CHRIS BRIDGE



# CHANGES

of water. Here the trick was to let out all the chain — but only enough nylon to keep clear of the bottom. The nylon must never be allowed to touch the bottom or it can be subject to heavy chafe. This system worked well for us, and allowed us to keep some weight off the boat by not having all-chain rode. Naturally we carried extra rodes and various lengths of chain.

**Weather:** South Pacific weather, to the surprise of some, is not all balmy and benign trades. In fact, one must really keep an eye open for approaching frontal systems — particularly when cruising places like the Tuamotus, where the atoll anchorages provide little or no protection if the wind shifts. Another regular feature of South Pacific weather is the strengthening of the southeast trades when a large high pressure system passes to the south of the tropics. This can lead to 25 to 35-knot winds in what normally are calm anchorages. These increased winds are the famous *maraumus* of French Polynesia, but can be felt all the way to Fiji.

**Communications:** We are thankful to SailMail for providing us access to almost all the weather information we got — grib-files, saildocs, McDavitt's weather-grams and fleet codes. We got our weatherfaxes through SailMail's Getfax program and received our weather router's correspondence via SailMail's email. We do carry an Iridium satphone, which almost always connected and never dropped a call. But I never had reason to use it for email.

**Chart Plotters and Navigation:** In the waters of French Polynesia, I believe that a good chart plotter is no longer a luxury, but a high priority piece of safety equipment. I used the MaxSea software on a laptop interfaced with the GPS. The new MM2 charts for French Polynesia proved to be outstanding. I never found myself

in an emergency situation, but if I had, I would have been confident enough in the charts and chart plotter to enter or leave a pass at night. I have no knowledge of the accuracy of any of the other navigation software systems, and we still carried paper charts. The latter didn't get much use in French Polynesia, but while on passages I still plotted my position regularly.

It must be emphasized that navigation west of French Polynesia is a whole different story, and Fiji in particular can be dangerous. For one thing, there are virtually no aids to navigation, so you really have to be on your toes. We spent more than two months in Fiji and sailed nearly 1,000 miles, but only made one overnight passage. And for the sake of our three relatively young children, I generally like to sail at night. The Admiralty Charts were all right, and, when available, the Fijian charts are good. However, all the Fijian charts have an offset, so unless — and sometimes even if — this is programmed into your GPS, the reefs are never exactly where they should be! This together with the lack of navigation aids, and the fact that sometimes you have to sail with the sun at the wrong angle, means you always have to be very aware of what's going on and use all the information that's available. But even in Fiji, the chart plotter was very useful — in a relative way.

A GPS feature that not everybody seems to be aware of, and which could save your boat in an emergency, is Track Mode. This can be used with or without a chart plotter, and is simply a feature whereby the GPS remembers your track in through the reefs or pass that you hopefully made in ideal daylight conditions. If you ever have to depart at night or in other poor conditions because of an emergency, the Track Mode is your exit strategy. These tracks can usually be backed up onto a computer if necessary. I always used this feature when exiting a pass at dawn or to confirm my position in unfavorable light conditions.

A few words about the passages:

California to the Marquesas took exactly 17 days, with Spencer and me doublehanding. It was one of my most fun passages ever because it was as much north-south as it was east-west. As such, the weather conditions varied constantly, as



we had to deal with winter fronts off the California and Baja coasts, had to skirt the North Pacific High, sailed in the northeast trades, and sailed through the Inter-Tropical Convergence Zone and in the southeast trades. The currents and countercurrents were all textbook stuff that fell into place and made it all the more interesting.

Since the California to the Marquesas run is mostly downhill, we flew a spinnaker a good deal of the time. I strongly recommend buying one or two cheap used spinnakers that can be abused and/or left up in too much wind. We generally got much more use out of them than our beautiful new expensive spinnaker that we didn't want to wreck. In fact, I'm heading over to Minney's Marine Surplus in Costa Mesa right now to buy another one or two used spinnakers.

The French Polynesia to Niue-Tonga-Fiji leg is a notoriously uncomfortable one due to the beam seas coming up from the south, and because of the likelihood of being passed over by a depression in the South Pacific Convergence Zone. We didn't escape, and were hit by a front with 35 to 45-knot winds.

*It almost looks as though this photo is of 'island toughs' giving the 'stink eye'. But it's just the Bridge kids mugging for the camera.*





# IN LATITUDES



LEONOR LAT/REICHARD

**Spread; A dump truck drops a load at the north end of the La Cruz Marina site to create the malecon. Inset; The current panga marina.**

The always potentially dangerous Fiji-New Zealand passage was another highlight of the trip. We left Fiji the first week of September, which is very early in the season, and had a very fast passage of 5.5 days to the Hauraki Gulf just off Auckland. Thanks to the routing of Bob McDavitt, we had a best day's run of 240 miles. Our worst was still a credible 194 miles.

I should caution that crossing to New Zealand so early in the season can subject a boat to rapidly changing and severe weather conditions. For example, a few days after we arrived there were 60+ knots of wind in Auckland Harbour, and three lows passed in quick succession. We were also fortunate to be able to maneuver around a large approaching low two days out of Fiji. As a result, we had wind aft of the beam for the entire passage. Although the seas were moderate, it was uncomfortable, as a huge low off to the southeast kept pumping beam seas at us, seas that regularly broke into the cockpit. Nobody needed to tell us that

we'd left the tropics.

— chris 12/05/05

## **La Cruz Huancaxtle Marina La Cruz, Banderas Bay, Mexico**

The following is the interesting take, by the *Guadalajara Reporter*, on the new marina being built in La Cruz, which is 10 miles NNW of Puerto Vallarta proper, seven miles NNW from Marina Paradise, and 10 miles east of Punta Mita.

"Despite the objections of some residents, Nayarit Governor Ney Gonzalez this week formally inaugurated work on a 50-million-dollar private development in Cruz de Huanacaxtle. Plans for the seafront development include a two-kilometer *malecon* (boardwalk), a marina with 400 berths, a commercial mall, condominiums and a hotel. Developers promise to respect environmental concerns and do their best not to obstruct views of the bay and access to the seafront. They say the project will be fashioned on the traditional *malecon* concept as in Puerto Vallarta, rather than Nuevo Vallarta.

According to developers, local fishermen have signed an

agreement to be relocated away from the beachfront where traditionally they have berthed their fishing boats. The project is financed in total by the private sector, but Gonzalez is promising to give his full support. Foreign capital accounts for around 45% of the investment. Construction is expected to take three years. Developers say the marina will provide employment for about 800 people."

We stopped by the marina site early in December and were surprised at how cleaned up the area had already become. Previously, the shore had been littered with trash, and there were several derelict boats that had been beached there years before. It looks much improved already. While there are always arguments against development, we think this marina can be of great benefit to mariners — there are no open berths south of Mazatlan and north of Barra de Navidad, let alone in Banderas Bay — and to the local economy. With all the whales nearby, this might become a major center for eco-tourism.

The area just outside the current breakwater has long been one of the most popular cruiser anchorages in Banderas Bay — and even all of Mexico. Tucked into the northeast corner of the bay, it generally has the lightest wind and smoothest water, great access to the mellow little town, and good bus service to Puerto Vallarta proper.

The big question in the minds of many cruisers — such as Sanders Lamont of the Satellite Beach, Florida-based *Good News* — is what effect the completion of the marina might have on anchoring there. It's a good question, because when we were there in early December, there were 33 boats anchored right outside of what would be the entrance, and usually there are even more during the high season. We're not sure anybody can answer that question at this time, but as many boats have traditionally anchored even much

***The area right outside the marina site is an important anchorage for cruisers in Mexico. Hopefully, it won't be affected.***



LEONOR LAT/REICHARD



# CHANGES

further out, and the water is relatively shallow, we don't see any reason why the practice couldn't continue. If for some reason it wasn't, there would still be the very large and shallow water anchorage at Punta Mita, which is about 20 minutes further from downtown Puerto Vallarta by bus. In fact, on most days it would be comfortable — although not necessarily convenient — to anchor just about anywhere along the north shore of Banderas Bay.

From the looks of things, we think it's going to be a win-win situation for everyone. But only time will tell for sure.

— latitude/rs

## **Brisa — 50-ft Custom Sloop Ed & Sandy Martinez Oz To Tierra del Fuego Via Ha-Ha (Corte Madera)**

After about 5,500 miles of voyaging northwest from Brisbane, Australia, over the last five months, we are now in Honolulu. It was mostly an upwind adventure, as we were at 38° to the wind most of the way, and only saw 50° apparent on one leg. It was a fairly hard trip on what should have been the last 950 miles from Palmyra to Hawaii, as we had to tack east because we were getting set west, which added another 200 hard miles. In the last three days, we did 450 miles to windward in 25-30 knots without our water ballast tanks full. We banged around, but got accustomed to it.

By the time we got to Honolulu, it was too late in the year for coming back to San Francisco. So we're keeping the boat in Hawaii until next June, when we'll sail to San Francisco. Next fall we'll sail to Mexico as part of the Baja Ha-Ha.

For those who don't remember, we lived in Taiwan for a year while we supervised the construction of our Tayana 48, then cruised her for eight years. Then two

**Sandy points to Oz, where they started their passage, while Ed points to the Honolulu finish. This fall they'll be joining the Ha-Ha.**

years ago, we picked up *Brisa*, which we had custom built in New Zealand. We sailed her to Tonga, Fiji, New Caledonia, Vanuatu, and then to Australia for the last cyclone season. Since we always planned to go to Tierra del Fuego, but did not want to sail south of 40°S directly to Chile, we decided to come back to San Francisco, see Mexico, and then continue south to Tierra del Fuego. We call it the 'hold the chips, bring on the tacos' route.

Our route from Brisbane to Honolulu took us via the Solomon Islands and the atolls of Tuvalu, Kiribati, and Palmyra. Here are some of the details.

In early May, we left Brisbane and made three 50-mile sails up the east coast to Bundaberg to make sure everything on the boat was working. We then cleared out of Australia, left the Barrier Reef for the open ocean, and made the approximately 1,000-mile trip to the Solomon Islands. We had good reaching conditions in the beginning and made 190 miles on each of the first two days. Then we had no wind and had to motor for three days.

We'd visited Gizo coming from Hong Kong in 1990, and can report that the place hasn't changed much. It's still a backwater western capital with a dusty, unpaved main street. But you can provision there, get ice cream, and do some great wreck and live coral diving. We stayed in the lagoon about 10 days, then made our way east via the Diamond Narrows toward the Morova Lagoon. Along the way we met many hardwood carvers who, because of civil unrest the prior two years, hadn't had any customers. So they were anxious to sell. We had carvers set out 40-piece displays in our cockpit. For several items, we traded batteries, fish hooks, and children's clothes in addition to money. It was fun, as we never knew how the deal would end.

Passing through the famous Marova Lagoon, we visited the carver John Wayne at Talina village. The carvings made there are still excellent, but unfortunately the bay is not the idyllic spot it was 15 years ago. There is now a major logging operation carving up the hills, and the mud runoff is polluting the lagoon.

We then sailed directly to the capital of Honiara, where we stayed for a few days to see the historic Guadalcanal battle area from World War II. We also visited Tavanipupu, another favorite spot from our first trip. It is still one of the most beautiful places we've seen, despite the fact that many more villagers now live around the anchorage.



Day-hopping, we continued down the San Cristobel Islands, ending at the tiny island of Santa Ana before jumping off to the Santa Cruz Islands and Graciosa Bay. Santa Ana is a lovely spot. The people were welcoming but did not pester us with constant canoe visits. The children were also friendly, but did not make us the center of attention.

