

Latitude 38

Latitude 38

VOLUME 353 November 2006

WE GO WHERE THE WIND BLOWS

NOVEMBER 2006

VOLUME 353





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

It's about time

PHOTO: JEFF KIRK



*Rainbow**

Rainbow, Cliff Shaw's 33-foot cruising catamaran, was built in Australia in 1984. After cruising the South Pacific and Pacific Northwest, she ended up in San Francisco Bay where she sat unused for several years. Four years of research led Cliff to her in 1998. He then spent eight years restoring her and upgrading every system - even stripping and varnishing the beautiful Red Cedar and Silver Ash interior.

Early this year, *Rainbow* was ready to sail again. It was time to replace the 22-year-old sails. In Cliff's words, he "...was impressed by the fact that while so many other lofts have come and gone and changed hands in the last 30 years, Pineapple has been a constant presence, with an excellent reputation."

In late June, Cliff and crew did their shakedown cruise to Hawaii and

back with the brand new Pineapple Sails. "After 4200 miles, including nine tough days of heavy seas and winds of 25 to 35 knots on the way home, the sails are in excellent condition and there's nothing I would change about them"

Pineapple Sails is actually 33 years old. Our techniques and materials have improved greatly over those years, but our commitment to quality has remained unchanged.

4200 miles equals a lot of Saturday afternoons. Isn't it time you bought Pineapple Sails?!

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

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West Marine in Oakland, Alameda or Richmond;
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The new Beneteaus blend Italian super yacht styling in fast, stable hulls from the world's top naval architects with exceptional value and quality. Forty-seven new Beneteau 49s have already been sold in the U.S.



Wauquiez 47 Pilot Saloon



First 50

Exciting New Models!

Beneteau 49 ■ 46

First 50 ■ First 10R

IP SP Cruiser

Wauquiez 47

and 30 other models to choose from.



**Island Packet
SP Cruiser 41**

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- Why let your old boat sit through the winter losing value and costing you money when we can sell it now, or trade it in on a new boat.
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- Take advantage of year-end pricing on 2006 models or special introductory pricing on new 2007 models.
- Take advantage of our winter financing specials and choose a plan that gives you the flexibility you want:
 - Low interest rates
 - Cash rebates
 - No payments for 6 months
 - Equipment packages
- Get a package of private sailing lessons on your own boat for all new boat purchases made during November (ordered boats also qualify for this package).

Let us create a package that is just right for you!



**Time Is
Money!**

We're clearing out 2006 models. Call for clearance prices or 4.5% financing for qualified buyers.



Beneteau 373



Beneteau 393



First 44.7



Island Packet 440



Wauquiez 40s C



Swift Trawler 42

And what are you going to do with them?



NEW BENETEAU 46

Superb Style and Elegance

If you like the new 49 but your budget and needs call for a bit smaller boat, the all new 46 is your boat. Boasting the same pedigree, features and styling, the 46 could be the best value of 2007. Call for special introductory promotion.

LOA: 46'3"
LWL: 40'8"
Beam: 14'1"
Displaces: 22,046 lbs.
Draft: 5'7"/6'8"
Ballast: 7,144 lbs.
Hull Design: Berret/Racoupeau
Interior Design: Nauta Yachts

Reserve your 46 before 12/15/06 with a fully refundable deposit and save \$15,000. Our low introductory price assures you of minimal depreciation.

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See Our
Brokerage
Ad on
Page 221

Order your First 10R before 12/15/06 and save 10%.

Farr design and Beneteau have optimized a unique 'one shot' hull molding process, mating infusion and injection for the 10R. This proprietary process finely controls displacement, hull shape, and weight distribution. The goal: to produce a finely crafted, segment leading, well rounded performance boat. The new hull form, appendage concepts, quality hardware and high aspect Hall carbon fiber spar are woven into the 10R's DNA. The goal has been reached.

LOA: 34"
LWL: 28'8"
Beam: 11'1"
Displaces: 9,715 lbs.
Draft: 6'7"
Ballast: 3,693 lbs.
Hull Design: Farr Yacht Design



NEW BENETEAU FIRST 10R

If this sounds like your kind of boat, call us to check it out and arrange a demo.

November
Events

Saturday, November 18 ▪ 11 a.m. to 5 p.m.

Pt. Richmond & Alameda Open House
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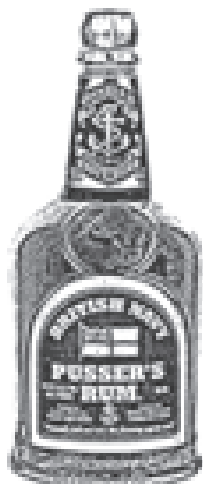


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www.passageyachts.com

Alameda Office ▪ Marina Village
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*Gold Medals, London, 2001
San Francisco, 2003 & 2005*



Pusser's isn't for everyone. Some people prefer rums that are almost flavorless when compared to the intensely rich flavor of Pusser's. But if you want a rum that you can enjoy sipping, or still taste through the mix of your favorite cocktail, then Pusser's is for you. Try a Pusser's and Cola sometime and taste the difference.

Pusser's is not always easy to find but your local retailer can order it for you. Or take a look at **HOW TO FIND IT** on our web site at

www.pussers.com

Charles Tobias
Charles Tobias, Chairman

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Cover: See Ya — A Seawind 1000 heads south in last year's Baja Ha-Ha.

Photo by: Latitude 38/Andy

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

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46' IRWIN, 1982



OUR DOCK

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\$79,500.

NONSUCH 30



NEW LISTING

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\$51,750.

33' HUNTER, 1978



REDUCED!!

Pairs well with S.F. Bay chop.
\$17,000.

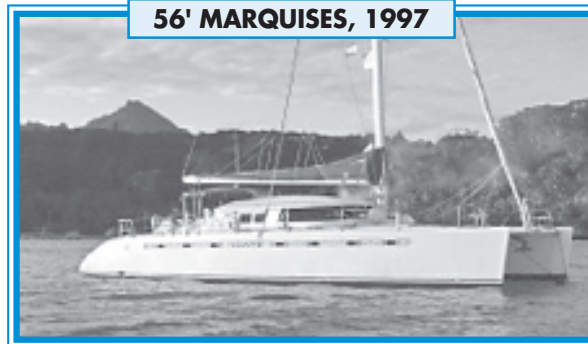
35' ERICSON Mk III



NEW LISTING

1983. \$57,500...tools and
instant soup included.

56' MARQUISES, 1997



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56' MARQUISES, 1999	€520,000	42' VENEZIA, 1995	\$209,000
50' TROPIC, 1993	€253,000	38' ATHENA, 1998	\$195,000
48' PRIVILEGE	3 from \$350,000	35' WILDCAT, 2000	\$146,000
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45' BREWER, 1979



OUR DOCK

Full keel cruiser.
Nice condition. \$119,500.

45' HUNTER, '86



Sleek and fast, liveaboard equipped.
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37' ENDEAVOUR, 1977



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36' MARINER, 1979



REDUCED!!

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34' COLUMBIA, 1972



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Try \$25,000.

25' COMPAC, 1997



OUR DOCK

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Sturdy pocket cruiser. Trailerable.

28+ ERICSON, 1986



NEW LISTING

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\$27,000.

30' O'DAY, 1979



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1994 & 1996...from \$35,000

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HUNTER 430 • SPINDRIFT 43
ERICSON 30+ • ISLANDER 37

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TRADE IN

2005 Jeanneau 49 DS - Save thousands over new!



TRADE IN

2005 Beneteau First 40.7 - Bruce Farr design. \$199K



TRADE IN

2001 Hunter 340 - Must see! Clean and ready. \$99,000



TRADE IN

2006 Beneteau 343 - Bristol A great value! \$139K



2004 Hunter 386 LE - Easy to sail solo! \$169,995



2003 Beneteau 40.7 - Excellent condition! \$195K



2006 Jeanneau SO 45 - New condition! \$359,995



VALUE!

1996 Hunter 42 - Bluewater ready. \$169K



2005 Hunter 41 - Like new and ready to go! \$199K

1982 Catalina 27	\$14,000	1983 Hunter 34	\$35,000	1980 Islander Peterson	\$84,500	1998 Hunter 450	\$210,000
2005 Hunter 27	\$64,900	2001 Catalina 34 mkl	\$119,000	2005 Beneteau First 40.7	\$210,000	1999 Hunter 450	\$208,000
1974 Ericson 29 Sloop	\$17,500	1983 Hunter 34	\$41,900	2003 Beneteau 40.7	\$195,000	1999 Hunter 450	\$229,500
1999 Hunter 290	\$54,650	1988 Schock 35	\$55,000	1988 Beneteau First 405	\$99,500	1999 Hunter 45	\$225,000
1988 Hunter 30	\$35,000	2003 Hunter 356	\$118,000	2000 Catalina 400 II	\$184,900	2001 Hunter 450	\$219,000
2004 Hunter 306	\$69,950	1985 Schock 35	\$45,000	2004 Hunter 41 AC	\$229,900	2006 Jeanneau SO 45	\$359,995
2001 Hunter 320	\$58,000	1994 Catalina 36mkl	\$117,000	2005 Hunter 41	\$199,995	2004 Hunter 466 (2 avail)	\$215,900
2001 Hunter 320	\$69,500	2002 Tartan 37	\$269,000	2000 Hunter 410	\$149,900	2000 Hunter 460	\$219,000
2001 Hunter 320	\$68,900	2002 Tartan 3700	\$239,000	1999 Hunter 410	\$165,000	2005 Bavaria 46	\$231,700
2002 Hunter 326	\$79,500	2004 Jeanneau SO 37	\$189,000	2005 Hunter 41DS	\$239,900	1996 TPI ID 48	\$179,500
1987 Ericson 32 MK III	\$44,900	1994 Jeanneau SO 37.1	\$89,000	1999 Hunter 410	\$169,000	1999 Tayana 48	\$385,000
1990 Hunter Vision	\$49,000	1994 Morgan CC 38	\$115,000	1993 Catalina 42	\$115,000	2005 Jeanneau 49 DS	\$464,900
2005 Catalina 320	\$139,000	2005 Hunter 38	\$209,000	1981 Albin Nimbus	\$79,000	2005 Jeanneau 49 DS	\$469,000
2005 Hunter 33	\$119,500	1974 Swan 38	\$98,000	1996 Hunter 42 Passage	\$169,900	2005 Jeanneau 49 SO	\$377,000
2005 Hunter 33	\$115,900	1998 Catalina 38	\$135,000	2002 Jeanneau 43 DS	\$259,000	2000 Jeanneau 52.2	\$429,900
1983 Hunter 34	\$35,000	2004 Hunter 386	\$169,995	1995 Hunter 430	\$149,500	2001 Jeanneau 52.2	\$379,999
1998 Hunter 340	\$79,000	2002 Hunter 380	\$137,500	2003 Jeanneau 43 DS	\$279,900	1981 Pearson 530	\$289,000
1987 Victoria 34	\$118,000	2001 Hunter 380	\$139,900	1989 Irwin 43 Mark III	\$145,000	2004 Custom Kernan	\$549,000
2001 Hunter 340	\$99,000	1983 Choate Andrews 39	\$49,000	2003 Hunter 426	\$235,000	1985 Dencho Marine	\$290,000

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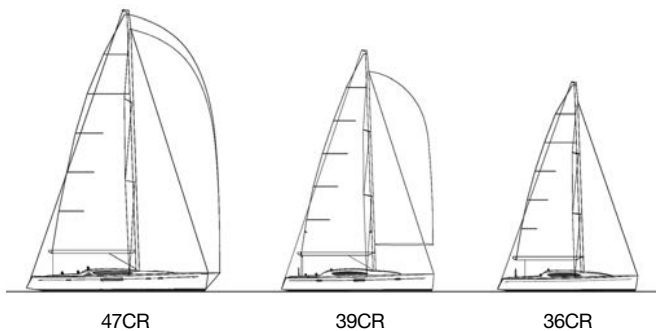
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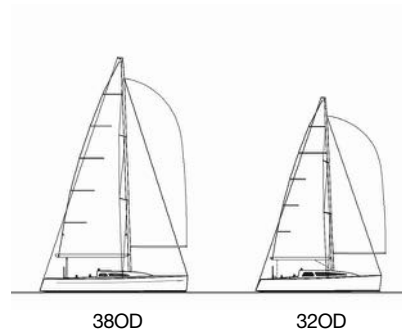


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Sydney Yachts - Head Office

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1979 EXPLORER 45 KETCH. Designed by Stan Huntingford. Exceptional cruiser of moderately heavy displacement yet timeless flowing lines. Well equipped, warm interior layout. Reduced to **\$95,000**



2000 BENETEAU FIRST 40.7. Race ready with many upgrades like larger motor, oversize primary winches, carbon spin pole, professionally faired. **\$189,000**



1987 MORGAN 41 CLASSIC. Modernized version of Charlie Morgan's very popular Out-Island 41. Updated inter. design; improved underbody w/fin keel. **\$119,900**



2000 CATALINA 42

Pristine condition, extensive electronics, canvas, Vacuflush head, and more. Two stateroom model. **\$190,000**



1999 TAYANA 48 CC. Beautiful dark blue hull, less than 250 hours on Yanmar 88 hp. Custom 2 cabin layout. Generator, refrigerator, many elect. Bristol! **\$385,000**



1986 TAYANA 37. Recent refit includes new electronics, dodger, new interior cushions and even a bow thruster. **Inquire**



1988 HANS CHRISTIAN 41 Molokai
 In as fine a condition as one will hope to find in a yacht of this caliber. Fully equipped. **\$250,000**



The **SYDNEY 39 CR** is a fresh look at Sydney's best ideas of performance, styling and comfort. Fall delivery available.