Graciosa Bay was our last stop in the Solomons. Luckily we'd been told in Honiara that there's no regular customs and immigration there, so we checked out at Honiara and got permission to stop on our way out of the country. All we had to do was report to the police at Graciosa Bay, and there was no problem. The anchorage on the east side of the bay by the mission school provided excellent protection during the two weeks we waited for the right weather window.

At most of the anchorages in the Solomons, we were greeted by friendly villagers who had fruit, vegetables, fish, and lobsters they wanted to trade or sell. We rarely needed to worry about finding fresh food at an anchorage, and often

LATTITUDE/RICHARD





# IN LATITUDES



ALL PHOTOS COURTESY BRISA

**Wood carvings in the cockpit, big lobsters for dinner, and 'Brisa' on the hook in a tropical anchorage — all part of the passage north.**

had to turn sellers away. The people were also very happy to see visitors again, and anxious to assure us that it was safe to visit the Solomons once again.

Our next leg, 800 miles to Funifuti, Tuvalu, was our most demanding leg of the trip. First we had to sail southeast from Graciosa Bay to avoid shoals, then we had many ITCZ thunderstorms of up to 30 knots. In addition, we were hard on the wind and were losing 10° to leeward due to the north setting current. It finally worked out, however, as the wind died the last day and allowed us to motor directly to the northern pass.

We very much liked Funifuti, as we were again among the friendly Polynesians, whose ancestors had come from Samoa 400 years before. They played island music on the buses all the time and were easy to get along with. Funifuti is a six-mile long island that's narrow — in some places just 100 yards — but has a population of 6,000. We were able to get

fuel and water there, fix our genset's injectors and, since the supply ship had just come in, even buy Australian food. There was even ice cream for a couple of days before everyone bought it up! We stayed at Funifuti for two weeks, resting, fixing the boat, and enjoying the locals.

It was 650 miles to Kanton, Kiribati, the next step on our way to Hawaii. We had a good trip except for one blustery day when we had to tack away from our desired destination because the wind was right on the nose. Kanton is a very large atoll with just 40 inhabitants. Eight people have government jobs, which provides the income for the island. After World War II, Kanton was a stop for the Pan Am flying boats which had started across

the Pacific from Treasure Island on San Francisco Bay. The last major development here was a U.S. satellite tracking station in the '60s. Now there is nothing but broken-down buildings and junk everywhere. The people use scavenged wood to build their cooking shacks and shade covers.

Everyone on Kanton was very kind, and gave us lobsters and lots of fish. I went fishing with two fellows one day and caught three fish in half an hour. When we signed their guest book, we saw that another cruiser had commented that Kanton had the best fishing he'd ever seen. The locals had a village feast on our behalf. They gave us shell necklaces while the children sang and danced to traditional island music.

Our last stop was at Palmyra Atoll, which is now partly owned by the Nature Conservancy. They have a staff of seven, along with the visiting photographers and biologists who are studying the coral, turtles, and fish. They were generous with us, and we could swim near the reef, have good walks, and spend time in their 'yacht club' watching current movies. Cruisers are required to get permission to stop, which can be gotten by emailing a request to [palmyra@inix.com](mailto:palmyra@inix.com).

All in all, we had a very good trip. However, our welcome by customs in Honolulu wasn't so friendly, as they surprised us with a demand for import duty on our foreign-built boat. It could have been worse, but at least we got it taken care of. It also helped that we hadn't paid \$50,000 — like some cruisers — to have our boat shipped from Australia to the States.

We did get a berth in the Ala Wai Yacht Harbor for a month, and saw great surfing in our 'front yard'. The 'back yard' featured Manhattan-like tall buildings.

**When you build a custom boat, you get to design a cockpit that will keep you out of the elements when the weather gets rough.**



COURTESY BRISA



# CHANGES

The slip fees at the Ala Wai were low, but there was poor protection at the transient dock and, as transients, we could only pay for two weeks at a time. We were told we might have to leave at any time if they needed room for another permanent tenant whose berth got condemned! Therefore we moved to Ko Olina Resort Marina on the southwest tip of Oahu. It's a safer and quieter place to leave our boat while we're in California.

— ed & sandy 11/15/05

## Lariekoeck — Custom 39 Aedgard Koekbakker Cruising With The Flow (The World)

The way Aedgard Koekbakker sees it, the high point of his life was probably 24 years ago. It was 1982, and he was one of the crew aboard Cornelius van Reitschoten's Frers-designed maxi sloop *Flyer II* when she won the third Whitbread Around-the-World Race. The event was then the zenith of offshore sailing, and it was the second victory in a row for Reitschoten with Koekbakker aboard. The second win was different, however, because Reitschoten and Kiwi Peter Blake had made it a much more competitive event.

There were an astonishing 28 entries from 15 countries in the '82 race, while this year's Volvo Race, the latest incarnation of the event, has but seven entries. Almost all of the '82 Whitbread entries were genuinely amateur efforts. For example, many of the boats had professional chefs cooking sumptuous meals, carried countless cases of beer — and, most shocking, often took their spinnakers down at night. Further, many of the crew were described as "useless" by those with more than a

**Not bothered by the odd exposed wire or harmless bachelor-style clutter, Aedgard surfs the internet at 'Lariekoecks' chart table.**



LATITUDE/RICHARD

little sailing experience.

But Reitschoten was determined to not just win the race, but to win all four legs. So he and the brash young Blake, who was going to do everything in his power to beat the Dutchman, put together two of the first almost professional offshore racing programs. And once they got on the water, they competed ferociously.

For instance, when Reitschoten suffered a heart attack in the middle of the Southern Ocean, he not only didn't seek treatment, he forbid his crew from letting anyone know. He feared that if Blake got the news, he would be inspired to push his crew even harder. "The first time Blake's boat should learn of my heart attack is when they sail past my body bag," said Reitschoten, who apparently had a bit of a competitive streak. By the end of the leg, the Dutch industrialist had recovered enough to resume taking his tricks at the helm.

When Reitschoten and the *Flyer* crew triumphantly returned to Amsterdam, there was pandemonium. "For a small country like the Netherlands, our victory was as good as if we'd won the world soccer championship," says Koekbakker. "There were parties and girls for days and days."

But all good things must end, and soon it became decision time for the members of the *Flyer* crew. Many of them would go on to become notable figures in the world of sailing as top-flight racers, captains of megayachts, or stalwarts of sailing businesses. Perhaps the best known is Grant Dalton, who went on to set around-the-world racing records with maxi catamarans and monohulls, and who is now leading the Kiwi *Emirates New Zealand* effort to win the America's Cup.

The Whitbreads had the opposite effect on Koekbakker's ambition. "Those races ruined me for a normal life with a career. They made me realize that I didn't want to work forever just to get a full pension upon retirement, and then try to start cruising at age 65. I'm 62 now, and if I had to start cruising three years from now, I'm not sure I'd be able to do it."

So, having already sailed around the world four times, twice racing and twice on deliveries, Koekbakker decided to sell his house, build his own boat, and cruise the world on his own boat and on his own terms. He's been fulfilling that wish for the last 13 years.

Koekbakker — the name means 'cake baker' in Dutch — was born in Amsterdam and learned to sail in a nearby area he calls "the San Francisco Bay of Holland". The Netherlands was also home of



the Frans Maas yard, which was building steel boats drawn by the world's top designers. Koekbakker did a lot of drawings for the boats they were building, and once they were launched, did a lot of sailing on them. After a few years, he migrated to Green Marine — started by a fellow from Sonoma — in England, which is still one of the top yards in the world. It meant that when it came time to build his own boat, he had the proper background.

A friend drew him a 36-foot ultralight with a three-foot sugar scoop. "I was very much influenced by Bill Lee's concept of light and fast boats, and particularly the Santa Cruz 50. Light boats give you more boat and fun for the money, plus you can sail when others have to motor." But, unlike Lee's designs, Koekbakker's 9,000-lb boat got a lift keel and a fractional rig. He built the boat at Green Marine over a period of several years. For a guy who professes to love wood, there is precious little to be found on his boat. "Just two bits is all — one on the handle for the oven, and a little in the companionway."

"No," was his answer when we asked if he recommended that other people build their own boats. It should be noted, how-



## IN LATITUDES



JOHN PETTIT

**Aedgard plays around with the sewing machine he kept from 'Flyer'. Grant Dalton, now running the Kiwi AC team, was its main operator.**

ever, that he admits to "perhaps being a little lazy."

He launched his boat in '90, christening her *Lariekoe*, which is both a play on his name but also means 'gobblygook', 'nonsense', and even 'bullshit' in Old Dutch. A year later, at age 42, he, with his girlfriend, cruised Ireland and Scotland, and the following year did the Baltic countries. His young girlfriend, having already sailed around the world, was a good sailor, but wanted children. Koekbakker was all right with the idea, but warned, "I'm not going to stop cruising so they can go to school." That pretty much ended that relationship.

Koekbakker left England in '93 to cruise the Med with friends, and that winter sailed to the Caribbean. "Except for the occasional woman", he's been cruising singlehanded ever since.

From '94 to '99, he leisurely sailed around the Caribbean, often visiting Cuba. "I was only allowed to stay for two months at a time, so I constantly had to leave for places like Florida, the Cayman

Islands, Mexico, Belize, and Guatemala before returning. During those five years he noticed a lot of change in Cuba. "There were a lot more cars, the economy seemed to get a little better, and the food improved significantly." But other things stayed the same. "The workers only earned \$10 a month, and it was easy for a European man to meet and date Cuban girls."

Koekbakker maintains that Cuban girls are unlike girls in other countries. "They're different because they just love to party, party, party — and often with foreigners. It's not like they are doing it for the money, it's just that when they are that age they just love to dance and party. Although it's true that if a European man invites a Cuban girl to go to Europe, she'll go if the government will let her — and never return. Similarly, Cuban girls look to marry European men in order to escape Cuba."

When Koekbakker talks about "Cuban girls", he's referring to ones as young as their middle teens. In fact, at age 56, he married a girl who hadn't yet turned 16. "We were married for 17 days," he says with a chuckle. "The thing is that it's traditional for Cuban girls to have a party celebrating their 15th birthday, but this girl didn't get to have one because

her family didn't have any money. So by our getting married just before her 16th birthday, she got to have her party."

*[Just so everyone understands Latitude's position on this issue, if any 56-year-old man had tried to romance or touch our daughter when she was 15 years old, we'd have cut off his dick and then cut off his head.]*

Koekbakker insists there is nothing unusual about what he did. "The girl's siblings and parents didn't think anything of it, nor did the Cuban boys and men. It's just the way Cuban girls are." This is a position that's supported by Christopher Baker, author of *Mi Moto Fidel*, who also had a number of relationships with young Cuban women.

"When you sail, you stay young," laughs Koekbakker, "and when you sail around Cuba, you stay even younger." He didn't think the Cuban girls and women fared as well. "They become old quickly," he said.

By '00, Koekbakker had had enough of the Caribbean and the tropics, so he sailed up the East Coast of the United States, and then up the St. Lawrence Seaway to the Great Lakes. He's spent the last four winters in Canada at places such as New Brunswick, Toronto, and Vancouver. With ice up to four feet thick around his boat in Toronto, it wasn't anything like his previous winters in tropical Cuba.

His last winter in Vancouver was mild compared to the others in Canada, but last fall he entered the United States, determined to work his way back toward the tropics. "I cleared in at Port Angeles, Washington. It took 24 hours for officials to check everything out, but it wasn't that hard. The U.S. has a reciprocal agreement with the Netherlands, so the annual cruising license only cost \$19. The irony is that while my boat can officially stay in the

***Che is a very romantic figure, but the reality is that the Cuban Revolution hasn't been an unmitigated success for the girls and women.***





# CHANGES

country for one year, I can only stay for six months before I have to leave. Then I have to hope I'll be allowed back in to get my boat!"