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1983 UNION 36 CUTTER
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Latitude 38

"we go where the wind blows"

Publisher/Exec. Editor Richard Spindler richard@latitude38.com ext. 111
Associate Publisher John Arndt john@latitude38.com ext. 108
Managing Editor John Riise johnr@latitude38.com ext. 110
Senior Editor Andy Turpin andy@latitude38.com ext. 112
Staff Writer LaDonna Bubak ladonna@latitude38.com ext. 109
Advertising Sales John Arndt john@latitude38.com ext. 108
Advertising Sales Shawn Grassman shawn@latitude38.com ext. 107
Classified Sales Mary Briggs class@latitude38.com ext. 104
General Manager Colleen Levine colleen@latitude38.com ext. 102
Production/Web Christine Weaver chris@latitude38.com ext. 103
Production/Photos Annie Bates-Winship annie@latitude38.com ext. 106
Bookkeeping Helen Nichols helen@latitude38.com ext. 101

Directions to our office press 4
Subscriptions press 1,4
Classified class@latitude38.com press 1,1
Distribution distribution@latitude38.com press 1,5
Editorial editorial@latitude38.com press 1,6
Calendar calendar@latitude38.com
Other email general@latitude38.com Website: www.latitude38.com

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CATALINA 34 Mk II



CATALINA 350



CATALINA 36 Mk II



CATALINA 400



CATALINA 387



CATALINA 42 Mk II



CATALINA 440

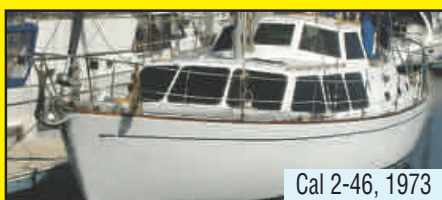


CATALINA 470

OPEN BOAT WEEKEND • NOVEMBER 11 & 12



Catalina 470, 2000



Cal 2-46, 1973



Taswell 43, 1993



3 to choose from!

Catalina 36, 2000



Catalina 320 - 2 to choose from



Catalina 380, 2001

NEW CATALINA YACHTS - In Stock

Catalina 42 Mk II
Catalina 36
Catalina 350
Catalina 34

PREOWNED CATALINA YACHTS

Catalina 470 2000 319,000
Catalina 42 Mk II 2004 218,000

Catalina 400	2004	215,000
Catalina 380	2001	149,950
Catalina 36	2000	120,000
Catalina 36	1985	53,500
Catalina 36	1983	59,900
Catalina 320	2002	99,500
Catalina 320	2000	91,500
Catalina 310	2000	85,000
Catalina 30	1982	31,500

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Kelly Peterson 46	1982	209,000
Cal 2-46	1973	119,000
Taswell 43	1993	249,000
Beneteau 390	1993	84,000
Pearson 37 SL	1989	59,000
Hunter 36	2004	130,000
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38'	CATALINA, 1980	\$49,500
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44'	CARVER 444, 2001	\$352,000
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32'	GRAND BANKS, 1986	\$148,900
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28'	PRO SPORTS 2860, 2002	\$88,000
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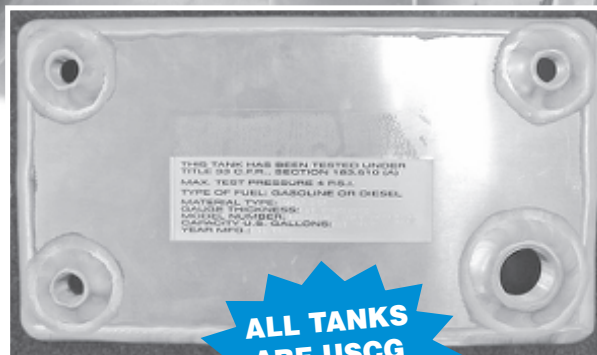
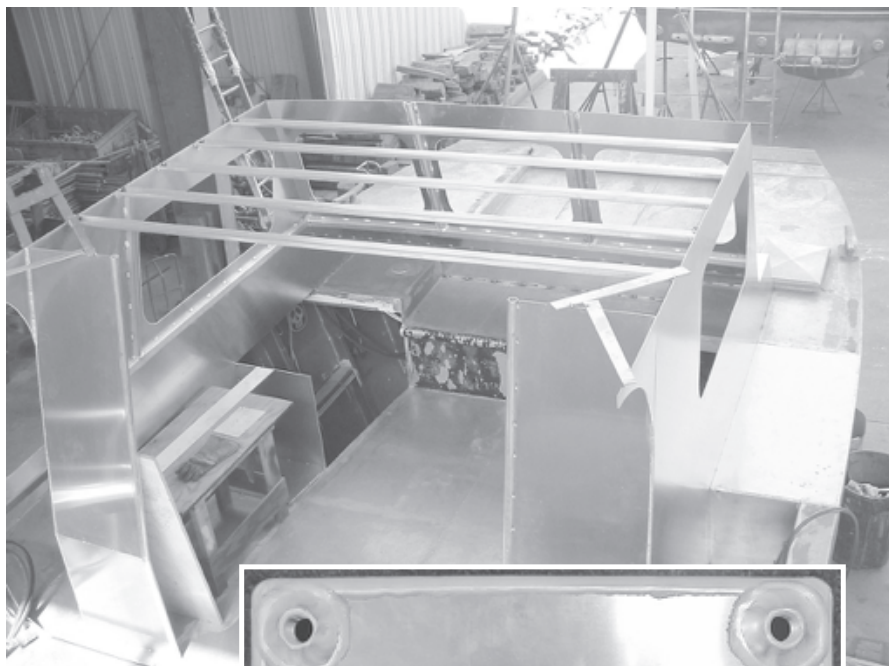
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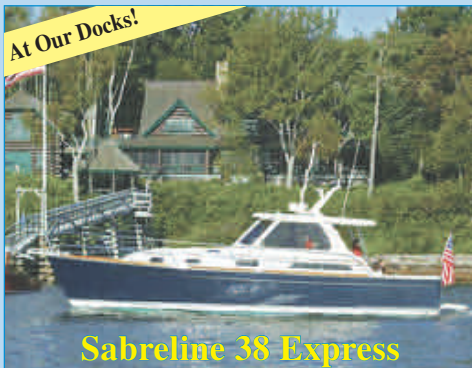
1977 Tayana 37
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1975 C&C 35 MkII
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| 32' BRANDLMAYR, '75 | \$24,900 |
| 30' YANKEE MkIII, '75 | \$18,500 |
| 30' S2 9.2 AFT COCKPIT, '80 | \$27,900 |
| 30' S2 9.2 CENTER COCKPIT, '81 | \$19,000 |
| 28' NEWPORT 28 II, '83 | \$22,400 |
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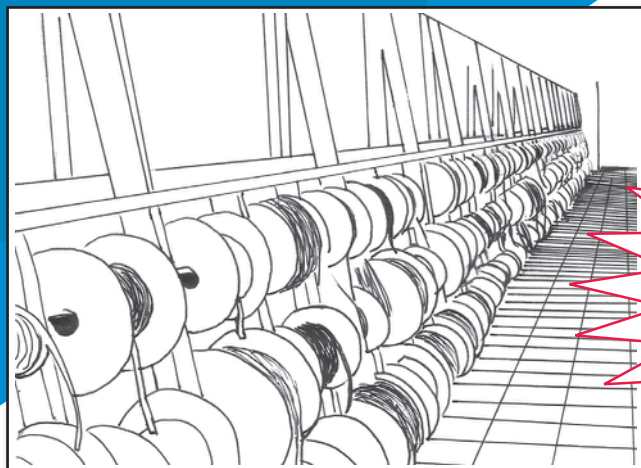
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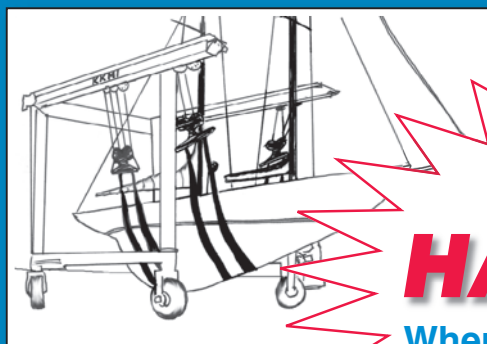
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36' MARINER, '86. Bluewater cruiser, all fiberglass, alum. spars, low hours on Perkins 4-108 dsl, beautiful interior. \$49,500



35' SCHOCK SLOOP, '86
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34' CONTOUR FOLDING TRIMARAN, '99
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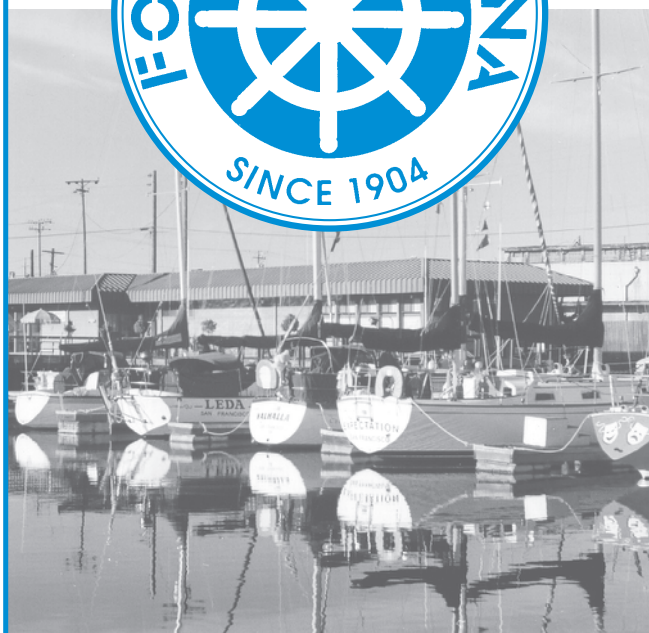


34' HUNTER SLOOP, '86 Cruise equip. Yanmar dsl. Full batten main, RF jib, AP, GPS Map, 6-man liferaft. 2 boat owner. \$37,500



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Nov. 1, 8, 15, 22, 29 — Yachtsmen's Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker every Weds., \$12. Any YC's members welcome. Contact Ron Young at (415) 601-3227 or ron.young@sbcglobal.net.

Nov. 2 — DeWitt Gallery Open House in Pt. Richmond, 5-8 p.m. Info, (510) 236-1401 or www.jimdewitt.com.

Nov. 2, 9, 14, 16, 21, 28 — Downwind Marine Cruisers' Seminars, Tues. and Thurs. at 7:30 p.m. See full schedule at www.downwindmarine.com or call (619) 224-2733.

Nov. 4 — SF Maritime National Park tour of 100 local historic boats. Free. Info, www.maritime.org/cal-boat.htm.

Nov. 4 — Medical Emergencies course taught by EMTs at Oakland YC, 1-4 p.m. Learn how to deal with emergencies while waiting for professionals. Free. Registration required, (510) 522-6868 or emendes@oaklandyachtclub.com.