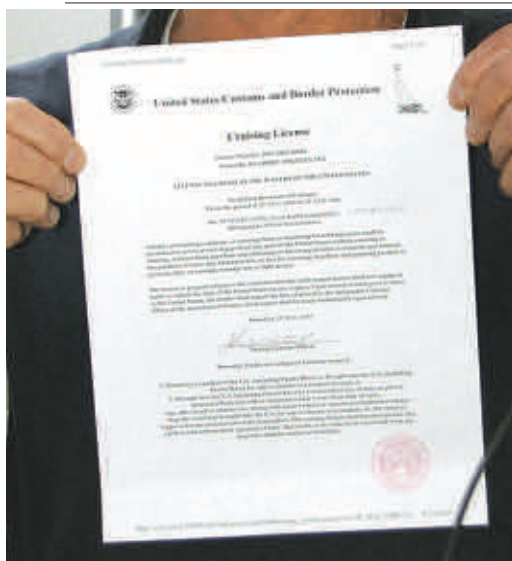
"Things are also a little different than when I came up the East Coast pre-9/11, and when I was on the Great Lakes. Now I'm supposed to check in, usually by phone, every time I get to a new port. It makes me feel as though I'm on probation. This rule has always been around, but it was rarely enforced and often not even known. When I tried to check in at Chicago, for example, I got yelled at because they didn't know such a requirement existed."

We visited with Koekbakker at the San Francisco YC shortly after he arrived from Vancouver. "I like what I've seen of the United States so far, because it's like Canada and not overpopulated." It just goes to show you what a different view you have of the country when you see it from a boat rather than a car.

"Having been to many of the most famous ports in the world," he continued, "I have to say that San Francisco is one of the very best. Only Sydney has comparable sailing. The people have been very friendly to me, and the yacht clubs such as the St. Francis, San Francisco, and Golden Gate have been very accommodating."

Having been out cruising for 13 years now, Koekbakker says it was pretty inexpensive the first five years, but inflation has since reduced his spending power. "Food, boat and medical insurance, trips back to Holland, and new sails and gear every now and then, I spend about \$25,000 a year. I don't regret doing what I did, but I am slowly running out of money. I may have to marry a rich woman," he

**Aedgard holds up a copy of his one-year U.S. Cruising License he purchased for \$19. He, however, must leave the country after six months.**



LATITUDE/RICHARD

said with a smile.

Cruising is not only a relatively inexpensive way to live, but it's also interesting. "How can you be bored when there are so many new places to visit and there is so much to do? In addition to all the stuff to do on the boat, I ride all over on my bicycle, take walks, read lots of books, and surf on people's internet connections. But the most important thing is meeting people, which is easy to do."

Koekbakker viewed this July's West Marine Pacific Cup to Hawaii as a last great opportunity to see his boat shine. "She's hit bursts up to 20 knots and can average 10 when it's blowing hard." But the expense of an SSB, flares and other required equipment has dampened his enthusiasm. So he may go to Mexico, Hawaii, Japan — he's just not sure. He knows that someday he'll make it to New Zealand.

You can imagine the number and variety of boats Koekbakker has seen over the years. "The most unusual was a 50-ft Dutch-built ferro-cement boat built in the shape of a whale." Somehow she had managed to make it all the way to the Caribbean.

What wisdom has the former top-flight racer turned cruiser acquired after all these years on the water? "Don't go too late in life, don't go too fast, and don't think you have to go all the way around. There are a lot of people enjoying very slow cruising, many of them with kids."

— latitude/rs

## Cruise Notes:

The Winship family of the Alameda-based Crowther 33 catamaran **Chewbacca** reports that a terrific new marina on the Caribbean side of the Panama Canal is nearing completion. According to the Winships and the marina's website, **Shelter Bay Marina**, when completed, promises to be a world-class facility, offering every conceivable amenity to cruisers awaiting their turn to transit the canal — or just wanting to keep their boat in secure storage. Nestled at the edge of a 14,000-acre rainforest, Shelter Bay is also tucked behind the main ship channel breakwater, affording unparalleled scenery and excellent protection from swell and chop. Ultimately, the marina will be able to accommodate 160 boats up to 220 feet in length and up to a 25-foot draft. While only a handful of slips are in service now, by January the available facilities and services will include showers, laundry, pool, gym, and chandlery. A restaurant/bar will be housed in the nearly finished clubhouse. All slips will eventually



have water, power, high-speed internet, phones, TV, and dockside pumpout. There is even going to be a concierge service. Future plans are even more impressive, calling for a six-acre dry storage area to accommodate upwards of 200 boats to be hauled out with a 65-ton hydraulic trailer. A Travel-Lift will be able to haul cats with up to 33-foot beam. Located on the opposite shore of Cristobal, the marina plans to make arrangements for transportation to Cristobal/Colon as well as to Panama City. This new marina will have a major beneficial effect on cruising in Panama. For details, visit [www.shelterbaymarina.com](http://www.shelterbaymarina.com).

With wireless **high speed internet** connections available at more marinas all the time, working from one's boat in distant countries is becoming more common. For example, when Bill and Karen Vaccaro of the Chico-based Moody 44 **Miela** did the Ha-Ha in '04, Bill, who had sold his seed company after 25 years, got to stay with the boat in Mexico. Poor Karen had to return to Chico, where she does the financials for a start-up. Since the company has ignored the notice she gave a year ago, Karen has been trying to work 9-5 aboard **Miela** in Paradise Marina.



# IN LATITUDES



PHOTOS COURTESY CHEWBACCA

**Spread; A few boats have already moved into Shelter Bay Marina. Inset left; Some of the new facilities. Inset right; An aerial view of the site.**

But she finds she still has to fly home from time to time.

Most of the boats in Paradise Marina get their wireless internet service from the Vallarta YC, which charges \$50/month. But the Vaccaros find the yacht club's service too slow at Dock A for their needs, plus it's not encrypted. Their solution has been internet access from Rob Ladner, who swallowed **Sweet Thing's** anchor a few years ago, bought a condo across the channel from Paradise Marina, and beams a wireless signal down to the marina. "We pay just \$30/month, and we're getting about 819 mips, which at about half the speed of T1 is pretty darn fast," says Bill. "In fact, thanks to my big antenna, I was able to watch Bill O'Reilly Fox News.com on my Mac by wireless."

Rick Carpenter of **Rick's Bar**, cruiser central in Zihua, reported there were 50 boats in the bay as of December 15th, and 27 more expected in time for the Cruiser Christmas Party. He says return visitors should prepare themselves for lots of changes. "We have lots of new housing and restaurants, and have seen

many improvements to the infrastructure — such as new sewers and streets. Most people view the changes as an inevitable mixture of good and bad."

Carpenter has set up the antennas and repeaters to beam high speed internet out into the bay, but so far has only had mixed success. "If I had a geek to help me for about three hours, I think I'd be able to get it to work consistently. We're also going to set up a remote camera near La Ropa Beach so folks can monitor their boats!" In other cruiser services, Rick reports that Nathaniel and his family are back at the foot of the *muelle* to provide dinghy valet service. They work for tips during the day, and Rick's Bar pays them to work 6 p.m. to midnight.

The new port captain in Zihua is said to be a mellow guy — but he's nonetheless requiring that everyone stop by his conveniently located office to inform him of their arrival. It's quick, easy, free — and there's none of the old business of having to also go to Immigration and then wait in line at the

bank for two days. Cruisers also have to let the port captain know they are leaving, at which time they are assessed a onetime fee of about \$2.60 for . . . well, Carpenter isn't really sure.

One reason the Zihua port captain is making all the cruisers check in is so he can confirm they have Mexican liability insurance. You may remember that a cruiser from Long Beach abandoned his Mariner 35 ketch **Freedom** on the hook in Zihua a few years ago, and she eventually ended up sunk on the beach in front of the Navy base. It cost the port captain a small fortune to have it removed, and he wants to see proof of insurance so he doesn't get stuck with similar bills in the future. The port captain also feels that requiring boats to check in allows him to keep track of undesirable people. For example, he was able to arrest a fugitive from the United States trying to get by on a fake passport. In fact, he was nabbed in Rick's Bar hoping to find a berth on a cruising boat!

The cruiser event of the year in Zihua, of course, is the **Zihua Sail Fest** Feb. 1 - 5. This tremendous cruiser charity benefits the **Zetzahualcoyotl School** for indigenous orphans and other young ones in great need. We plan to be there with *Profligate* to have fun and help support the good cause — and hope you'll be there, too. For a complete schedule of the activities, 'google' ZihuaSailFest. Organizers expect as many as 100 cruising boats to participate.

Talking about wireless high speed internet access, the **Punta Mita Yacht & Surf Club** hopes to be offering that service to boats in that Banderas Bay anchorage by the end of January — right after they have the meeting to found the club. The antenna will be located at **Margaritas**

**Hector**, holding a slab of freshly caught tuna, is owner of **Margarita Restaurant**, which will also be 'home' to the Punta Mita Yacht & Surf Club.



ELECTRONIC LAT/RS



# CHANGES

**Restaurant**, which is one of the *palapa* eateries on the beach. Details haven't been finalized, but hopefully the service can be free to those who buy a round of drinks or dinner once a week. Some of the costs will be offset by *Latitude*, as we like to maintain a floating office at that important cruiser crossroad during part of the winter.

By the way, our tastebuds tell us that **Margaritas** serves up some of the best fish tacos in the Americas. Rather than the typical small piece of artery-clogging, deep-fried fish folded up inside a tortilla, these fish tacos feature big pieces of sautéed tuna mixed with peppers and other stuff. You get two of them, plus beans and rice — and a great view of the anchored boats, surf, and islands — for about \$5.

Thanks to the presence of the huge gated Four Seasons Resort complex and other high-end vacation accommodations on the north shore of Banderas Bay, about half of the *palapa* restaurants on the beach at the Punta Mita anchorage have gone upscale. We've enjoyed some sophisticated meals and excellent live music at Chef Roger's **Mañana**, which



*The two fish tacos, made from sautéed tuna, are huge, and come with rice and beans. The chicken soup, below, is delicious.*

has a very pleasant European ambience. We also had a great dinner at a table on the sand with Renne Waxlax and Anne Blunden of the Swan 65 **Casseopia** at **Tino's Mariscos**, probably the most elegant of the *palapa* restaurants. If you're

looking for a nice dinner ashore south of Mazatlan, this is the place. By the way, all the jetties in front of these *palapa* restaurants are subject to either removal or extension — whatever it will take to bring back the sand that disappeared when the government built the jetties in '95. In addition, the rather unsightly parking lot-bus depot behind the restaurants is to be turned into a pedestrian plaza. As one resident said, "The next three years are going to see radical changes at Punta Mita." Fortunately, few of those changes should be to the detriment of cruisers.

"After three months away, J.R. and I are back aboard our Catana 47 cat **Moon And Stars** at the very nice Marina Tortuga on Guatemala's Rio Dulce River," reports Lupe Dipp of Guadalajara and Puerto Vallarta. "Once we got to the airport in Guatemala City, it was still a five-hour drive, so we took a private car for \$45/person. You can save \$10/person by taking the bus, and if you're on a real budget, take the 'chicken bus' — along with the chickens and other stuff — for just \$5/person. The marina charges us \$190/month plus electricity for our 47-ft



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cat, which isn't bad. We had no idea how beautiful this place was going to be when we arrived. We're also surprised at how much European blood has mixed in with the locals. We'll spend a month around here, then head on to Panama. Thanks for the information in *'Lectronic* about Shelter Bay Marina at the old Fort Dickson site in Panama, as that's where we'll leave our boat next. We won't immediately transit the Canal as we want to spend more time in the Caribbean. In late April, we're going to fly to Antigua with a group of 12 fellow Mexicans to compete at Antigua Sailing Week aboard a chartered Swan. We're going to be proud to represent our country. P.S. I'm loving every minute of being on our cat!"