Nov. 5 — Full moon on a Sunday night.

Nov. 5 — Want to learn to sail a Lightning? Fleet 372 will host a daysail and BBQ at Richmond YC for anyone thinking of joining the fleet. Sails begin at 10 a.m., BBQ from 4-6 p.m. Info, Terry at (707) 327-7900 or belowine@msn.com.

Nov. 5-26 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Nov. 6-Dec. 4 — USCGA Basic Coastal Navigation class on Yerba Buena Island. Mon. and Thurs., 7:15-9:45 p.m. To register, (415) 399-3411 or uwphoto@mac.com.

Nov. 7, 11, 14 — USCGA GPS for Mariners class on Yerba Buena Island. Tues., 7:30-9:30 p.m.; Sat. 3-hour lab, time TBD. To register, (415) 399-3411 or uwphoto@mac.com.

Nov. 8-Dec. 6 — ChartSmart course taught by Peralta Sail & Power Squadron in San Leandro, Weds. 7-9 p.m. \$40. Info, (510) 577-6080 or www.peraltasquadron.org.

Nov. 9 — If you want to meet other single sailors, learn to sail or need crew, go to Single Sailors Association's monthly meeting at Oakland YC, 6:30 p.m. Info, www.sail-ssa.org.

Nov. 9-28 — Get ready to go cruising by attending one of Downwind Marine's cruiser seminars on Tuesdays and Thursdays, 7:30 p.m. at Pt. Loma Assembly Hall. Cost \$3. See the full schedule at www.downwindmarine.com.

Nov. 11 — Observe Veterans Day.

Nov. 11-12 — Victorian Christmas Celebration at Angel Island's Camp Reynolds, 11 a.m.-3 p.m. Demos, kids' crafts, unique holiday gifts, sweets and drinks. Tram ride \$3 with reservations. Info, www.angelisland.org or (415) 435-3522.

Nov. 13-19 — Downwind Marine's Cruisers' Week (San Diego), ending with a Cruisers' Kick-off Potluck BBQ on Sunday from Noon-4 p.m. at Shelter Island Beach. Details, www.downwindmarine.com or (619) 224-2733.

Nov. 14, 15, 20, 21 — Boat Smart Class, Marin Power & Sail Squadron in Novato, 7-9 p.m. Info, (415) 883-6777.

Nov. 15 — YRA End of Year Awards Party at Oakland YC, 6:30 p.m. Info, www.yra.org.

Nov. 18 — 18th Annual Sea Music Concert Series continues aboard *Balclutha* at Hyde St. Pier. Cindy Kallet, "one of folk music's most respected singer-songwriters," will perform, 8 p.m. Tickets are \$14 (\$12 for SF Maritime Park members) or \$35 for the season. Call for info at (415) 561-6662 ext. 12.

November, 1986 — Ten Years After, from the Sightings piece titled *Island of Beautiful Women*:

We're not big fans of magazines where you have to wade through 10 pages of clothing ads just to find the table of contents. But when we saw the cover blurb on the November *Men's Journal*, we made an exception. "Found: The Island of the World's Most Beautiful Women," it said. So, purely for research purposes — hey, if it's an island, you can sail there,

Guest Berthing in the City

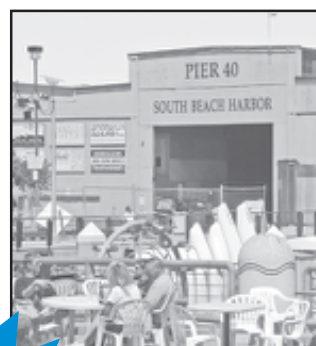


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CALENDAR

right? — we picked one up. Writer Greg Donaldson was the one who took on the tough assignment of finding the highest concentration of beautiful women in one place. (That thunking sound is our heads pounding against the desk for not thinking of this ourselves.) By all appearances, he succeeded admirably. We haven't seen so many heartbreakers since scoring that 20-year collection of *Playboys* at the swap meet last month.

If you want to add this picturesque stop to your cruising itinerary, get out the dividers and find 65°30'N and about 18°W. From the photos in *MJ*, the anchorage looks well-protected, but watch out for icebergs and bring your longjohns. Akureyri, Iceland, is only 40 miles below the Arctic Circle.

Nov. 23 — Give thanks for sailing on Thanksgiving.

Nov. 26 — Cal Sailing Club will give free sailboat rides at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

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

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

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

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

Dec. 2 — South Beach YC Lighted Boat Parade from McCovey Cove to the Ferry Building. Chili and hot buttered rum at the YC after. Info, www.southbeachyc.org.

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

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

Racing

Oct. 28-Nov. 4 — 20th Annual Pro-Am Regatta at Bitter End YC, Tortola, BVI. Info, www.beyc.com.

Nov. 4 — Jack & Jill + 1 and Chili Challenge, IYC. Who says three's a crowd? With Jill driving, and plenty of crew, this is a great start to the Midwinter Estuary racing! Info, Joanne McFee at (510) 521-7442 or www.iyc.org.

Nov. 4 — Commodore's Cup. CPYC, (650) 347-6730.

Nov. 14 — The Big Sail: Stanford vs. Cal in J/105s. More fun than football! StFYC, www.stfyc.org or (415) 563-6363.

Nov. 18-19 — Pre-Holiday Regatta for PHRF boats and one design classes fielding five or more entries. SFYC, (415) 789-5647.

Nov. 19 — Commodore's Cup. IYC, (510) 521-7442.

Nov. 24 — Wild Turkey Race. TYC, (415) 883-6339.

Jan. 15-19 — 20th Acura Key West Race Week, the best regatta in the country. Info, www.premiere-racing.com.

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

Jan. 27 — Three Bridge Fiasco, one of the oddest and most entertaining races ever invented. Info, www.sfbayss.org.

Apr. 5-9 — Grenada Round-the-Island Easter Regatta. Info, www.aroundgrenada.com.

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CALENDAR

July. 9, 12, 15 — 44th L.A. to Honolulu Race, better known as 'The TransPac'. Info, www.transpacificyc.org.

Midwinter Regattas

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

BERKELEY YC — Midwinters: 11/11-12, 12/9-10, 1/12-13, 2/9-10. Bobbie Tosse, bobbie@ifcbat.com.

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

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

ENCINAL YC — Jack Frost Series: 11/18, 1/20, 2/17, 3/17. Charles Hodgkins, rearcommadore@encinal.org.

GOLDEN GATE YC — Seaweed Soup Series: 11/4, 12/2, 1/6, 2/3, 3/3. Gary Salvo, (916) 215-4566.

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

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

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

SANTA CRUZ YC — Midwinters: 11/18, 12/16, 1/20, 2/17, 3/17. Info, (831) 425-0690.

SAUSALITO YC — Sunday Midwinters: 11/5, 12/3, 1/7, 2/4, 3/4. J. Rigler, (415) 332-6367.

SOUTH BAY YRA — Midwinters: 11/11, 12/2, 1/3, 2/3, 3/3. Larry Westland, (510) 459-5566.

SOUTH BEACH YC — Island Fever Midwinters: 11/11, 12/9, 1/13, 2/10, 3/10. Nancy, (415) 409-1071.

VALLEJO YC — Midwinters: 11/11, 12/9, 1/27, 2/24. Info, (707) 643-1254.

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

November Weekend Currents

date/day	slack	max	slack	max
11/04Sat		0230/3.4E	0549	0842/3.5F
	1135	1448/ 5.3E	1834	2138/4.4F
11/05Sun	0056	0321/3.1E	0633	0925/3.3F
	1214	1533/ 5.6E	1924	2229/ 4.5F
11/11Sat		0312/3.2F	0636	0845/1.5E
	1211	1441/1.5F	1717	2040/3.6E
11/12Sun	0053	0412/3.0F	0728	0956/1.6E
	1324	1554/1.5F	1827	2141/3.2E
11/18Sat		0201/2.2E	0524	0814/2.5F
	1105	1415/4.0E	1813	2115/3.1F
11/19Sun	0027	0242/2.1E	0559	0847/2.4F
	1134	1452/4.3E	1851	2153/3.3F
11/23Thu	0335	0533/1.7E	0816	1120/2.0F
	1349	1738/ 4.7E	2135	
11/24Fri		0042/3.3F	0425	0621/1.6E
	0904	1208/1.8F	1434	1827/ 4.5E
	2223			
11/25Sat		0132/3.3F	0516	0714/1.6E
	1005	1302/1.7F	1527	1919/4.4E
	2313			
11/26Sun		0224/3.3F	0606	0810/1.8E
	1120	1404/1.7F	1632	2014/4.1E

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J/109, 2005

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J/120, 1998, Hot Tamale

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Asking \$239,999



Some Like It Hot!

J/44, 1990, Marilyn

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Asking \$259,000



J/160, 2000

Kayenta

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J/105, HULL #443, 2001

If you want to have more fun with less crew, the J/105 is the boat for you. This boat has top end B&G electronics and has had light use. Asking **\$125,000**



J/109, 2003, Queen Bee

This J/109 has it all: Carbon mast, aluminum mast, great suit of sails, white leatherette interior cushions. Must see to appreciate. Asking **\$239,999**



J/42, 2000, Velocity

Fast, fun and easy to sail – that's what you get with a J/42. *Velocity* has had light use and been well maintained. She is a beauty. Asking **\$289,000**



J/40, 1985, Full Circle. This is a great bluewater cruiser and is noted for its simplicity, speed, and ease of handling. As with all J/Boats, it represents good value for the money and consistent value over time. Asking **\$159,000**



CREALOCK 37, 1989, Zest

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42' BENETEAU 42s7, '98, *Just in Time* Reduced \$199,000

40' J/120, '98, *Shenanigan* Reduced \$224,000
40' OLSON 40, '83, *Clipper* New Listing \$84,500
37' EXPRESS, *Boomer* Pending \$70,000
35' J/109, *High Flyer* New Listing \$224,900
34' J/105, '00, *Tenacity* \$119,000

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LETTERS

↑↓MY FAVORITE IS HUGGIES!

A long ago letter in *Latitude* suggested saving water on cruising boats by using baby wipes. The suggested uses were for such things as washing one's hands and face, cleaning



LATITUDE / LD

We figure one box of baby wipes is worth at least five one-gallon bottles of water.

those places that need attention and, of course, the usual. And there are galley uses as well.

After I tried them once, I began using them every day to save water. My letter is a reminder to everyone that they are a great way to save water.

There is a choice of brands. My favorite is Huggies, which I find to be by far the best. I like the small, refillable holders, and the big packs Huggies sells. They are available almost everywhere, too — you know, all those babies.

I shouldn't have to mention that one should never try to put one through a marine head!

William F. Steagall, Sr.
Inspiration

Recently returned from 20 years in Mexican waters
El Segundo

William — We're parsimonious, so we stick with the house brand baby wipes from the big box stores. But if we ever feel flush, we may try a box of Huggies. Baby wipes really do save water, and can make life aboard much more pleasant. When cruising, for example, there's nothing like washing your hands, arms and face after a day in the salt air when you don't really need a full shower.

Our baby wipes sit on shelves that are at eye-level when sitting on the throne, so we've spent quite a bit of time trying to figure out how the manufacturers keep the darn things from ever drying out. It seems like a miracle to us.

But our question for you, Bill, is what kind of a mind warp has it been for you to be living back in California after 20 years in Mexico?

↑↓IS THERE SPINNAKER ETIQUETTE?

On Saturday, October 7, we, along with many other boats, anchored just outside 'the box' between the Golden Gate Bridge and Alcatraz to watch the air show. After setting our hook, I looked astern and saw the Beneteau 55 *Macondo*, flying nothing but a big blue spinnaker, coming down on us. I have to say that I was very surprised — to say the least! Flying a spinnaker in that situation didn't seem to be using very good judgement. The skipper did avoid a collision, passing on our starboard side, but without much room to spare. He then continued to weave his way between hundreds of anchored boats until he was out of sight — but not out of mind!

Linda Simms
Aquadesiac, Tayana 42
Alameda

Linda — About 20 years ago, the Singlehanded Sailing Society scheduled the first day of their Vallejo One-Two Race for the

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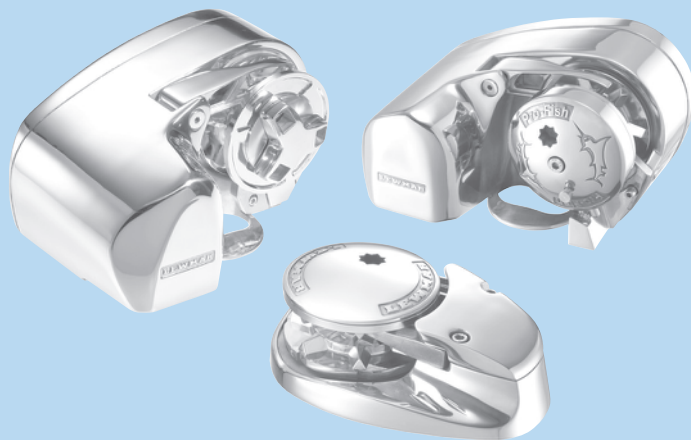
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LETTERS

same day as the Blue Angel Air Show, and the course took the small racing fleet through the large spectator fleet. We can remember singlehandedly our Olson 30, chute up, in just about the same situation as Macondo. The wind was blowing about eight knots, and we felt in complete control, as we could instantly have made any number of dramatic changes in course. Nonetheless, our completely extended boom sometimes passed within about 10 feet of other boats. A lot of people waved, and nobody said anything negative — until we came within 150 feet of a big powerboat. A woman — with a huge crown of hair — stood up on the bridgedeck, grabbed the loudhailer microphone from

her husband, and thundered, "Hey asshole, pull your boom in!" We never laughed so hard in our lives.

What's considered to be a safe and prudent distance between boats both at anchor and while underway varies tremendously from place to place and person to person. In



PAUL MARAK

It's subjective but we doubt we'd have been bothered by 'Macondo' sailing by us with his spinnaker up.

Mexico, where there tends to be lots of space in anchorages, the norm is for folks to leave plenty of room between anchored boats. However, in places such as Antigua's English and Falmouth Harbors, there is very little space, and the norm is for boats to anchor very close together. In Europe's more crowded places during the month of August, boats might as well be rafted together.

When sailing, 150 feet might not seem like very much room between boats for non-racers and new sailors. For racers, however, crossing tacks with just 10 feet between boats is plenty of room. So individual 'comfort zones' vary tremendously.

Tradition also plays a roll in what might be considered a safe and prudent distance. A few years back we and a bunch of local kids were invited for an afternoon sail aboard the 212-ft luxury private schooner Adix, which was anchored out in St. Barth's very-crowded Gustavia anchorage. The talented and experienced skipper and crew sailed the huge yacht off the hook and through the crowded harbor. At the conclusion of the sail, the skipper weaved the massive yacht through the many anchored boats and dropped her hook under sail in the center of the anchorage. The folks on bareboats were freaked, the old salts applauded.

We're sorry, Linda, but we can't tell you how close is too close because of all the variables. But our general operating principle is that we don't want to come so close as to cause a reasonably experienced sailor to be concerned about the welfare of his/her boat. In the case of Macondo, the photo doesn't tell us enough about the wind speed, density of anchored boats, and number of possible escape routes to make a judgement. We're pretty sure we wouldn't have been concerned, but we can understand how other boatowners might have been.

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LETTERS

However, rest assured that if Macondo had hit your anchored vessel, the skipper would have been completely at fault under the rules of the road, the principle of relative maneuverability, and negligent operation.

↑↓ THE HALF-MILE 'CLEAR ZONE'

I took this photo recently just south of Yerba Buena Island. It looks like the Navy is keeping about a half-mile 'clear zone'



KEVIN WELCH

Do you know how far to stay away from war ships?

of warships such as the aircraft carrier USS Nimitz.

With all the traffic, ferries and such, it looked as though it would be possible to go right up next to the carrier. However, there were six patrol boats that you can see in the photo, and their cannons look very large up close, as they encourage boats to take headings that allow for greater clearance.

Kevin P. Welch
Northern California

Readers — Just to remind everyone, no private vessels are allowed within 100 yards of a warship, and when closer than 500 yards, private vessels can only travel at "minimum speed."

↑↓ THE OLD 'GOOD FOOD' LOCKER TRICK

Regarding Doug Springstead's October letter expressing exaggerated concern about "goldbrickers and freeloaders" who use the *Latitude* Crew List, you were very kind and showed much restraint in your response to him. Springstead wrote that he believed the norm for crew is for them to pay their way for food, diesel and berthing fees. I don't think that's true, and I would be very skeptical of a skipper who "needed" expenses shared to the degree that he would insist that it be made a big part of crew list criteria.

Springstead's comment, "If I wanted paid help, I would look in the paid ads," along with his colorful language, says much about him — as in stingy. My response is that if I wanted to pay to do a sailing trip, I would look for a boat or cruise ship with accommodations to match.

While normally I would be perfectly willing to chip in with expenses, I wouldn't if it was demanded by someone with an attitude. When we raced during the '80s, we always provided crew lunch, beer and sometimes dinner at the yacht club. And yes, I know that racing is different, and the proper care and feeding of crew is an important way to keep them coming back.

In '77, five of us crewed with a friend, his wife and daughter to Hawaii. It was the first leg of their extended cruise. We were each asked to chip in \$200 for food and stuff. You'll recall that \$1,000 bought a tremendous amount of groceries in '77. You may also recall that back then gas was 62¢/gallon, postage stamps were 13¢, and a dozen eggs were 82¢.

We left San Francisco in mid-October and landed in Hilo 15 days later. It was a great trip except for the fact that for the first nine days our dinners were either spaghetti with canned red meat sauce or macaroni and cheese. The boat had no re-



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FOR THE RECORD

2006 Rolex Big Boat Series

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

Exp37... 3, 6

IRC A... 1, 4

IRC B... 1*, 6, 7

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

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

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

Sydney 38... 2, 6

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

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



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Jeanneau 41 Sun Legend (1985) This Doug Peterson-design performance cruiser with kevlar hull and centerboard is a very comfortable, yet fast cruiser. The "Owner's" version has 2 cabins, each with its own head and a large salon and galley. Side opening port provides lots of light and ventilation. **\$105,000.**



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Beneteau 473 (2001) This 3-cabin Oceanis series cruiser is exceptionally clean. In-mast furling, a large cockpit, twin wheel steering, electric main and halyard winches make this boat very easy for a couple to sail. **\$250,000**



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LETTERS

frigeration. The only break to that dinner routine was when we caught albacore a few times, after which we enjoyed a real feast.

Then, on about the ninth day, one of the crew found the 'good food' locker! It was stuffed with canned hams and other delights. There was a bit of a mutiny from a very angry crew. We enjoyed ham & eggs and ham steaks for the remainder of the trip.

My point is that, if Springstead is so concerned about his guest crew paying their "fair share," I would steer clear of him. Sailing is a guarded pleasure. I prefer to share it with people I like. If you sail on our boat, the first thing I want is for you to enjoy it.

I suspect Springstead's letter was the product of unsatisfactory responses he has been getting from his attempt to round up crew to help him afford his trip. If someone is making a cruise to Mexico, they should be able to afford it on their own. If you have crew to help you sail your boat, stand watches and share the fun, good. If they can chip in for food, great. Do not look at crew who are willing to give up sleep, change sails in the middle of the night, and share watches as a means to subsidize your cruising adventure.

Mike Robinson
Pt. Richmond

Mike — We've heard of and participated in just about every kind of owner-crew arrangement there can be, and think they are all fine, as long as everybody is honest about what they are bringing to the table and what they expect in return.

If Springstead is predicating doing his cruise based on whether or not he can find crew willing to share the costs of food, fuel and berthing, we think that's fine, and wish him the best of luck. The only proviso is that he doesn't slam folks who aren't looking for that kind of situation.

When it comes to crew and crew positions, it's a free market out there, which is how it should be, provided that nobody engages in false advertising.

↑↓ HE ESCAPED ON A COMMERCIAL FLIGHT

In the October *Sightings*, you reported that Jennifer Sanders is trying to learn more about the history of *Cocokai*, the 64-ft schooner she bought a couple years ago. The boat's history is cloudy because it was once used for smuggling,

and then seized by the Feds. Sanders is under the impression that her schooner was once owned by a pot smuggler who lived on the Big Island.

If it helps, that individual is Stan Litwin, and his ex-wife still lives in the islands. Litwin worked for me when I was



Is this Stan's old boat?

part-owner of Aloha Marine, the old Texaco fuel dock in the Ala Wai Yacht Harbor.

I was off-island when Litwin escaped, but as far as I know he managed to do it via a regular commercial flight back to the mainland — even though the authorities were in pursuit. He then fled to Mexico.

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Who is Monty?



MONITOR

vs. UNDER DECK AUTOPILOT

My wife Gail and I have completed several trips to Bermuda and two Atlantic crossings. On both legs of our Atlantic crossing, our heavy-duty, under deck autopilot failed very early in the trip. Thank goodness for our Monitor windvane. We were able to totally rely on 'Monty' in both light air and heavy. While in the North Atlantic we had several bouts with gales, routinely sailing in Force 8 winds, with gusts to Force 9. Our Monitor kept us on course and allowed us to rest and retreat below, making our routine watch checks without the need to man the wheel. What a relief!

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

In '02, I tried to find out from the Drug Enforcement Agency (DEA) whether Litwin had been caught and whether he was in prison. But they treated me as though I were a suspect, so I left.

Stan is a big guy, a fine sailor, and has a distinguishing white slash in his right eyebrow. He's a nice guy who made some bad decisions. He'll probably drop by to say 'hi' when the schooner gets to Mexico at the end of the Ha-Ha.

Mike Dixon
Hawaii

↑↓MYSTERY SCHOONER

With regard to Jessica Sanders' 'mystery schooner,' she sure looks like a Dominique Presles design from the '70s.

Jean Vauray
San Francisco

Jean — We agree that she certainly looks French. In fact, we were once in the Virgin Islands when we saw a former buddy from San Francisco take off as crew on a similar-looking French schooner for the Med. The funny thing about that trip was that they had an American guy who was so rabidly vegan that he kept his own single utensil, a wooden spoon, on his belt, and refused to take his turn washing dishes because they might have traces of animal by-products on them. The not washing dishes business eventually grated on the rest of the crew, and we're told that halfway across they cut the wooden spoon from his belt and threw it overboard. As for the vegan, we're told that years later he became: 1) Extremely obese, and 2) A senior officer on a mega motoryacht. We always wondered if the loss of the wooden spoon had anything to do it.

↑↓NOT RICH BUT STILL SAILING INTO THE SUNSET

We're sailing off into the sunset. We arrived here in the Bay Area a little more than four years ago on a journey that we knew would take us around the world in no great hurry. As a matter of fact, our original estimated time for a circumnavigation, 15 years, now seems a little fast.

We started in Seattle in late '99 with a 50-ft Garden Sea Wolf ketch appropriately named the *Sovereign Nation*. She was a lovely old wooden sailboat that laughed at us while trying to sink as we sailed up to British Columbia and all the way down the coast. We learned a lot about sailing and sailors from that boat and from 48° North.

While in Eureka, *Sovereign Nation* was hit by a 42-foot motor yacht. We're told the boat was rushing north so the owner could dodge the California luxury tax. Running out of time, he tried to warp off a lee pier into a wind that had kept the entire Eureka fishing fleet in port. The result was that he plowed into our boat at full throttle, tearing off the taffrail, mizzen boom and dinghy davits. The best part is that he then tried to get away, leaving pieces of our boat hanging and floating in the water. Fortunately, marina workers saw the whole thing.

But as a result, we had to sail our boat with a jury-rigged mizzen and towing our 1924 Herreshoff lapstrake dory in 40-foot seas around Cape Mendocino. Yes, we should have stood further off. Anyway, we mourn the fact that we lost that dory, as we'd spent weeks the previous summer taking her down to ribs and planks, and rebuilding her.

When we arrived in Emeryville, our first Bay Area port, we immediately picked up a *Latitude*. We've diligently read all 51 issues since making landfall here. Thank you for the great articles, *Classy Classifieds*, and especially the smart, on-target letters and the snappy editorial responses to the

DIESEL ENGINE STOPPED?

THE ENGINE DYING SCENARIO

The engine just stopped with no real warning. There was a hiccup of sorts, nothing big; slight rpm changes, a cough and then just a "dead hollow" quiet.

WHAT HAPPENS NEXT?