"We're at Koh Phi Phi Don, Thailand, which you will remember was badly damaged in the December 26, 2004 tsunami," reports George Backhus of the Sausalito-based Deerfoot 62 **Moonshadow**. "The area is still not completely rebuilt, but it's definitely up and running, as beautiful as ever, and begging for more tourists. The diving at nearby Koh Phi Phi Le is excellent — despite quite a bit of diver



impact."

"Hey, it's Miguel from St. Barth, but now I'm at Kata Beach, Phuket, Thailand," writes sometime *Profligate* crew **Miguel**. "While at the Ao Chalong YC the other day, I picked up last February's *Latitude* and read about New Year's Eve '03 in St. Barth. You even had a little blurb about me! Anyway, I came here last September

*From a distance, it looks like nothing happened to Koh Phi Phi Don, Thailand, a year ago on Boxing Day. But they are working hard to come*

with Fast Eddy of Eddy's Restaurant in St. Barth, and immediately fell in love with the place. It's still nice, even after planeloads of rather large Scandinavians have taken to lining the beaches. I love the beaches, the waves, the Thai food — and accommodations are still reasonable. Next week — I'm writing in early December — is

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# CHANGES

the **King's Cup**, which is the largest sailing regatta in Southeast Asia. There are going to be about 100 boats competing, and I'm hoping to catch a ride aboard a cat. Many cats are being built right here by a company called Latitude 8. After the King's Cup there's going to be a megayacht regatta, and I've got a ride aboard the 130-ft schooner **Yankee 2**, which I know from the days when I sailed my small boat across the Pacific. But I'll be back in St. Barth for the Bucket in March."

Thanks to their response to the *Latitude* survey in *'Lectronic*, we've learned that Bill and Sam Fleetwood of the Monterey-based Gulfstar 50 **Blue Banana** are in Thailand also. "Even though we're now on the other side of the world, we haven't missed a *Latitude*. We get them come hell or high water — meaning tsunamis." The couple — Sam is a woman — met through a Crew List ad, did the Ha-Ha in '97, the Puddle Jump in '99, and have been cruising ever since. By the way, their favorite *Latitude* features are *Letters*, the responses to *Letters*, and the *Latitude* interviews. And yes, Bill and Sam, we can still remember the last time we chatted — it was '99 and



**Gina Markie pets her husband Dick's rapidly growing mountain lion, 'Lola the Enforcer'. Keep the area around your boat tidy.**

we were at the little outdoor restaurant next to the Opequimar Boatyard in Puerto Vallarta. You and *Blue Banana* were about to head across the Pacific, and *Profligate* was about to return to California."

There were some hair-raising snarls coming out of Marina Paradise Harbor-master Dick Markie's office when we stopped by in early December. No, they didn't come from **Gina**, Dick's wife, who radiates vibrant health from all her energetic morning workouts. They didn't even come from **Eugenie** 'the walking chandlery' **Russell**, who heads up the J/World Sailing School based out of the marina. No, the snarls came from **Lola**, a two-month-old mountain lion that Markie cares for. He claims he's raising her as a domestic pet, but we're not buying it. If anyone spills a drop of oil on the docks a couple of months from now when Lola is a little bit older, we fully expect to see the feline come charging down the dock to claw a chunk out of the perpetrator's thigh. Markie takes that much pride in running a clean marina.

"We're not going to be able to make it to the big New Year's celebration in St. Barths again this year," report John and Cynthia Tindle, with Mattie the boat dog, of the Hermosa Beach-based Jeanneau 45 **Utopia**. "Cynthia is taking the grandkids to the Rose Bowl instead, so she won't be

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# IN LATITUDES

able to join me in Puerto Rico until January 4. By that time I'll have the boat back in the water ready to resume our cruising between Puerto Rico and Martinique. We'd go further down island, but too many of those islands have restrictions on dogs. After all these years in the Caribbean, this may be our last, as we're thinking of sailing to Maine and then Florida. Our long term goal is to bring our boat back to Paradise Marina. Old friends will remember that we previously cruised our smaller *Utopia* in Mexico for three years."

"I'm in Bequia headed north," reports John Anderton of the Alameda-based Cabo Rico 37 **Sanderling**, "and looking forward to being in St. Barth for the New Year's celebrations once again. When I wrote you in early June predicting a robust hurricane season here in the Caribbean, little did I realize that we were headed for a record year. On December 7, we had hurricane *Epsilon* — the 24th named storm and 14th hurricane of the Atlantic season — defy predictions by maintaining strength and heading south! And I can't count the number of tropical depressions that came through while I was in Trini-

dad this summer, as it always seemed that there were at least two tropical waves to the east of us."

The odd thing about the record Atlantic/Caribbean hurricane season is that there was virtually no damage to the islands of the Eastern Caribbean. It was also a quiet season along the coast of Mexico.

On December 12, we received the following email from Warwick 'Commodore' Tompkins and his wife Nancy of the Mill Valley-based Wylie 38+ **Flashgirl**: "We're 650 miles from New Zealand's Bay of Islands and going south like a freight train, about halfway through our passage from the South Pacific islands to Opuia. The weather conditions are superb, with 18



NANCY TOMPKINS

*Before heading to New Zealand, Commodore spent some time hanging around Niue — which doesn't have a dock or beach access.*

to 22 knots over the port quarter. We're broad-reaching with a double-reefed main and my special red blast-reacher, thinking that this is what sailing is all about. What a blast! The weather forecast is for good weather all the way in to port. This is the



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# CHANGES

first time we have used a weather router, but since it's cyclone season, we're glad to have the help."

And on December 16th, we got an updated report. "Just this minute we're motoring into the Bay of Islands, having arrived from the tropical islands of the South Pacific. The North Island of New Zealand is the 18th island we've visited since leaving California — and it's the first one without palm trees. We're excited to be here, although it's gray, drizzly, and cold — a bit like we expect it is back in Northern California." As Commodore and Nancy only left California in June, they had one of the faster passages across the Pacific this season.

While in Banderas Bay, we bumped into Blair Grinols who, for the first time in nine winters, isn't aboard his 45-ft **Capricorn Cat** somewhere in the tropics. He and his wife Joanie built a new house in central Oregon, but apparently didn't realize how cold the winters are — and Blair hates to be cold. "At the last minute we were going to do the Ha-Ha," Blair said, "but then I had a little problem with my heart. Everything is really great except for



ELECTRONICS

*For the first time in nine years, Blair didn't have his cat in the tropics. He came down to Puerto Vallarta for low-cost dental work.*

a little electrical problem, so they put a pacemaker in just to be sure. "But you can count on *Capricorn Cat* doing the Ha-Ha again this fall."

"I'd like to 'clear my name', as it were,"

writes Sam Thayer of the Seattle-based Hans Christian 33 **Pegasus**. "In a late November *'Electronic*, you wrote that after I left the tow by Vicky Plett and her Seattle-based Hans Christian 38 **Inspiration At Sea** to run back to Cabo from Los Frailes, that I ran out of wind and demanded another tow. The facts are that *Inspiration* had towed me toward Los Frailes because several days earlier my motor mounts sheared off, leaving me without an engine. In order to continue the buddyboating with *Inspiration* — something we'd been doing since Neah Bay, Washington — Vicky offered to tow me to La Paz. But then we ran into a storm near Los Frailes. Unable to safely tow me any longer, Vicky turned my boat loose, and took off for the shelter of Los Frailes. Unfortunately, she was dismasted a short time later. I sailed over to make sure she was all right, and in the process blew out my main. I informed her that I was going back to Cabo for help. Let's see, no motor, no sails, 35 to 40-knot winds, and nine-foot seas. I requested a tow from the Mexican Navy — which showed up in 30 minutes and towed me to Cabo. There my



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## IN LATITUDES

engine mounts were repaired. I did not, nor ever would abandon my vessel. Your article implied stupidity, which I resent. I've since motored to La Paz, where I am waiting for Dockwise Yacht Transport to deliver my boat back north in March. I request that you print a correction, and welcome any questions."

While at the Cruisers Thanksgiving Dinner in Mazatlan, several skippers who had just arrived from all the activities around Frailes told us that you'd "left" or "abandoned" your boat in Cabo. Since that's not true, we're more than happy to print your correction. However, we want to caution cruisers never to expect to be given a tow in Mexico, particularly by the **Mexican Navy**. That they showed up in 30 minutes and actually towed you to Cabo are what we would classify as two significant miracles. While cruising in Mexico, we assume that we'd never get help from anyone but other cruisers — because that's usually the case.

Since you invited questions, we can't help but ask a couple. First, why didn't you get your engine mounts fixed the first time you were in Cabo? We can't imagine

asking somebody to tow a disabled boat 100 miles into the prevailing weather just to be able to continue buddy-boating. Second, one of the *Profligate* crewmembers — a very experienced boatowner and skipper — was puzzled as to why you requested — actually, he said you "demanded" — a tow when you could have sailed downwind with a headsail.

In any event, we're glad that you and your boat are safe. We're also glad that *Inspiration At Sea* wasn't dismasted while towing you, because that surely would have resulted in heavy guilt. We're sorry for Plett, who along with her boat, was slated to join Pat Henry's women's sailing program in Puerto Vallarta this winter.



VICKY PLETT

***A cruising sailboat without a mast is one of the most 'wrong' looking things we can imagine. We hope 'Inspiration' gets her new stick soon.***

Plett says her boat is insured, so we hope she can get her back in action quickly.

"After doing the '04 Ha-Ha, we spent the winter on mainland Mexico travelling southeast to Zihua," report Mark and Debra Wilson of the Long Beach-based DownEast 45 **Seangel**. "As we headed up into the Sea of Cortez for the summer, we stopped at Santa Rosalia — which is

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# CHANGES

not to be missed! The town was founded by the French, who were mining copper there, and even now isn't a tourist town. We love it.

"As for the loss of the Newport 30 **Sea Ya** on the way in to La Paz," Mark continues, "there is a sandbar, not a reef, that runs parallel to the entrance channel for about two miles. The sandbar can't be crossed, and you have to enter the channel out by the Pemex fuel tank farm, leaving all the red buoys to the right. By the way, I found it a shame that the owner/skipper of that boat said it was a crewmember who veered off course and into shallow water. As a licensed captain who ran commercial vessels for many years, I can't imagine turning control of my boat over to *anyone* while approaching a new or unfamiliar harbor — let alone doing it at night."

The folks on *Sea Ya* had had a very rough trip up in high winds, and were reportedly exhausted when entering the channel to La Paz. As we write this, we're not familiar with the exact circumstances and states of mind of the crew at the time, but we can certainly imagine cir-



BRUCE WINSHIP

*After putting their heads together, is this really the solution the Winships came up with for not having enough facilities on their boat?*

cumstances in which it would be most prudent for the skipper to give the helm to the crew — such as if the skipper were hallucinating from fatigue. Hindsight is 20-20, of course, but perhaps the best

solution would have been to have pulled into the safe harbor of Pichilique before even getting to the crooked and somewhat confusing channel into La Paz. By the way, we realize that the hazard next to the channel into La Paz is composed of sand, but we consider all 'raised ledges', not just those made of coral or rock, to meet the general definition of 'reef'.

Bruce Winship of the Alameda-based Crowther 33 cat **Chewbacca** says that, with their two daughters getting older, they needed to increase the number of 'facilities' on their boat. He sent us the photo at left to depict their solution to the problem. The question is whether they are joking, or whether they have been out in the salt air too long.