The Captain generally reaches for the for the ignition switch, and the engine will run again for a few minutes and then stop come to it's final stop. Optimistic diesel owners can be puzzled when an engine just dies for no apparent reason. Remember - *The engine that runs today can stop tomorrow.*

FUEL & FUEL FILTERS

Think about where your diesel fuel is stored onboard. The fuel tank is the perfect Petri dish for the growth of fungi that can clog any fuel system in a heartbeat. The moral is - *keep your fuel clean!*



CAN ONE PERSON DO THIS?

At sea, changing a fuel filter is a Herculean task when you factor in sea conditions, with the anxiety to get the engine running, combined with the actual mechanical effort required of removing and installing the filters. Then the air bleeding process becomes the final straw.

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LETTERS

sometimes not-so-smart letters.

While here, we sold *Sovereign Nation* to a crew from the Czech Republic. They are now sailing her in the Adriatic Sea off Croatia. We wish them all the best.

Our new boat is *Sapien*, a Gulf 32 also designed by Bill Garden. She's a pilothouse sloop that can be singlehanded easily by either one of us. Using this boat, we've learned that she is an amazing sailor's training ground — just as so many have said. Last year, we sailed the Delta as far as Decker Island, and around to Korth's Pirate's Lair on Brannan Island. This year, we sailed down to Monterey and then returned home via Santa Cruz and Half Moon Bay. In all, we put 1,082 miles under *Sapien's* keel in the Bay Area. We also sailed many more miles aboard the City of Oakland's Estuary Fleet boats. James was the director of the fleet and nurtured this under-recognized sailing treasure of the Bay Area.

We're now turning our bow toward Hawaii, from where we will continue to Kiribati, the rest of Kiribati, and the rest of the Central and South Pacific Islands. Major destinations in store for us include New Zealand's Bay of Islands, Sri Lanka, India, Madagascar, and — who knows — maybe the Med. We are not rich people. We plan to work wherever we go, and we hope to become temporary parts of many communities — just as we've become a part of the Bay Area. Folks can follow our adventures at www.svsapien.net.

Thanks again to everyone at *Latitude*, all the sailors of the Bay and San Pablo and Suisun Bays.

Dena Hankins & James Lane
Sapien, Gulf 32
 Marina Bay, Richmond

Dena and James — Bon voyage — and don't forget to email!

↑↓ CANADA HAS EFFICIENT TAX COLLECTORS

In a recent *Lectronic*, and in a reply to an October *Letter*, *Latitude* wrote the following: "For folks buying really expensive boats, the nearly 10% 'discount' for keeping a boat in the wonderful waters of Mexico — or Canada — for a year is very tempting."

We in Canada do have wonderful waters. But it's widely recognized in global tax circles that we also have about the most efficient tax system in the world. Our revenue 'leakage' is minimal. Canadians generally are not proud of both facts. Canadian tax officials probably are.

Your article today seemed to suggest that the U.S. sailor could casually park his vessel up here in Canada for up to a year to avoid the incidence of U.S. taxes. Doing that just might expose the sailor to a blizzard of Canadian tax, immigration and health regulations and forms.

The sailor who fails to comply with these rules may run afoul of the Customs Act (Canada), and run the risk of having his vessel seized and forfeited. Seizure could really spoil an otherwise great trip to Northern waters.

Those U.S. citizens owning property in Canada — 'seasonal residents' — may qualify to bring their vessel to Canada without payment of tax and duties for up to six months, provided they remain on or 'adjacent to' their vessel at all times.

The visiting sailor may also bring his vessel to Canada for up to three months without a visa, or up to six months with a visa, again without payment of tax and duties. There are extensive forms and other regulations to comply with.

The California sailor remaining in Canada for a year most likely will be presented with a bill for Goods and Services Tax at 6%, and an additional Provincial Sales Tax at 7% (British

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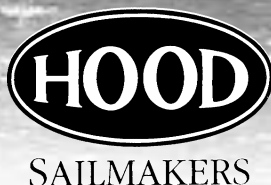
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LETTERS

Columbia), both as calculated on the 'appraised value' of the vessel. Copies of Bills of Sale are needed, and the appraiser cannot be the sailor's elderly grandmother.

Even foreign vessels under repair in repair yards are likely to be inspected by customs officers, who seem to spend their days prowling around marinas looking for fresh un-taxed vessels.

We now also have the prospect of harsh new Canadian sewage regulations that may result in sailors only ever dumping at approved facilities, of which there are virtually none. Those sailors may need to write up and carry a 'poop' log on board and obtain 'shit chits' or 'turd tickets' from facility operators. Needless to say the RCMP, municipal and city police, customs and other bylaw officers are not exactly tripping over themselves to be first in line to monitor compliance. Dipping holding tanks could get boring real quick, as well as expose those officers to all sorts of nasty illnesses.

Before being tempted, the U.S. sailor may want to explore the Canadian tax, immigration and health requirements imposed upon sailors entering Canadian waters for extended periods.

Mexico and those tall, cool piña coladas may be a lot more attractive and save the sailor considerable time, hassle and hard cash.

Capt. Pete Canuck
Up North

Capt. Pete — Thanks for correcting our misinformation with regard to Californians trying to evade state sales tax by taking their boats to Canada. We are going out front right now to take down our 'tax advisor' shingle.

↑↓THE STATE SEEMS TO BE ALL-KNOWING

Adding to your September 18 reports on sales and use tax due on boats, the California Franchise Tax Board seems to be omniscient when it comes to the purchase of a used boat that could in any possible way be related to the state of California.

I happen to live in California, and have purchased two used sailboats outside the state. One was purchased in Washington and registered in Oregon, for the purpose of cruising to Mexico. It was kept in Washington for about a year or so before being brought to California on the way to Mexico. The second was purchased in South Carolina for the purpose of cruising the Caribbean. It spent a summer on the East Coast and the winter in the Caribbean, and eventually was trucked to California to prepare for a Mexico cruise.

In both cases, the Franchise Tax Board tracked me down and sent me bills for use tax on the vessels. You have to look at the fine print pretty closely to find the option that says you don't believe you owe the sales tax — for which you need to provide the justification and paperwork to back up your case. Fortunately, I had stacks and stacks of bills for marina fees, fuel purchases, repairs, etc., as any boatowner would. In both cases, I returned the forms along with a hefty stack of copied bills showing not only storage but use of the boat outside of California. In both cases that seemed to do the trick.

Boat buyers need to be careful where they will keep a boat outside of California, as Massachusetts has similar tax structures and the state of Washington only allows you to keep your boat there for a certain number of months before you are charged an annual excise fee (unless it's in a yard having work done.) In addition to just being nicer places to have a boat, these are reasons why it's better to keep your boat in Mexico or the Caribbean.

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LETTERS

By the way, I learned that South Carolina seems to be one of the most boat-purchase friendly states, as their formula for sales tax on a used vessel is capped at \$300. And the marina we stayed in had dock boys who were there every time we departed or arrived to help with the lines. It's the only place in the U.S. I ever experienced that!

Mike Moore
Ayu, Hallberg-Rassy 46
Sonoma

↑↓MEET ME IN MONTANA AND WE'LL START AN LLC

The September 18 *Lectronic* had a report on taxes owed when buying new or used boats. Aside from keeping a boat in Mexico for a year, there is another alternative. A limited liability company (LLC) can be set up in a state without sales tax or use tax, such as Montana. You, the boat buyer, own the LLC. The LLC buys the boat. Because the LLC is a Montana entity, and the boat/RV/airplane/etc. is registered in Montana to a Montana entity, the LLC doesn't have to pay any use or sales tax.

Reggie 'The Tax Man'
No Need To Know My Address

Readers — We're obviously not tax experts, so we have no idea if there would be such a simple way to not be liable for taxes on the purchase of a boat. However, such a plan seems a little too good to be true. For if it were true, why would so many people take their boats to Mexico for a full year?

↑↓I USED EVERY POWER OF PERSUASION

I'm a fanatical reader of *Lectronic Latitude*, and when I saw the ad for the Islander 36 *Geja* in Spain for \$10,000, my heart nearly skipped a beat. You see, Sara, my wife of six weeks, and I have been dreaming of sailing the Med for years. In fact, we've frequently talked of quitting our jobs, going to Spain and looking for a decent deal on an older sailboat. So when I saw the ad for *Geja* sitting on the hard 90 miles north of Barcelona, I thought it was too good to be true. I poured my soul into an email giving Shirley Sandys every good reason that I could come up with why she should sell the boat to us, and sent it the day the ad was posted.

Shirley called me back later that day, and again I used every power of persuasion that I had to convince her to give me a chance at the boat. Apparently, I was actually the first person to get her on the phone, and I didn't let her get away. I offered to immediately drive to her house with a check for \$10K to seal the deal. As it turned out, Sara and I didn't meet with Shirley and her friend Lowden for a few more days, but when we did, it only took 20 minutes to complete the deal.

Sara and I have been on cloud nine ever since, and we can't stop dreaming of our upcoming adventure. We're planning on heading to the boat next spring, and if all goes well, spending the next summer cruising the Med. Having recently gotten married, we're looking forward to a last big hurrah before settling down and having a family. Both of us went corporate right out of college and have been working our tails off ever since. For many years now Sara has dreamed of travelling in Europe as she didn't get to do the post-college tour that so many of her friends were able to do. As for myself, I was stuck in a job and industry that I wasn't able to walk away from at the time, and have been dreaming of cruising for many years. Our short sailing trips — including a two-week bareboat charter in the British Virgins — only fueled the fire. By the way, it was during that trip last summer that I proposed to Sara on Sandy Spit off of Jost Van Dyke. Now we get to combine

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LETTERS

both of our dreams into our ultimate vacation.

At the end of our summer in the Med, we'll probably put the boat back on the hard and see if any of our friends or family want to use our boat the following summer — unless, of course, we decide to go back ourselves. We're also going to look into how much an outfit such as Dockwise would charge to bring the boat from the Med to the West Coast.

Do any *Latitude* readers know about VAT in Europe? I presume that we'll have to pay it since the boat's been on the hard in Spain for one year, and we won't be able to get there for another six months. Is there any way for us to avoid paying the tax or at least keep it to a minimum?

We're also wondering how we can bring gear into the EU to refit the boat without having to pay major taxes on the stuff. The boat needs a new mainsail, and I've found a used one at a sail loft for \$1,200. I'd also like to bring all new running rigging, my stainless tools, a portable Honda generator, new electronics, and so forth. I know from shipping computers to the EU for work that you can really get hit with major import duty, but is there a way to ship gear to myself and avoid paying VAT? After all, wouldn't it be better if I bargain shopped for the next six months rather than showed up in Spain with dollar signs written all over me?

When we get to the boat in Spain next year, what should we do for the six months we'll have? We'd like to just do daysails from town to town, hopefully finding cheap moorings and/or free anchorages. Are there any good books out there written for someone in our position? Can you recommend any?

Again, sorry for rambling, but I've got a million questions in my mind. Thanks so much for putting *Latitude* together, as I've probably read every issue in the five years I've been sailing. The magazine is first-rate, you have some excellent writing, and you're an invaluable resource to the community. Besides, it's where we found *Geja*. You're welcome to join us anytime!

Eli & Sara Bottrell

Geja, Islander 36

Northern California / Spain

Eli and Sara — Congratulations on your new boat — it sounds as though you were meant for each other. We don't know enough about VAT strategies and exceptions to comment on them, but we do have some other recommendations for you. First off, forget the idea of having the boat shipped to the West Coast when you're done in the Med, as it will cost you far more than she's worth. We suggest you clean the boat up a little, make her functional, then sail the hell out of her for a summer or two in the Med. When it comes time to start a family,



LATITUDE / RICARDO

Capri is a 'don't miss' stop in the Med.

put an ad in 'Electronic' and find another young couple who have the same dream as you, and pass the opportunity on to them. The Islander 36 has been an active racing class on the Bay, which means there are probably a lot of very decent mainsails just taking up space in garages. You might contact the class association to see if any owners want to get rid of theirs. If you fold an Islander 36 mainsail well, you should be able to take it on the plane

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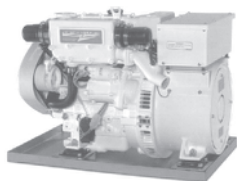
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LETTERS

as baggage.

When it comes to buying rigging, a generator and stuff like that, we'd wait until you get to Europe to decide what you really need. And in any event, it's probably not worth the time and trouble to drag it over to Europe. Electronics? Since you won't need more than a GPS and Windex, just stick them in your carry-on bag.

Our biggest advice to you is to keep reminding yourself what's unique about your opportunity — that you've got a boat in the Med, a place you really want to explore. Therefore your



LATITUDE / RICHARD

The Cinque Terre coast of Italy is another region you don't want to miss.

goal should be to make the boat functional as quickly and inexpensively as possible — and then get going! It would only be natural for you to want to fix the boat all up the way you want it, but you need to remember that you bought the boat to cruise the Med — not to spend a summer restoring a boat in a country where you don't speak the language and the chandleries are nowhere as efficient or convenient as West Marine.

If we were in your shoes — and we wish we were — we'd spend the first day taking everything out of the boat to allow you to examine all the important stuff — such as the thru-hulls, rudder, steering, mast and rigging. If they look like they'll be good for six months, we'd leave them the way they are. Since there often isn't any wind in the Med, having a reliable diesel is more important than in other parts of the world. If you're going to go a little overboard with money on any part of the boat, that is where we would do it. Once you get underway, you can gradually start working on making the boat more comfortable and luxurious.

As for where to cruise, that's easy. Assuming you'll get there in the spring, immediately head down to the Balearics, where it tends to get warmer earlier than other places in the Med. As you cruise Mallorca, Ibiza and Menorca, you can both tour and work on your boat. After the Balearics, head for Barcelona, then continue working your way east to Turkey — the best place to leave your boat when your six months of cruising are over.

Just thinking of the places you'll get to visit makes us green with envy: Marseille, St. Tropez, Villefranche, St. Jean Cap Ferrat, Monaco, Genoa, Portofino, Cinque Terre, Portovenere, Elba, Corsica, Fiumicino, Naples, Capri, Sicily and into the Adriatic. If you're only going to do one summer, you'll regret it if you don't continue on up to Croatia before continuing on to Corfu, Athens, the Cyclades and Turkey.

Almost everywhere you go, you'll be able to find places to anchor for free. Rob Heikell's cruising guides are often the best ones in English for any given area. They're expensive and you'll need a number of them, so if money is an issue, we'd wait until you get to Europe to buy them from folks headed in the opposite direction rather than buying them in advance.

The other thing we strongly recommend is that you also plan trips away from your boat. For example, find a place to keep the boat in Marseille for a night or two, as it's less than 3.5 hours on the train to Paris and, if you've never been to Europe, you don't want to miss that. In fact, it's only about three more hours from Paris to London, and you've gotta check that out, too. If



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ASA Catamaran Course \$595	Nov 11-12
Monterey Trip (CN & ACC) \$1475.....	Nov 6 - 12

Calendar Of Events

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Farallones Day Trip \$185	Nov 11
CREW PARTY & Speaker	Nov 30
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LETTERS

you book on Ryan Air now, you can probably get a flight back to your boat in Marseille for about \$7 each. Similarly, when in the South of France, take day trips to the great destinations in Provence and, when in Italy, take one or two-day trips to places like Florence and Venice. The trains make such trips very relaxing. If you stop at Fiumicino, you'll no doubt want to make several trips to Rome, as it's only about 45 minutes on the subway.

Spain to Turkey may sound like a long way, but the Med is pretty compact, so the mileage isn't any different than a typical one-way cruise from San Francisco to Zihua, so six months is plenty of time. Presuming that you'll be on a pretty tight budget, and knowing that prices in Europe are high and the exchange rate stinks, remember that the two big budget killers are marinas and tourist restaurants and bars. Avoid those, and you can expect to cruise relatively inexpensively.

We hope it all works out well for you. And if it doesn't, what the hell, you went for it and are only out 10K, right?

↑↓ THE TARNISHED JEWEL OF PETALUMA

A sailing trip up the Petaluma River can only be topped by the jewel at the end of the voyage — the Petaluma Turning Basin. There are few places like it where you can dock your boat and be in the middle of a quaint, historic town with world-class restaurants, clubs and shops. But lately this jewel is being tarnished.

During the last 20 years I've made the trip up the Petaluma River at least 10 times. But during the recent trips, I've noticed a steady decline in the area caused by lack of policing and dock security. Shorepower pedestals are covered with graffiti, and others get kicked over in the middle of the night by vandals. In addition, we've seen and heard roving bands of young adults yelling, cussing and fighting near the docks. A few years ago a 40-ft boat in our group was set adrift from the dock, and the cooler they'd been using as a step was taken and thrown in the river. Luckily, I was still awake and was able to get a line on the boat before the ebb had her banging up against the D Street Bridge. The police were called but they, of course, couldn't do much after it had happened.

There were other similar incidents, but the last straw



LATITUDE / ANDY

We've always had good experiences in the Petaluma turning basin, but that isn't true for everyone.

was what happened to a good friend of mine who made the cruise to Petaluma with his wife and his wife's elderly father on the weekend of September 23. That night they awoke to footsteps on their boat, then heard a loud thud followed by someone shouting, "Let's get out of here!" This was followed by a group of 25-30 kids yelling and fighting for almost an hour between 2 a.m. and 3 a.m. The next morning my friend noticed that the custom bolsters in their cockpit had been slashed. They cut their stay short by a day and headed for a peaceful night in Sausalito.

The way I see it, the problem of kids on the docks can only be solved by putting a gate at each access ramp to the docks and by having a significant on-foot police presence. I know

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Barry Kessler, Xantrex Repair Tech & CEO, Alta Regulators
- Thursday 11/09 ***Prep & Outfitting for Cruising – Basics Before Toys***
Lance Frost, Outfitter & Singlehanded Cruiser
- Tuesday 11/14 ***Everything You Want to Know About Cruising...***
Veteran Cruisers Rod and LeNan Thompson
- Thursday 11/16 ***Staying Friends with Your Diesel Engine***
CF Koehler, Koehler Kraft
- Tuesday 11/21 ***Marine Radio & Electronics***, Captain Steve Ford
- Tuesday 11/28 ***Pressure Cooking For Cruisers***, Captain Steve Ford

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- Free Testing on 406 EPIRBs EVERYDAY...ALL WEEK
- Various Manufacturer's Reps Available throughout the Week
Valuable Product Info Provided! Find Your Rep Schedule Posted at Store
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LETTERS

many others who have refrained from cruising to Petaluma because of these problems, and hope the City of Petaluma realizes that their economy will suffer by continuing to allow such behavior. I know that I won't return until the situation improves, and I'll encourage others not to make the trip, too.

Let's not let a civic blind-eye ruin another jewel of our Bay Area like has happened in Clipper Cove. Make the City of Petaluma aware of the situation and its impact.

P.S. I'm a powerboater, but have read *Latitude* every month for 20 years. Keep up the good work!

Capt. Mike Giraudo
m/v *Fishing Luhrs*
m/v *Pane e Vino*

Mike — We were a bit shocked to hear about your negative experiences in the Petaluma Turning Basin, as the downtown area is generally considered to be quite safe. And because the Basin is in the heart of downtown, live music, shops, restaurants, bars and a theater are all easily accessed by foot. An alternative to berthing in the Basin is getting a guest slip at the Petaluma Marina (\$20/night) — about a mile and a half downriver — which has locked security gates, heads and showers, and saves you the potential hassle of having to cross beneath the D Street bridge. You could dinghy to town from there or simply take a cab.

↑↓ A CAPTAIN'S POOR ATTITUDE TOWARD HIMSELF

For the very first time I have to disagree with one of your responses to a letter, namely the one you made to Steve Howard's letter complaining about cruisers not taking care to fly reasonably nice -looking courtesy flags.

During our circumnavigation aboard *Dolphin Spirit*, we'd barely dropped anchor in a small Turkish bay when the captain of a nearby local boat came over to tell us, very politely, that our courtesy flag, which had been made in Australia, was incorrect. And he gave us a new, correct one. After a later trip to Greece, we returned to Turkey and, by mistake, raised the incorrect flag again. Within minutes another local captain was alongside to tell us of the problem and to give us another correct flag.

To me these incidents support my contention that courtesy flags are there only in part for the government, but also for the local yachtspeople. It is to them that you have to show respect and demonstrate pleasure to be sharing their waters. Tattered flags, missing flags, upside-down flags — we saw them all in our circumnavigation — are indications of a poor attitude of the captain toward his boat, his surroundings and perhaps himself.

Having said that, we finished up our stay in many countries with sad-looking courtesy



STEVE HOWARD

The skipper of this boat obviously has very low self-esteem.

flags due to wear and tear over the months. If it was in the South Pacific or up the Red Sea, we kept it flying, as all the other yachties were visitors, the locals were too laid back to care, and the nearest flag shop was over 1,000 miles away.

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SPRING 2007



VOYAGES FROM THE USA EAST COAST

EAST COAST USA TO MEDITERRANEAN

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

EAST COAST USA TO CARIBBEAN

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

EAST COAST USA TO PACIFIC WEST COAST

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

EAST COAST USA TO SOUTH PACIFIC

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

MEDITERRANEAN TO EAST COAST USA

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

MEDITERRANEAN TO CARIBBEAN

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

CARIBBEAN TO EAST COAST USA

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

CARIBBEAN TO MEDITERRANEAN

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

CARIBBEAN TO NORTHERN EUROPE

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

VOYAGES WITHIN EUROPE

NORTHERN EUROPE TO MEDITERRANEAN

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

NORTHERN EUROPE TO CARIBBEAN

La Rochelle	01/07	→	Martinique	02/07
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MEDITERRANEAN

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

SOUTH PACIFIC TO EAST COAST USA

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

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

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

SOUTH PACIFIC

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

VOYAGES FROM PACIFIC WEST COAST

PACIFIC WEST COAST

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

PACIFIC WEST COAST TO MEDITERRANEAN

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

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

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LETTERS

But if we were in Europe, we replaced the flag as soon as any wear appeared.

With respect to a young woman flying a pair of her panties in place of the courtesy flag because she'd had sex the night before, that's totally inappropriate. The correct place to fly such a flag, because it's a trophy of sorts, is on the port halyards, below the yacht club pennant, but above the boat battle flag. If the panties are intended as an invitation, the correct position would be below the battle flag — so that they could be quickly removed when the invitation is accepted. I recommend the 'crotch in' or 'crotch out' position, for when it comes to panties, position is everything.

Laurie Pane

Dolphin Spirit, Mason 53

Newport Beach / Brisbane, Australia

Laurie — We consulted an online psychiatrist to ask him if flying a tattered courtesy flag could really be an indication of a captain's low self-esteem. "Maybe. Maybe not," the shrink replied helpfully.

↑↓WANTING TO UNDERSTAND MARINE CONSERVATION

As someone who was raised in the Bay Area on sailing and *Latitude*, I have to thank you for putting out such a wonderful magazine. I can say with a fair amount of certainty that where I am today and where I'm headed can be attributed in part to the inspiration provided by your magazine.

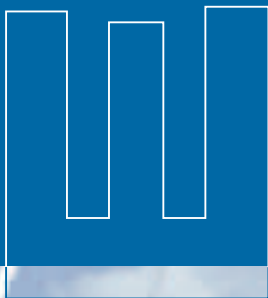
I'm currently a senior at Whitman College and majoring in environmental studies and geology. I'm also applying for a Watson Fellowship, which funds a year of international travel and study for graduating seniors. For my project, I would like to sail the west coasts of Mexico and Central America, studying the issues surrounding marine conservation. I plan to visit Baja, mainland Mexico and Central America, read the history of the region, talk with locals, and volunteer with environmental organizations to better understand local and international marine conservation. And every day I will be living a life immersed in the sea through sailing, surfing and all that fun stuff. The main focus of my project will be documenting whatever I find through writing and photography.

I'm trying to find a way to get some of my stuff back to the states during my year abroad, and was wondering if *Latitude* would be open to printing some pieces in either the magazine or *Lectronic*. Depending on what you're looking for, I could write with either a focus on cruising and/or the history and environmental issues I'm studying. Incidentally, if I receive the Watson, I will technically not be able to work for money, so this would be strictly volunteer reporting.

I was also wondering if, during your years sailing in Mexico and beyond, you encountered specific places or organizations that would be especially interesting from an environmental perspective. If I get my project, I will be buying a boat in the Bay Area and preparing her for my trip in the early summer of '07. Depending on my timing, I may even be able to join you on the Baja Ha-Ha. If my parents follow through with their plans to take *Auspice* down to Mexico that year, that would make for two Coggan boats in the rally.