In recent years, Beneteau-owned Lagoon has introduced a line of catamarans — including the **Lagoon 440** — that have the helm located on a second level above the main cockpit. Although Lagoon claims the primary market for these cats is private ownership, we've always felt they would be hugely popular with charterers. In any event, a skipper of one of these multilevel 440s in the recent Atlantic Rally

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# IN LATITUDES

COURTESY ARC

for cruisers (ARC) reported hitting over 27 knots! A 44-ft cruising boat loaded down with stores for a transAtlantic crossing doing 27 knots — that fits our definition of 'really flying'. We're pretty sure that the skipper quickly ordered a reduction in sail — and a change of shorts.

Speaking of the 20th annual **Atlantic Rally for Cruisers**, the November-December 2,900-mile event from the Canary Islands to St. Lucia in the Eastern Caribbean didn't have the best weather this time around. There was a terrific fleet of 224 boats, including a record 20 multihulls, but the sailing conditions were substandard. Shortly after the November 20th start, everyone had to deal with *Delta*, a tropical storm completely unexpected so late in the season and so far east. The more northerly ARC boats ended up having to sail to windward, while the more southerly boats bobbed around in hot and windless conditions. Soon the less performance-oriented boats were diverting to the Cape Verdes for fuel. The ARC is known for great tradewind sailing, but this year even some of the faster boats were at sea for 11 days before they got

into that good stuff. But then after just a couple of days of nice sailing, much of the fleet got hammered by strong trades blowing 30 knots and squalls gusting to 40. That's the kind of wind that was needed to propel the previously-mentioned Lagoon 440 to her nearly 30 mph burst.

The first boat to finish the ARC was Mike Slade's R/P 92 **Leopard of London**, which reached St. Lucia in a pedestrian time of 13 days and 5 hours. She was under charter to a group of eight Russians, whose watch schedule was an uncommon one hour on, seven hours off. The thought of a single charterer sailing one of the biggest and fastest racing/cruising yachts in the world must have prevented Aussie skipper Chris Sherlock from getting much sleep. **Dada V**, a Lagoon 57 catamaran, was the first



*Come on, baby, light my fire. Once the crews from the massive ARC fleet arrived in St. Lucia, some of the entertainment was incendiary.*

multihull to finish, in a time of 17 days, 6 hours. As it was a difficult race for even the big fully crewed boats, you can imagine what an enduro it must have been for Bob and Gill Tetley of the Hallberg-Rassy 53 **Alter Ego of Chichester**, the first doublehanders to finish.

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# CHANGES

crossing such a wide ocean, there was plenty of excitement and several mishaps. On November 30, for example, the two-year-old Sweden 42 **Caliso** had to be abandoned because she was leaking badly around a cracked keel box. She had apparently suffered damage in the keel area before, and it had been inadequately repaired. The six crew, comforted by the many ARC boats standing by to help, were taken off on a ship headed to Philadelphia. Many of the ARC boats had gear damage and ripped chutes, and there were a couple of broken bones and a million bruises. But for those who persevered, there was plenty of sun, rum, music — and a great sense of accomplishment — to be savored upon arrival at the Rodney Bay festivities.

The other big rally in the Atlantic in the fall was early November's **West Marine Caribbean 1500** from Hampton, Virginia, to Tortola in the British Virgins. The 16th running of the event attracted 51 entries from 32 to 62 feet, including a record six multihulls. It's noteworthy that 22 of the boats had done the rally at least once before. The fleet had three days of

light air followed by a number of days of brisk winds with larger seas. Rex Conn and Celeste Conn's Newick 50 trimaran **Alacrity** used the latter conditions to reel off 300-mile days and finish in 6 days, 5 hours. We're happy that *Alacrity* did so well, for the last time we saw Conn was two years ago when his brand new tri raced our cat in the St. Martin Heineken Regatta, and he dropped the rig — in spectacular fashion — early in the first race. He was understandably bummed out. The 1500's handicap winner was Charles Cunningham's Park City-based Hylas 54 **Agua Dulce**. Her victory was interesting because she — along with two other 54-foot boats — had lost her rudder and needed to finish towing a warp for steerage! Steve Black, the rally organizer, speculated that the three rudders were lost due to a combination of powerful autopilots — which don't sense the stress they are putting on a rudder — and steep seas. Another unidentified boat lost her mast after a spreader failure. Most of the

boats finished in under nine days, which made this one of the faster Caribbean 1500s.

It's hard to believe that a rare late November tropical storm in the eastern North Atlantic would affect more than a couple of boats from California, but that's exactly what happened.

"While on our way from our Aromas (California) home back to our boat in Tenerife in the Canary Islands, we tuned into the Weather Channel and were surprised to see tropical storm *Delta* heading right for the Canaries!" write Joe and Susan Altman of the Wauquiez 45 **Suzy Q**. Since the storm was due to hit Monday, the next day, there was nothing we could do but hope for the best. When we arrived at the airport on the south end of Tenerife on Tuesday night, there didn't seem to be any damage. But the locals told us the storm, with winds to 80 knots, had hit hardest up north by Santa Cruz de Tenerife — right where our boat was! As we travelled north by bus, we began to see downed trees, parts of transmission towers on the side of the road, and lots

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## IN LATITUDES

of power outages. Anxiously making our way down to the marina, we found *Suzy Q* looking to be in good shape — at least in the darkness. In the light of day, however, we found a cracked teak toerail, two bent stanchions, and one lost fender. We were fortunate because our finger dock held together — it was the only one in our area that did. All the rest were either dangerously bent or floating upside down. The failed finger docks created a domino effect when they broke loose, taking the docks and the boats attached to them, and smashing them into the docks and boats to leeward. The jagged edges of the dock wreaked havoc on fiberglass hulls. Fortunately, no boats were lost and nobody was hurt or killed. Most everyone here is still preparing to cross the Atlantic, but now we're all keeping a careful eye on tropical storm *Epsilon*."

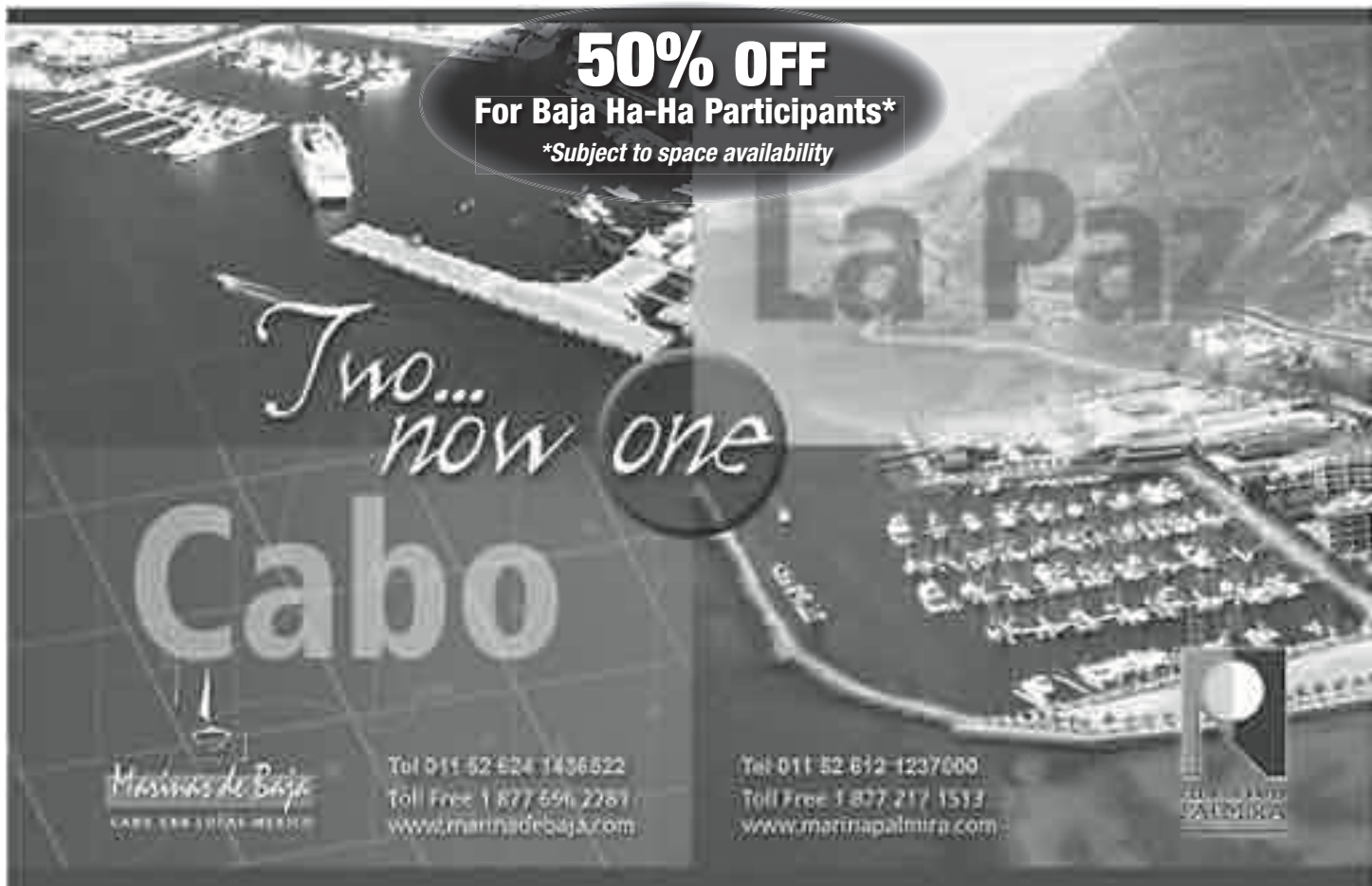
David Berke of San Francisco, crew aboard John and Nancy Settle's San Diego-based Roberts 58 *Amor Fati*, reports they were also in the Canaries when *Delta* hit. But they were at Rubicon Marina at Playa Blanca on the island of Lanzarote.

"We recorded 61 knots on *Amor Fati*, and the marina recorded 75 knots at their building. There was mostly minor damage to boats, and no sinkings. The most damaged boat was the French hi-tech foiler trimaran *Hydroptere*, which is financially backed by Airbus. She was extensively damaged. It was a helluva night, and naturally the strongest winds were between sunset and 3 a.m. This is a nice place, so we're sorry we have to leave on our 18 to 22-day passage to Barbados tomorrow."

"Andy and Jill Rothman of the Tiburon-based J/44 *First Light* will have begun an Atlantic crossing in late December that will all but complete their circumnavigation," reports Bruce Ladd of the Peninsula, who plans to crew for them. Ladd first met the Rothmans at the Caribbean Island of St. Kitts in 1996. He was cruising aboard his Valiant 40 *Mo' Betta*, and they'd just come down from Annapolis with their new J/44 and were about to head west around the world.

Prior to going cruising, Rothman had won the Express 37 season championship on San Francisco Bay with *Spirit*, the first Express 37 with wheel steering to do so. The Rothman's circumnavigation hasn't been a rushed one. For example, they spent one entire summer in Croatia. And Ladd reports that after getting their boat out of storage near Rome this year, they continued on to Italy, France, and Spain. They were clobbered by very confused seas on the way to the Canary Islands, their jumping off point for the Caribbean. And when they got to the Canaries, their boat was hit by the same tropical storm winds that nailed *Amor Fati* and *Suzy Q*. But she came through unscathed. The Rothmans and Ladd expect to make landfall at or around Tobago, after which they'll do some cruising in the Southern Caribbean.