Brian Coggan
Whitman College

Brian — Thanks for the kind words. If you were to narrow your focus just a bit, we think you stand on the precipice of a tremendous opportunity. Trying to cover marine conservation in Mexico and Central America seems far too broad a subject, so why not limit yourself to the Sea of Cortez — or better yet,



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LETTERS

one aspect of marine conservation — or the lack of it — in that area?

The Sea is — or was — one of the most bountiful marine environments on the globe, which is why Jacques Costeau described it as "the world's aquarium." Unfortunately, things have gone way down hill since skinny Jacques last visited.

For reasons that baffle us, the big international environmental organizations have seemed to ignore the plight of the Sea almost entirely. If some company wants to build another salt plant along a relatively small lagoon on the Pacific Coast of Baja, deep-pocketed environmentalist groups work themselves into a lather. But the destruction of all of one of the world's most prolific sealife habitats doesn't seem to quicken any environmentalist pulses. Curious.

To date, the only organization that seems to try to get the word out is Sea Watch (www.seawatch.org), which was founded by a group of Americans and Mexicans in '93. Unfortunately, they have limited funds with which to work. But if you were to take a minute to visit their site, the photos alone would alert you to the gold mine of an opportunity there is to further document abuses.

If you were to write one or more articles about the lack of marine conservation in the Sea, and/or why the area seems to be ignored by mainstream environmental organizations, we'd be delighted to publish them. For your sake, and the sake of the Sea, we hope that you do get your Watson Fellowship.

↑↓IT'S THE WATER I'M THINKING ABOUT

Following the Ha-Ha, I will be part of a crew delivering Club Nautique's Hunter 410 *New Moon* from Cabo back to Marina del Rey. I was wondering if you had some tips to ensure the quality of water in the boat's tanks before leaving Cabo. I looked on the Ha-Ha web link, but didn't see any mention of the topic.

Gary Scheier
Marina del Rey

Gary — When it comes to water that we're going to drink or use when cooking, we always use the bottled stuff. People all over Mexico use bottled water, so we do the same, and it's actually never been much of a hassle.

↑↓UNFAIR AND UNCHARITABLE

Your retort to Garry Hubert's point that *Latitude* erred in the September issue by reporting that the Santa Cruz 52 *Lightning* had been first to finish in this summer's West Marine Pacific Cup sounded more than a wee bit petulant. What's worse, in defending the September issue's erroneous statement, you denigrated the fine sailing job done by double-handers Shawn Throwe and Neil Weinberg who, in fact, were first to finish with *The Contessa*. That's not fair.

Granted, you and Garry seem to be talking a bit past each other. Garry points out the error in the statement that *Lightning* was first to finish, whereas you defend your statement of a 'clean sweep'. However, a journalistic misstatement as to who finished first — which you made — should have been acknowledged, not defended at the expense of an outstanding double-handed performance.

The only bone that we have to pick with you is that, despite your two protests that "we don't want to take anything away" from Shawn and Neil, your defense of your misstatement reads exactly like that is what you were doing. You could have simply stated that you acknowledged the error, and applauded *Lightning's* time-corrected brilliance. Instead, you critically comment that *The Contessa* "only" corrected out

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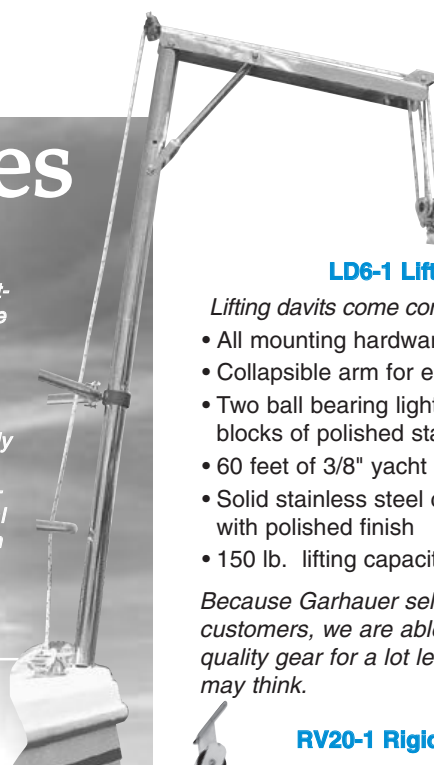
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24th in fleet, without acknowledging the great corrected lead this was over any other double-handed boat. You uncharitably state that *The Contessa* was first to finish "only" because the race committee had her "start earlier than perhaps she should have" in order for the double-handers to start together. However, you do not acknowledge the great difference in demands there is between racing over 2,000 nautical miles with only two people aboard versus the fully crewed boats. I would suggest that the latter is what justified the race committee's decision that *The Contessa* start where she did and, in fact, "should have."

The race was won on corrected time. Who crossed first is only a matter of curiosity and banter. *Lightning* garnered all of the timed laurels that you report for her. *Lightning* sailed a beautiful race. *The Contessa* won the doublehanded victory and, as a matter of curiosity and banter, was first to finish. Shawn and Neil on *The Contessa* sailed a beautiful race. It was unfair and uncharitable of you to imply anything different. The high standards of journalism would best be served with an acknowledgment.

Eliot Hudson
Gatecrasher, C&C 41
San Francisco

Eliot — Maybe you missed the end of our response to Mr. Hubert, where we stated that "we will always recognize Shawn and Neil as having been the first boat to finish the '06 West Marine Pacific Cup." How much clearer could we have been?

It's true, we could have never raised the concept of fairness of that result were it not for two things. First, to our thinking, "high standards of journalism" require that you not just report the facts, but analyze them. Second, this writer was a philosophy major at UC Berkeley in the late '60s, which means we have a natural inclination to spend hours pondering mind-numbing concepts such as the nature of beauty, whether thinking proves we exist, whether words mean more than the things they describe, and yes, the nature of fairness in transoceanic racing. As such, what you mistook for anger and petulance in our response was merely dispassionate intellectual curiosity.

It's also noteworthy that we've never had the pleasure of meeting Shawn, have met Neil, and hadn't met Tom Akin of *Lightning* before we wrote the article, so our musings were not colored by personalities.

One area where we will agree with you is that because the way the Pacific Cup race committee structures the race, the first to finish is mostly a matter of, as you say, "curiosity and banter." You'll note, however, that just the opposite is true in the L.A. to Honolulu TransPac, where the really prestigious award is not corrected-time honors, but the Barn Door Trophy for being first to finish. Indeed, the arms war for that honor has sometimes been so great that the TransPac has seen fit to put a maximum limit on what boats may rate. The Pacific Cup doesn't have any such limit, which is why 144-footers like *Mari-Cha* can enter.

But here is what is interesting and, we think, in support of our point of view. Up until '91, all the TransPac boats started at the same time. In order to get them to all finish in a matter of two or three days, as opposed to a week or more, the race decided to go with a staggered start in '91 — such as is used by the Pacific Cup. But immediately realizing that the staggered start might result in an early starting but not necessarily very deserving boat finishing first, the Barn Door Trophy, despite the words 'first to finish' engraved on it, no longer goes to the first boat to finish, but rather the boat with the fastest elapsed



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time. So in the TransPac, a 'clean sweep' that entitles a boat to fly a broom from her masthead consists of: 1) First in class on corrected time, 2) First in fleet on corrected time, and 3) Fastest elapsed time. In other words, the TransPac's race committee agrees with us.

⬆️⬆️ **LATITUDE'S THINKING IS INCOMPREHENSIBLE**

I don't see your general point in your reply to the letter *How About a Semi-Clean Sweep?* As the owner of *The Contessa*, please let me correct some of the misinformation you have provided your readers about my boat.

She is, in fact, half a foot shorter than the SC 52 *Lightning* overall (52.5-ft vs. 53-ft), and has 9.9 feet less waterline (39-ft vs. 48.9-ft). Her sail area is 592 ft², while a SC 52 has 1,327 ft². The handicap calculated by the Pacific Cup estimated *The Contessa* to finish in 13 days 48 minutes, and *Lightning* to finish in 11 days, 7 hours and 24 minutes. *The Contessa* was double-handed, and *Lightning* was sailed by a well-seasoned crew.

The Contessa corrected out to 24th in the fleet, but none of the doublehanded boats corrected above her — which might say something about the fairness of calculating doublehanded against crewed boats. Do you really think it's an equal playing field having a crewed boat race level with a doublehanded boat?

I do not mean by this response to diminish the great accomplishments of Tom Akin, who was very kind to me after his arrival, or his fine crew. *Lightning* did have a 'clean sweep' as to the available awards, since only two prizes exist, one for corrected time in class and another for overall in fleet.

Finally, I want to thank your magazine and the author of the very kind August issue article on the Pacific Cup that included the story about *The Contessa*.

Shawn Throwe
The Contessa

Shawn — We apologize for all this, as we should have foreseen that raising the issue of the effect of race committee pre-race starting decisions based on just one example was a recipe for disaster. But now that we've created this mess, we suppose we might as well slog through it.

Your suggestion that doublehanded boats don't do well versus fully crewed boats is contradicted by Pacific Cup history. The top doublehanded boats have regularly kicked the booty of larger and faster fully crewed boats — and often on elapsed-time as well as corrected-time. For example, just off the top of our heads we can think of two husband and wife doublehanded teams — Stan Honey and Sally Lindsay on the Cal 40 *Illusion*, and Bill and Melinda Erkelens on the Dogpatch 26 *Moonshine*, who corrected out first overall in the fleet. But a doublehanded boat correcting out in the top five has not been unusual.

Let's forget about *Lightning* for a minute, and consider *The Contessa* versus *Sweet Okole*, a 36-footer with far less waterline and sail area. Even though *Okole* finished fourth in class, she still had a faster elapsed time than *The Contessa*. Our whole point has been that it was a little odd for the race committee to have your much larger boat start a day earlier than *Okole*, at least if they wanted the first to finish trophy to have a lot of meaning. But the race committee set the rules; you were first to finish based on those rules, and so our congratulations.

And we're not saying that insincerely, as your boat isn't the only one that benefited from a race committee's pre-race decisions over the years. Although a lot of regular sailors



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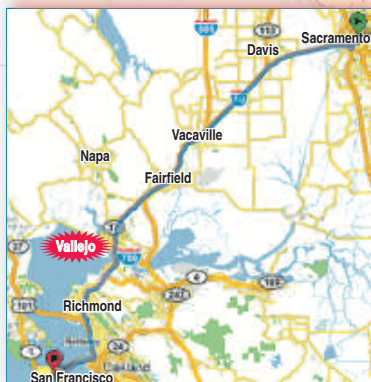
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might not realize it, race committees have a huge influence on what types of boats win races. In races to Hawaii, this is done by deciding on how the normal handicaps are adjusted for the mostly downwind event. Decisions on how to modify the normal handicaps of boats — primarily through length and displacement — and by how much the rated distance of the course is shortened — do affect which types of boats are likely to do better.

For example, the L.A. to Honolulu TransPac has always been considered a racer's race, and therefore the handicaps have traditionally favored the longer and lighter boats. In the Pacific Cup, which tries to maintain more of a family image, the more family-oriented moderate displacement racer/cruisers have been slightly favored. That's why boats such as a Newport 30 could win corrected-time honors in the Pacific Cup, but never stand a chance of winning in the TransPac.

Anyway, Shawn, we're sorry we dragged your name into this whole mess, as we could have made our same point using a host of other boats, not just yours. Maybe we can leave you with a bit of history that might make you feel better. Were you aware that you and your doublehanded The Contessa had an elapsed time of just one hour more than the Jim Walton's Swede 55 sistership Temptress in the '82 Pacific Cup? It's true that the course was 55 miles longer back then, but Temptress was sailed aggressively by a small but talented group of maniacal sailors — including the then-young Cliff Stagg and Stevie 'let's go steal some cars' Baumhoff. They swear — and we believe them — that they carried their chute in winds in excess of 50 knots for several hours during that race. That you and Neil did nearly as well as Temptress on nearly the same course is, to our mind, a real feather in your cap.

↑↓**DYLAN IN MEXICO**

You guys wrote that every time you start putting the Mexico Only Crew List together, a song, with the initial lyric being "They say Mexico is the place to go," starts playing in your head.