When you read this, the **2006 winter cruising season** will be in full swing. If this is your year — or one of your years — to enjoy it, make a vow to do so to the fullest. Cruise with passion! Meet lots of new people. Go to lots of new places, or better yet investigate familiar ones. Live!



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**EL TORO** fiberglass sailboat. Very good condition. 1978 Owens of Petaluma. Number 10127. All wood West epoxy-varnish. Jotz sail. Built-in flotation. Custom cradle, hand trailer. Great for learning. Email for pictures, [petescraig@comcast.net](mailto:petescraig@comcast.net). \$850. (707) 227-7862.

**ZODIAC 9'6"** with 4 HR Evinrude. 4 years old used 3 times. Cost \$2300, sell \$1200/obo. View South Beach Yacht Harbor. email: [howardchurcher@earthlink.net](mailto:howardchurcher@earthlink.net). (650) 283-5849 or (510) 841-1764.

**16' INTERNATIONAL CANOE #196.** One of the fastest monohulls on the Bay. Carbon Sliding Seat and Carriage, Carbon VanDusen Mast & Boom, trailer w/big storage box, 3 mains, 5 jibs. One suit less than 10 hours old. \$3,800/obo. Gary (510) 237-7600 or [boellg@ajiusa.com](mailto:boellg@ajiusa.com).

## 24 FEET & UNDER

**SANTANA 22 ONLY \$1400, FOR SURE.** Hull # 148. Spinnaker, lots of sails, excellent condition. Fully equipped. One owner! Day (831) 426-7797 or eve (831) 476-0328.

**J/24, 1981.** 2 sets of sails: Shore and UK. 6 hp 4-stroke 2003 Mercury, double-axle trailer 1989, Berkeley slip. Many new Harken blocks and new lines 6/05. Hull faired. 2-speed mainsheet, Danforth, VHF, and more. \$8,000/obo. Call (707) 546-4740 or email: [cmbailey@sonic.net](mailto:cmbailey@sonic.net).



**HOTFOOT 20.** New North Sails, Main, Jib, two spinnakers, 155% Genoa, #2, #3, knotmeter/depth, 2 hp outboard galvanized trailer, dry sailed. Racing record always finishes in the top two. You cannot buy a used Ultimate 20 for \$7,000, view photos [lenapeman.blogspot.com](http://lenapeman.blogspot.com). (808) 989-1930.

**SANTANA 20, 1986.** Race ready. New mast, standing rigging, running rigging, adj lowers, windward traveler, 7 good sails. Road-worthy trailer. Dry sailed. \$3950. With 05 North Class genoa and main, .5 kite. \$5250. (707) 252-8205.

**SAN JUAN 21, 1976.** Located in Redwood City. Trailer, sails, rigging, and hull all decent condition. Sails well, fun little pocket cruiser and active racing class. \$1700 firm! Call Darrel at (831) 338-6747.

## 25 TO 28 FEET

**CATALINA 27, 1977.** Dinette version with Petter 16 hp diesel. This boat has many upgrades & extras. Can be cruised or raced. (707) 528-9520 or email: [nemphi@aol.com](mailto:nemphi@aol.com).

**CATALINA 250 WING, 2004.** Sailed in Huntington Lake (freshwater) only seven times-health issues. Bristle condition. Honda 5 hp. Pedestal mounted steering, ST 160 system-wind, water speed, depth, mast mounted VHF, canvas pkg. Dual-axel galvanized trailer, roller furler, lazerette cushions. \$27,000. (559) 240-5888.



**CATALINA 250, 2004.** Wing keel, 9.9 Honda XLS electric start, ST 60 Tridata, 2 sets ground tackle, anchor roller, CD player, complete Baja awning, teak and holly cabin sole, full canvas package, window shades, marine head, mounted compass, never used cockpit cushions, 3 solar panels, custom trailer with easy mast raising system, condition virtually new. Boat is located in Alameda, Marina Village, see to appreciate. \$28,000, Please call 530-647-0558 or 530-957-3735.

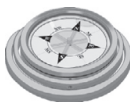
**RANGER 26.** Plastic Classic in excellent condition. New Awlgrip on hull and mast. All new standing rigging. Full suit of sails, main, headsails, spinnakers, pole etc.. Ready to race or cruise. Great opportunity. Best offer. Call Ron or Tom. (415) 332-5432.

**CAPE DORY 27, 1979.** Alberg pocket cruiser. Yanmar diesel, Tiller pilot, GPS/sounder, Loran, shore power. Good sail inventory, new main. Very pretty with recent upgrades. Fresh varnish, paint, epoxy bottom. Emeryville. \$26,500. Rick work: (530) 741-4543 or home: (530) 755-2166.

**COLUMBIA 26, 1970.** Never blistered. 9.9 Honda electric start, remote control, 24 hours. New main, 2 jibs, LectraSan head, legal liveaboard possible. Custom cabinets, salon makes into king bed. Mini blinds, Truecharge 20 amp. Berkeley berth. Great bay boat. \$4,900. Please call (775) 224-4738.

**NORSEA 27, HULL NR 1.** Commissioned 6/76. 11+ years in enclosed dry storage, recent extensive refit and again sailing beautifully. \$65K. E-mail for detailed information to [pablo-anderson@hotmail.com](mailto:pablo-anderson@hotmail.com).

**CAL 25, 1975.** Great singlehander, in great condition. 1998 8 hp 4-stroke Evinrude with electric start and remote gear/throttle control. Furling jib, Walker Bay 8' dinghy with sail kit. Recent upgrades: New battery, bilge pump, motor mount. \$6,000. Call (415) 508-0827 or [wildduck1975@yahoo.com](mailto:wildduck1975@yahoo.com).



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**C&C 27, 1984.** Very good condition, well maintained. Good Bay boat/racer. All lines to cockpit, easy single hand. 7 sails, Yanmar Diesel, 450 hours. Six Barent winches, 2 self tailing. Raytheon ST60 Wind and Speed. Depth sounder, two new compasses. New roller reefing/jib, many other upgrades. \$16,450. (925) 964-1342 or email craighk@yahoo.com for complete spec list.

**PEARSON ARIEL, 25'7", 1965.** Classic Alberg design with full keel. Great for day sailing on SF bay. Solid boat, easy to single hand. Roller furling jib. Interior needs work. See pictures and details at: <<http://www.pearsonariel.org/discussion/showthread.php?t=1199>> \$3500/obo. (925) 370-7970.

**CATALINA 27, 1983.** Inboard Atomic 4 engine, wheel, dinette interior, full galley. Roller furling, extras. Good condition. Great Bay boat for racing or cruising. \$10,500. (916) 744-1122.

**YAMAHA 25 RACER/CRUISER, 1978.** Diesel inboard, roller furler, spinnaker gear, berthed in Alameda. Work in progress, \$4000. Photos and gear list available by email from: rbrtgarr@sbcglobal.net.

**MACGREGOR 26, 1993.** New standing rigging 2000. 15hp Johnson outboard, low, low hours! Brand new trailer with electric brakes. Solar panel and radio. All over excellent condition. Sleeps 6. \$7500/obo. Ken, (209) 295-6746.

**ERICSON 27, 1973.** Tiller, Atomic 4. Major refit over past two years. New running & standing rigging, lifelines, spreader brackets, fuel tank & fuel system, thru hulls & valves, holding tank & plumbing, shore-power, batteries & charger, main electrical, shaft, cutlass bearing, stuffing box. Sails older but decent. Boat is clean and sails well. Despite 6-ft headroom, owner needs more & bought a bigger boat. San Rafael. \$8,500. Jim (775) 240-5379.

## 29 TO 31 FEET

**HUNTER 29.5, 1997.** In excellent condition. Fully equipped. Hoyle spinnaker sprit, lazyjacks, roller furling, Yanmar diesel, Autohelm, AM/FM stereo, etc. \$38,000/obo. Please call (510) 632-2370.

**ISLANDER 29, 1967.** All fiberglass, great condition, Pacific veteran, replaced sails, canvas, batteries, bright work, two sinks, dinette/double bed, sleeps 5, atomic four, rare long keel, this means no bolts!!! Aluminum mast, buns decks! \$4,700/obo. Berkeley (510) 689-3432.

**YANKEE 30 Mk II, 1972.** Great Bay and Coastal cruiser. New diesel, sails, standing rigging, hull paint, racing bottom, autopilot, compass, VHF and much more. \$19,500 or obo. (415) 686-6998.

**PACIFIC SEACRAFT ORION 27, 1979.** Cutter, SSB, solar, refrigeration, propane stove, new sails, spinnaker, furling jib, new standing rigging, CQR, 150' chain, dodger, Yanmar, tiller or wheel, other extras. Solid bluewater pocket cruiser. \$35,000 in Alameda. (510) 377-6728.

**CATALINA 30, 1990.** Lake Tahoe sailed 6 mos/yr. Wheel, wing keel, roller jib, Universal diesel, 23 hp. Main 4 years, genoa 2 years. Depth/knotmeter. New cockpit cushions. Whisker pole. \$35,000. (775) 624-0111.

**CAL 2-29, 1975.** Motivated seller who has been living aboard bought new house. Must sell ASAP. Come see boat & make offer. Freshwater berthed in Stockton @ Tiki Lagoon. Fully equipped. Good condition. \$11,000. (209) 915-7057.

**ERICSON 30, 1978.** Very good condition. Wheel steering, roller furling. Good Sail inventory with 4 headsails, 2 new Deep Cycle batteries, A4 engine recently overhauled, Blaupunkt CD player and Blaupunkt DVD/MP3 player, new propeller and propshaft. Recent survey available. \$14,900. Call (408) 210-4982.

**HALLBERG-RASSY 31, 1978.** Finances force me to sell this boat that I really love. If you're looking for an older H/R 31 then you'll want this one. There's probably none nicer. Many upgrades in the last year. \$49,000. (805) 471-6863.

**KIRBY 30, 1980.** Yanmar diesel, new interior cushions, auto pilot, knotmeter, depthsounder, self-tailing winches and self-tending jib. Good sails, almost new main, #3, #1, 155 jibs, two spinnakers, one new. Stockton. \$10,500. Call Ernie, (209) 931-5457 or busterboat@comcast.net.

**CATALINA 30, 1985.** Diesel, 680 hours. Dinette table. Harken furler, dodger, new standing rigging. Built-in refrigerator, CNG stove/oven, lazyjacks, AH4000, knot/depth meter, VHF radio, battery charger, dripless shaft, shower sump pump. Engine just serviced. Excellent condition. Transferable Moss Landing slip. \$29,500. (831) 753-2001 or Skipper030@aol.com.

**CATALINA 30, 1976.** Winner 2004 Nationals racing non-spinnaker. Has new set North Kevlar sails, new 2-blade folding prop, traveler vang, clutches, jib and main halyards. MB 20 installed Oct. 2, lots of xtras. \$16,000. View South Beach Yacht Harbor. Must sell, moving to France. email: howardchurcher@earthlink.net. (650) 283-5849 or (510) 841-1764.

**BUCCANEER 29.5 (BAYLINER), 1979.** Sleek, fast, roomy, clean, solid sailing vessel. Volvo MD7A diesel, full complement of sails & two spinnakers, auto-PFDs, GPS, nav station, head, plus many extras. Berthed at Alameda Marina. Reduced to \$9,000/obo. Call (559) 565-3115 or email: eric\_inman@excite.com.

**NEWPORT 30, 1976 Mk II, ZEEHOND.** One of the nicest N-30's afloat. ODCA Season Champ '03, Berk. Midwinter Champ '03, '04, & '05. 2003 Beta Marine dsl w/custom panel, < 200 hrs. RayMarine ST-60 Inst. w/cust. Mast repeater. All 2002 or newer Pineapple inventory, Kevlar 130% & 150%, carbon 105%, Airex Logo'd Spin, 1.5 oz Shykite, carbon pole, Harken rollerbearing track & blocks, halyards are Amsteel/Tylaska fittings, Amsteel backstay, cust. rudderhead & gooseneck. Rebate for 2006 ODCA season participation. Must move inland. Firm \$23,500. Gary, (510) 237-7600 or email: boellg@ajusa.com.

**CATALINA 30, 1980, IRISH LADY.** Transpac ready. New 3-cyl diesel 40 hrs. All new rig. New interior. Force 10 oven, SSB, radar. To much to list. Alameda. \$29,500, firm. Call Denis (925) 372-0475.

**CATALINA 30, 1980.** Universal diesel, wheel steering, cockpit cushions, VHF radio, battery charger. Bottom excellent. \$18,000. (650) 212-1344.

**ERICSON 30', 1969.** Sail inventory. VHF, depth, head, stove. Atomic 4 needs work or replacement. Any reasonable offer. Call Bob (209) 293-1293.

**CATALINA 30, 1985.** Three-cylinder diesel, wheel steering, selftailing winches, hot/cold pressure water. Must sell. \$16,900. (831) 295-1360.

## 32 TO 35 FEET

**CAPE DORY 33 SLOOP, 1980.** Rare West Coast offering of this classic Alberg cruising design built by the Cape Dory yard in New England. Turnkey boat that turns heads wherever she goes. Mexico vet that is ready for this year's Baha. Complete refit and upgrade in the last 5 years. Fully equipped for cruising NOW, AP, radar, SSB, solar, chartplotter and much more. Recent survey. East Bay location. \$59,000. Photos: <<http://mace.photosite.com/CapeDory33/>> (530) 559-5100 or email Larry.Mace@gt.com.

**345 FAST YACHT.** Rare Camper Nicholson fractional rig sloop. This fast passage maker boasts complete new interior with teak and koa wood, rebuilt 40 HP diesel engine, TV, VCR, CD, micro., refr., new Corian counters, roller furling, autohelm, fore & aft cabin. Standing rigging good shape, running rigging crap. Needs new main sail and cover. Owner is Certified Marine Surveyor w/100-ton Master License. Great to sail or liveaboard. \$45,900. (775) 354-2795.

**J105, \$99,950, 1995.** Pre-skrimp, racing & practice sails, 2 kites, new bottom, full electronics. Downtown Sausalito slip, just in time for the 2006 racing season. Please call (415) 867-0220.

**CATALINA 34, 1987.** Very clean and well maintained. New bottom paint, new SS propeller shaft, new fuel tank, new wiring, autopilot, Loran, knot meter, depth meter, oversize furling genoa, dodger, dinghy with outboard, sleeps 7. \$49,500. Call (714) 846-9047.

**HOBIE 33.** Fixed keel with trailer. Many upgrades and options for purchase. Stock sails and Turbo sails. 19' carbon pole and 3 BIG a-sails. Square top main and custom bow and stern rails. Interior stripped and painted. Composite floorboards. Needs mast work. Stock boat with trailer, \$12,000 or Turbo boat with trailer, \$20,000 or Turbo gear for your own Hobie (A1, A2, A3 carbon pole and struts, masthead fitting, rigging, jumpers and big mainsail), \$8000. Bill. (510) 593-3286. photos @ <<http://www.enzohobie.blogspot.com>>

**TARTAN 10, 1980.** S&S design, diesel, complete sail inventory, new standing rigging, just hauled, all records, spare parts, ready to go. (831) 247-7013 or danb-wf@mbari.org.



**CONTESSA 35, 1976.** Great shape, very capable fast boat. USCG documented, recent mast and standing rigging, many extras. If you are dreaming of going far away, this is your boat. \$36,000/obo. For sale by owner. Michael (408) 202-2433 or email: shinskym@mail.com.

**NAVIGATOR-SOVEREL 33.** Successful 33 Navigator is for sale. Olsen built, new Yanmar, fuel tank, carbon rudder, competitive sail inventory. Many other useable sails. Contact Bill Melbostad at (415) 860-3495 or email: melbojan@comcast.net. \$40,000/obo.

**C&C 35 Mk II, 1975.** One of the models that made the original C&C their reputation. Rod rigging, roller furling, records for the past fourteen years, custom double spreader spar, Autohelm 4000, renewed electronics. Everything works, buy and sail not buy and fix. Constantly maintained and upgraded by current owners. Sail alone, with friends, race, cruise. Three spinnakers, two poles, Atomic 4, simple systems, solid (not cored) hull. Best value on this model in US, Canada. \$33,550. Call (415) 516-1299.



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### 36 TO 39 FEET

**EXPRESS 37.** Absolutely race ready. Recent survey states boat is in good condition and bottom is "excellent." Carbon rudder. New sails. New wiring. Superior deck layout includes new hardware and lines. \$80,000. (206) 546-8289. (lv msg).

**CATALINA 36 Mk II, 2000.** One owner, very loved, fresh water only and perfectly maintained. Custom built by factory with dark green canvas and gel coated stripes. Equipped for 4-season cruising. All standard available options (integrated radar/chartplotter/autopilot/GPS/VHS up and down) plus much more. Significant electrical upgrades: Truecharge 40 Multistage Smart Charger and remote; Link 10 E Meter; Balmar alternator & regulator; ProSine 1800 Inverter and remote; added batteries for increased AH capacity; 3-bladed adjustable prop; in-mast furling; asymmetrical spinnaker; ATN Sock and Tacker; Hurricane forced air heat; microwave; Force 10 BBQ; super sound (FM/AM/CD stack) up and down. \$160K in boat; asking \$121,900. Pictures and inventory available on request. Craig at 503-283-3050 [craig@qubux.com](mailto:craig@qubux.com).

**CATALINA 36, 1983.** Cruise ready, nice condition. 10' dingy w/8hp engine, S.S. davits, Raytheon radar, Siemens solar panels, Heart inverter, Garmin GPS, autopilot, large refrigerator, roller furling jib, and much more, in LA Harbor. \$59,500. email: [grbreck@aol.com](mailto:grbreck@aol.com).

**PEARSON SLOOP, 1977.** Turnkey. Radar, solar panels, wind generator, pro-furl, windlass, 8hp rib, liferaft, autopilot, documented, inverters. Bottom paint 11-05. Mooring in Paradise included. \$50k. [captustycharters@yahoo.com](mailto:captustycharters@yahoo.com).

**CATALINA 36, 1984.** Tall rig. Recent new engine, interior, dodger, refrigeration, mainsail, rig, prop, thru-hulls, fuel tank. Pioneer stereo CD, CNG stove. Hard dinghy with 2 hp outboard. Set up as comfortable liveaboard. See at Sausalito, D-523. Asking \$55,000. (707) 887-1496.

**C&C 36.** Lightly sailed fresh water performance cruiser. Immaculately maintained and well equipped for coastal cruising and racing. Many extras, including roller furling, 13 winches (2 self-tailing). Owner transferred. Must sell. \$49,900/obo. (619) 889-6287.

**UNION 36, 1980.** Perkins 4-108, Profurl, radar, ICOM 710 Ham/SSB, GPS, EPIRB, Muir windlass, solar panels, Heart inverter/charger. Good cruise equipment, spares, etc. Cruise the sea, Mexican waters, or use as a condo. Price reduction. Must sell. [Sailingman68@yahoo.com](mailto:Sailingman68@yahoo.com).



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**UNION 36, 1978.** Pretty boat in good shape, lots of recent work, new electronics, new fuel tank, new mainsail, new LPU on mast, new running rigging, Cetol on teak. Sailed twice this year. \$49,000. (408) 373-2231 or (650) 563-9686.

**ISLANDER 36 FREEPORT, 1981 B Plan.** Pathfinder diesel, electric windlass, excellent condition. Great for cruising or liveaboard. \$63,000. Call (925) 825-2026 or email: [jacksandy@astound.net](mailto:jacksandy@astound.net).

**C&C 38 Mk II, 1979.** Clean, turnkey condition. 12/04 survey showed no blisters, hull, rig, and all systems in great shape. Bottom paint, head, holding tank, wind and knot meters new in 2005. Autopilot, radar, refig, electrical, Pineapple sails all replaced in 2003. Documented, Harken gear, rod rigging, dependable engine. Sail away on this great-looking, fast, comfortable boat for only \$58,750. (916) 933-4079.

**ISLANDER 36, 1974.** In very nice condition. Beautiful interior. New 35 hp diesel engine, newer standing rigging, sails, etc. Well cared for & never raced. Has not blistered. 2nd owner. \$45,000. Call (408) 591-8796. Located Alameda.

### 40 TO 50 FEET

**HUNTER PASSAGE 42.** Two staterooms, 2 heads, 62 hp Yanmar, 800 hrs. Loaded: Autopilot, alternator, full cockpit enclosure, new upholstery, custom cabinetry, thin screen TV, Bose sound, mainsail handling system, dinghy davits. \$149,000, \$129,000. Call (619) 239-6054 or email: [jadetiki3@hotmail.com](mailto:jadetiki3@hotmail.com).

**CATALINA 400-95.** STD equipment, two staterooms, two heads. Schaefer furling, Dutchman mainreef + gennacker. Liferaft 6 persons, 8' dinghy. Completely refurbished 4-05 with Epoxy bottom and all new: mast, standing/running rigging, radar, VHF(2), genset, GPS, chartplotter, wind/speed/depth, AP (Ray 6000), SSB receiver, macerators(2), genset and inverter 3KW, wiring and main panel, air conditioning, Globalstar, E-Track, laptop, bimini, outboarder, Moosehide wheels. Main engine rebuilt. Location FL. \$149,000. email: [Gotmalm@yahoo.ca](mailto:Gotmalm@yahoo.ca). (519) 503-1018.

**TASWELL 43, 1992.** Center cockpit cutter. Excellent condition. Fully equipped. Transferable Sausalito slip. \$299,000. (650) 804-6218.

**CATALINA 400, 1996.** Mexico vet, ready to go with many cruising extras. Solar, watermaker, bimini, dodger, Avon RIB w/9.9 HP 4-stroke Honda outboard, 3 anchors, feathering prop, SSB/Ham, new golfcart batteries w/660 AH. 200-hr factory-rebuilt 42 hp diesel. Perfect cruising boat with storage galore. Teak int. teak/holly int. deck, Corian counters. New bottom paint. 2 heads/showers, plus hot/cold swim step shower. Sleeps 7. \$175,000. Detailed specs and photos: [genecrabb@yahoo.com](mailto:genecrabb@yahoo.com). (949) 212-7414.



**RHODES 41 BOUNTY II, 1960.** All fiberglass. New rigging, watermaker, SSB with sailmail, radar, autopilot, solar, wind gen, 100 amp alt. 27 hp Yanmar, low hours. Lifaft, hard dodger, hard bottom inflatable with 15 hp motor, roller furling, pressure hot water, shower, refrigeration. GPS, offshore gear, charts, spares and more. Equipped for cruising or liveaboard. Located in dry storage in La Paz, BCS. 2004 Baja Ha-Ha veteran. Reliable, strong and beautiful. Priced to sell at \$50,000. Call (760) 277-2684 or email: [nala\\_setia@yahoo.com](mailto:nala_setia@yahoo.com).

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**FORMOSA 44, CUTTER, 1988.** CC, 2 cabins, 2 heads, 90 hp, autopilot, radar, GPS, liferaft, EPIRB, VHF, SSB w/modem, in-mast furling, full canvas enclosure, sunscreens, currently cruising Mexico, home port San Diego. \$169,000. [pensail2@aol.com](mailto:pensail2@aol.com).



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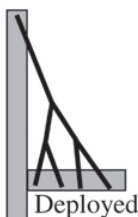
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**THOMAS COLVIN 42 CUSTOM KETCH,** 1977. Steel Hull. Center cockpit. Full keel. Perkins 4-108 diesel 50 hp. Recently returned from Mexico and Hawaii. Liveaboard or sail anywhere. Located in Seattle. \$95,000. For specs and photos: <http://www.colvingazelle.com> Email: [colvingazelle@gmail.com](mailto:colvingazelle@gmail.com).



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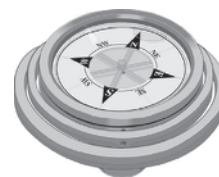


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**32' TRAWLER.** Like-new perkins diesel, 160 hp. Perfect Delta boat. Asking \$35,000. For photos and equipment list contact klaus\_brien@hotmail.com.

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**65-FT WOOD CLASSIC, 1939.** Heavy built ex-trawler. GMC 12V-71, 21 kw generator. Full electronics. Lots of equipment. Ready to go. Would make great conversion. More pics/details: [ancona@mcn.org](mailto:ancona@mcn.org). Asking \$112,000 or any reasonable offer. Call (707) 964-5423.

**40-FT MARINE TRADER TRAWLER,** 1978. Sausalito berth. 120 Lehman diesel, low hours. Lovely teak interior. Washer, dishwasher, microwave, Norcold refer/freezer, full sink. Forward electric head, double stateroom, bathtub aft. Espar heat, Avon. Needs topside work. Moving, must sell. Motivated, great opportunity. \$51,000. (415) 331-0751.



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**JEFFERSON HERSHINE 42, 1986.** Twin 200 Perkins. 2 staterooms, 2 heads, fold-out couch in salon. 11-ft tender and outboard. Was in covered berth in northwest. Turnkey, in pristine condition. Located Emeryville. \$162,000. Call Gary (209) 606-3094.

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**ISLANDER 28.** Seeking partner for well-maintained boat with lots of extras. Currently kept at Coyote Point. \$5,000 for 1/2 equity stake. Non-equity considered. Contact Eric: (415) 789-9452 or [ewpatterson@hotmail.com](mailto:ewpatterson@hotmail.com).



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**VICTORY/TRINTELLA 40.** Located in La Paz. Van de Stadt design, fiberglass ketch, teak interior. US documented. Center cockpit, rebuilt Perkins 4-236, roller furling, propane stove/oven, fridge/freezer, autopilot, GPS, radar. Cruise ready. Must sell. \$60,000. Email: [patatsea42@aol.com](mailto:patatsea42@aol.com).

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**TWO YANMAR 52 DIESEL ENGINES** each with 3,000 hours, Model #4JH2E, with or without saildrives, Model #SD31. 74-ft mast designed for catamaran. Misc. parts, membrane and high-pressure pump for high-output watermaker, never used. Teleflex Capilano hydraulic steering parts. Call (415) 269-5165.

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**FORESPAR SOLID VANG.** Suitable for 35-ft sailboat, all fittings included, \$700. Teak folding cockpit table, \$275. Both items still in original packing. Pls call (541) 514-3810.

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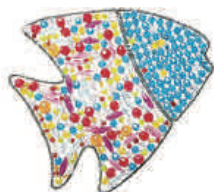
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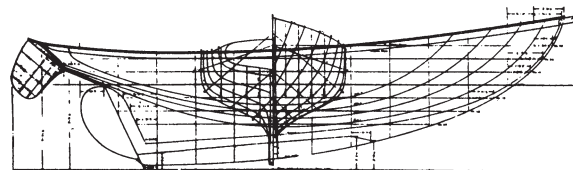
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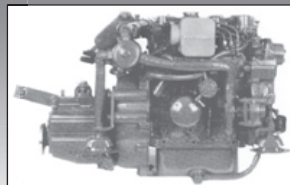


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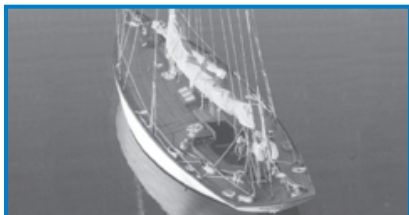
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This New York 40 is in magnificent condition, having recently undergone a complete rebuild/refit, and is ready to sail. Marconi rigged, this beautiful sloop has an all timber interior, new systems including electrical and plumbing. A true classic. Ask for JIM ELLIOTT.



**50' DUBOIS, 1989**

Custom designed, high performance cruising yacht. Extensively outfitted for safe passagemaking with only two people aboard. Her elegant teak interior is arranged with two master staterooms, two heads, large settee and standup engine room. Located in Southern California. Ask for BILL PALMER.



**48' ISLANDER, 1985**

Solid fiberglass construction. Aft cockpit, two staterooms each with adjoining head and shower. 14' beam, settee and U-shaped dinette. 85hp diesel, stainless davits, roller furling, self-tailing Barent winches, autopilot. Located in Newport Beach. Ask for TOM CORNETT.



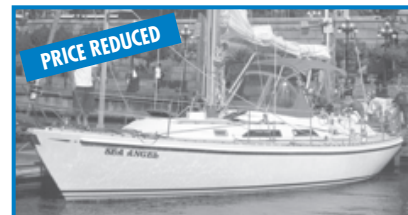
**47' BENETEAU, 2003**

A rare opportunity. Designed by Bruce Farr, this yacht is fully equipped for both racing and offshore cruising. Yanmar diesel, retractable bow thruster, UK sails, carbon fiber spinnaker pole. She is located at Marina del Rey. Ask for TODD RITTENHOUSE.



**44' MASON CUTTER, 1989**

Pristine, two stateroom, one head layout. Double berths in both staterooms, head with stall shower. Technaotics refrigerator, Northern Lights generator, inverter, North sails, Navgraphics. Located in Newport Beach. Ask for BILL PALMER.



**44' HYLAS CUTTER, 1989**

62hp Yanmar diesel new in 1996. New Raritan electric heads (2004). Reverse cycle air conditioning, generator, inverter, watermaker, Zodiac with Yamaha 4-stroke on davits (2000), new sails (2003). Located in Newport Beach. Ask for DENNIS MORAN.



**WILDCAT 35, '99.** Very good condition Teak & holly sole. Highly regarded for design & construction. \$169,000.



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Good family boat. Clean, well equipped. \$35,000.



**36' COLUMBIA, 1973** Great plastic classic. Family ready Bay cruiser. \$29,500.  
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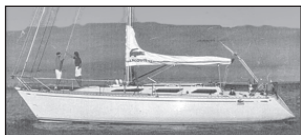
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New to Market

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Hunter

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Two Available

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Full keel

### 36' UNION POLARIS

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**42' BENEATEU FIRST 42s7, 1999** The last 42s7 launched, she embodies all the improvements Beneteau made in building her 150+ sisterships! Two cabin owner's version. An unusual combination of short rig and deep keel makes her perfect for conditions here. Now **\$185,000**



**REDUCED**

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**43' HANS CHRISTIAN, 1987**  
Rare Hans Christian 43 Traditional cutter with a custom Mark II interior with the Pullman berth and two heads. In very nice shape, she underwent a \$60,000 refit in 1998 for an extended cruise that was never taken. **\$177,000**



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**40' JEANNEAU SUN ODYSSEY, 1999** Vessel combines a sleek Euro-style exterior with twin wheels for comfort and accessibility with a well-fit-out interior combining fine teak woodwork and satin varnish with a full 6'3" headroom for beauty and functionality. Note that this particular example is one of the few 40' boats w/3strms. **\$169,000**

SISTERSHIP



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**38' SABRE MkII, 1990**  
This East Coast gem is nice both above and below, is well equipped and the only Sabre 38 available on West Coast at present, very competitively priced and lying in a transferable Sausalito Yacht Harbor slip. **\$154,000**



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**40' VALIANT CUTTER, 1975** Equipped for cruising and in nice shape overall. Recent Quantum genoa ('04) on ProFurl roller furler ('94), substantial dodger ('03), engine and transmission rebuilt ('96), etc. Most importantly: NO BLISTERS! SIGNIFICANT PRICE REDUCTION. VERY COMPETITIVELY PRICED **\$99,500**



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**38' WAUQUIEZ HOOD, 1982** Exceptional performance cruiser, the French equivalent of a Swan. This one is Bristol — the interior shows as new. Beautiful teak decks in fine shape. The retractable centerboard allows access to areas inaccessible to most sailboats this size. Transferable Sausalito Yacht Harbor slip. **\$95,000**



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**42' CHRIS CRAFT COMANCHE, 1969** This lovely fiberglass classic, designed by Sparkman & Stephens and built in the U.S. during Chris Craft's heyday, is in outstanding shape and, with almost \$45,000 in improvements over the last 3 years, shows much newer than her age. Transferable Sausalito Yacht Harbor slip. **\$68,000**



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**33' WAUQUIEZ GLADIATEUR, 1984** Classic European sloop in fantastic condition above and below, shows much newer than actual. Major refit '97 including repower, electronics, windvane, sails, dodger, etc. Interior shows as new, no teak decks but teak in cockpit looks new. Transferable Sausalito Yacht Harbor slip. **\$64,900**



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**32' HUNTER 320, 2000**  
Vessel's very clean inside and out (she shows as new below), has low time on the Yanmar diesel, and is the deep draft version. Motivated owners — note that she's THE most competitively priced 320 on the market at present. **\$64,500**



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



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**32' ERICSON, 1986** Classic Bruce King design, originally launched in '67, sporting an integral lead keel, spade rudder, deck-mounted mast and a double-spreader rig was years ahead of her time. Even by today's standards, the boat holds her own in terms of aesthetics, build quality and performance. **\$49,000**



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**JEANNEAU 41s.** Both 1986s. One in the SF Bay (pictured). A beauty, prep for PacCup. One in Mexico. Ready for 2006 TransPac. From **\$89,000**.



**43' MORGAN, 1985** Center cockpit, two double berths, 2 heads. Greasy Layout. Ask **\$125,000**



**TA CHIAO 54 PILOTHOUSE, 1980**  
4 strm, watermaker, bow thruster, inside helm, blue-water cruiser, liveboard slip S.F. Bay. **\$217,000**



**48' MARINER**  
Center cockpit, two nice staterooms fore and aft. Also known as a Mayflower. **\$139,000**



**43' SWAN TOURING MODEL, 1986**  
Perfect for two couples. Two cabins, two heads, great galley. **\$235,000**

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53' Amel ketch.....	'98	440,000	30' Pacific.....	'71	15,000
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41' Down East PH.....	'81	55,000	43' Monk Sedan .....	'48	Call
40' Hunter (2).....	'95 from	124,000	42' Chris Craft .....	'68	99,000
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34' Cal .....	'69	25,000	28' Bayliner .....	'95	35,000
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30' Cal 9.4 .....	'83	25,000	24' Bayliner .....	'98	25,500
30' Islander Bahama.....	4 from	20,000	24' Regal 242, trailer .....	'98	37,000
30' S-2 CC .....	'78	26,000	22' Grady White 222.....	'02	62,000



**HUNTER 40, 1995s** - Pictured has new radar, RF headsail, FB main. Dark blue hull. Other Hunter has a white hull. From **\$124,000**



**J/105, 1992**  
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**SLOCUM 43, 1984**  
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Great cruisers and liveboards.  
From **\$55,000**



**40' BREWER PILOTHOUSE CUTTER, 1988**  
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**HATTERAS 38 DCMY**  
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**TOLLYCRAFT 34, 1980**  
Nice. **\$48,800**



**57' CHRIS CRAFT CONNIES**  
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**47' HYLAS, 1986 (pictured).**  
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