I've got what I think is a better song to get your readers' juices flowing for sailing fun south of the border. It's *Romance in Durango* by Bob Dylan from the 1976 *Desire* album. Its starts out great:

*Hot chili peppers in the blistering sun
Dust on my face and my cape,
Me and Magdalena on the run
I think this time we shall escape.*

The song features the familiar Dylan-as-an-outlaw-on-the-run fantasy, in which he thinks somebody may have died at his hand:

*Was it me that shot him down in the cantina?
Was it my hand that held the gun?
And then there's the possibility of death:
Quick, Magdalena, take my gun
Look up in the hills, that flash of light.
Aim well, my little one
We may not make it through the night.*

The lyrics are good, but the *muuy* Mexicano mood of the music is even better. Bob sings in Spanish, too. You can get *Romance in Durango* for just 99 cents from the Apple Music Store. If that six minutes of heavy romanticism doesn't get your juices flowing for a sailing trip to Mexico, you should probably sell your boat.

Juan de Mexico
Musicland

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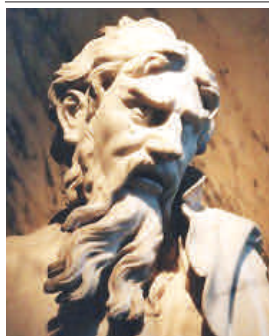
sailing music for Mexico. If you've got what you think is a great suggestion — but please, nothing from the familiar-to-every-sailor Jimmy Buffett catalog — we'd like to hear it.

Dylan, by the way, was a sailor of sorts. Back in the '80s he had a pretty large traditional wood boat built in Bequia. According to his recent book, he and his family sailed her up and down the Caribbean chain for the better part of 10 years before her rudder broke and she was lost in Panama. Anybody know any more about that boat?

↑↓ WHAT ABOUT SAILING IN THE SAME OCEAN TWICE?

I read your publication cover to cover, and enjoy it thoroughly. However, I have one minor correction. It wasn't Pythagoras who made the famous quote "You can't step in the same river twice (because the water keeps changing)," it was Heraclitus. Thanks for the cultural moment.

Pete Phillips
Lafayette



STEVE HOWARD

Now the question is 'Can you sail in the same ocean twice?'

enough for the piece of parchment.

Pete — You're absolutely correct. We're so embarrassed that we were going to return our philosophy degree to U.C. Berkeley — but then we remembered that, in our case, hanging around for five years still wasn't good

↑↓ HESPERUS, PYTHAGORAS, AND HERACLITUS

I love *Latitude* — especially the *Letters* and *Changes*. I was spending a happy Sunday afternoon here in Arizona, reading the *Letters* online, and came across the September letter about Hesperus — and your response about Pythagoras. I can't help but point out that Heraclitus, not Pythagoras, was the philosopher famous for saying that you can't step in the same river twice.

Emily Fagan
Arizona

Emily — What screwed us up was that we'd just been reading the list of boats entered in the Ha-Ha, and had just gone by entry #175, Dale Winson's Laguna Beach-based Olson 40 named . . . Pythagoras!

↑↓ I HAD TO VEER SHARPLY TO PORT

Thanks for publishing the fabulous picture of *Mistral* as seen in the October Big Boat Series. Your surmise was correct about us and the sailboarder. Just after we veered off to pass the



LATITUDE / JR

Ed Durbin had to quickly veer to port, jeopardizing the health of him and his crew.

As a result, I had to veer even more sharply to port, which

Anita Rock marker buoy, I expected to be able to turn sharply back to starboard to get the sails drawing properly. But just



Poop.

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LETTERS

set off the sequence of events so beautifully captured in the pictures.

P.S. The photos are a good testimonial for Dan's bottom-cleaning service.

Ed Durbin, skipper
Mistral, Beneteau 36.7

↑↓KITERS, BOARDERS AND BUBBLY-SIPPING SAILORS

Thanks for putting out such a great free mag, as it gives those of us who don't own boats a chance to read about far off places and learn a thing or two about hardship and perseverance. That said, the letter you printed in the October issue regarding a sailor's observations of inexperienced kiteboarders struck me as misinformed and elitist.

I have been boardsailing off of Crissy Beach for nearly 25 years, and have never once been "too close" to a large vessel or forced any craft to change course — except perhaps another boardsailor approaching on a port tack. I consider myself to be an expert sailor, which means that, not only can I manage my rig in most wind and sea conditions, but I know the rules, and I know when it's not a good idea to go out. I also never expect, and have never required, assistance back to the beach — although I know that sailors and fellow boarders would typically be the first to render assistance.

But I take offense to your reader's suggestion, and your follow up comment, regarding restrictions to boardsailing and kiting in the Bay or anywhere. First of all, 'sails' and 'kites' and their respective boards are completely different, and should not be lumped together in your editorial opinions. The biggest difference between the two is that when a kiter is down, he is essentially helpless if unable to relaunch his/her kite and, when underway, the kite is a hazard to everyone and everything within a 100-foot downwind radius. In addition, an inflated kite cut loose remains a hazard; the rare, yet increasingly common, cold-water man-of-war.

A sailboarder down, on the other hand, creates a visible hazard of about 20 feet, and a broken sail rig can be ditched in seconds. The sail rig will sink and the board can be paddled to safety.

To reinforce this distinction, I witnessed more than a dozen kitters receiving assistance from various private parties and the Coast Guard on a recent Sunday in September. I also saw some 'boarders' swimming for the beach, but I didn't see any receiving assistance. In my nearly 25 years of sailing the Gate, I can't recall seeing a half-dozen sailboarders getting a ride back to Crissy on the Coast Guard boat. But that very same Coast Guard boat that patrols the area stopped me once and asked if I had seen any kitters down in the area. Thanks for doing your job, Coast Guard, but huh?

The majority of kitters are long-time boarders and know the ropes, but the class in general is giving the beach-launched crowd a bad reputation. Crissy and the Gate are not where sailors go expecting to get a ride back if the wind dies or hoping that 750-foot container ships and champagne-sipping boaters will see them flailing.

J.C. Martin
San Pablo

J.C. — Thanks for your letter, as we'll be the first to admit that we'd never appreciated the now obvious distinction between sailboarders and kitters. Back in the early days we picked up our share of boardsailors with our photoboats and delivered them back to shore, but it's been years since we've done that. For whatever reason, we've never had occasion to pick up a kiter, but we accept your explanation that they have



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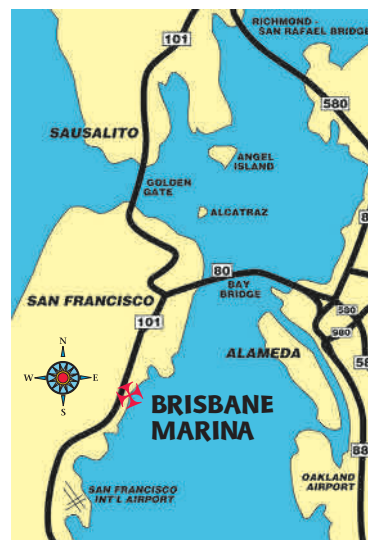
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LETTERS

to be rescued far more frequently.

What's the deal with referring to boat sailors as "elitist" and "champagne-sipping"? Anyone who buys a boat because they think it will make them part of some elite group will surely be disappointed and take up some other activity. Maybe horse racing. And having sailed the Bay for over 30 years, we personally can't remember ever sipping champagne off Crissy.

As we've said many times, we think there is plenty of room on the Bay for folks to enjoy all nautical activities. All it takes is a little courtesy and cooperation. Nonetheless, if the Coast Guard is having to rescue numerous kitesailors from the path of ships each weekend, we can see why eventually they might try to prohibit the activity in that area. Can't you?

↑↓ RIGHT-OF-WAY RULES FOR KAYAKS AND KITEBOARDS

The letter from Bill Kinney in October's *Letters* on the subject of board and kite sailors reminded me of a question I've been meaning to ask for a long time. When it comes to commercial ship traffic on the Bay, it's obvious who is required to yield to whom. But when I'm beating to weather in my Morgan 38, trying to clear the Golden Gate Bridge, just who must I give way to among the swarms of little mariners — such as kayakers and kitesailors?

I've read the Rules of the Road and several related articles, but nowhere have I found anything about the rights or obligations of small, maneuverable craft such as these. The rules all seem to address only power and sailing vessels.

For example, is a kiteboarder a sailboat? And if so, just how does one determine which tack they are on? What about a hand-powered vessel such as a kayak? Where do they fall in the right-of-way scheme?

If someone could clarify this, I would appreciate it. As the numbers of these craft increase at what sometimes seems like an exponential rate, these issues are going to become more critical. I certainly don't plan to run over any kayakers if I can avoid it, but if everyone knew what was expected of them, we'd all be better off.

Jimmie Zinn
Dry Martini, Morgan 38
Point Richmond

Jimmie — Those are excellent questions that we think most mariners don't know the answers to. That's probably because in many situations there are no exact answers.

Except for lighting requirements, there is no specific mention of rowboats, kayaks, canoes or other human-powered vessels in the COLREGS or the Inland Rules of the Road, writes Charlie Wing in his new book, The One-Minute Guide to the Nautical Rules of the Road. Nonetheless, says the author, since rules 1 through 11, and 13, apply to all vessels, this would include human-powered vessels.

Of these, Wing says Rules 9 and 10 are the most applicable. Rule 9 states that vessels of less than 20 meters shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway; 10 says that a vessel of less than 20 meters may use inshore traffic zones, however, they shall not impede the safe passage of a power-driven vessel following a traffic lane. Wing summarizes by saying, "... human-powered vessels should, whenever possible, stay out of channels used by large vessels."

Anyone who sails San Francisco Bay knows that many board and kitesailors push this to the limit. We're not necessarily against this, as long as they don't push it to the limit when big ships are in the vicinity and they would be endangered if

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they fell and became temporarily helpless in the water.

Nonetheless, the rules of the road still don't clearly cover a whole host of other possible situations. According to the Coast Guard, two principles come into play when situations aren't specifically covered by the rules of the road: Relative Maneuverability and Negligent Operation. Under the principle of Relative Maneuverability, whichever vessel can best avoid a collision under the circumstances is generally required to keep clear. Under the principle of Negligent Operation, one can't operate a vessel in violation of common sense or without using reasonable precautions.

In the case of kitesailors, we take this to mean that while they are sailing — and therefore much more maneuverable



LATITUDE / LD

With a little love and respect, sailors and sailboarders get along fine.

than regular sailboats — it's primarily their responsibility to keep clear of other vessels. If we're sailing our cat around kite-sailors, we try to sail as steady a course as possible, making it as easy as possible for them to keep clear of us. But in the case where a kitesailor has fallen and is helpless in the water, regular sailboats and all other vessels must stay clear.

All of this stuff seems like pretty common sense to us. But for everyone's safety, everybody ought to give each other as much room as soon as possible in order to avoid problem situations from developing. It's not hard to do.

Here's to everybody having a great and safe time on all the bays and oceans of the world!

↑↓ RACISM IN THE CRUISING NETS?

Something has been bothering me for a while on the various cruising forums such as Renegade Cruisers and Lats and Atts — racism now seems to be all right. Based on what I read in such forums, the Caribbean would be a much better place if there were no locals down there.

Sadly, most people bring their own problems with them when they come down to the Caribbean. Having lived in the Caribbean for 10 years, I see it play out again and again. But these days it seems somewhat acceptable to even express it in writing.

There was a long thread in one such recent forum that was nothing but a collection of rumors of crimes and assaults, but it was ugly, and it did hurt the cruising community. Sure, there is crime here in the Caribbean, and yes, a lot of the locals don't like what tourism has done to their islands — or tourists, for that matter. For someone who works and lives down here, a lot of cruisers and tourists have given ample



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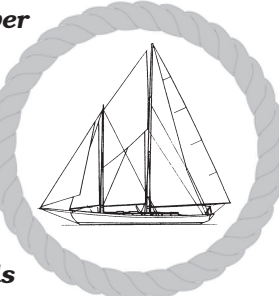
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cause for being disliked.

P.S. *Latitude* has always been the best of the sailing mags, and I just thought that you should take a look at the stuff that gets said on the various forums. It sucks.

W.H.
Caribbean

W.H. — Thanks for the kind words. We've spent almost no time on Internet forums because we don't have the time and because too much of the information we've read has been flat out wrong.

The seeds for resentment in the Caribbean couldn't be more clear. The resident West Indian population is poor, poorly educated, and doesn't have much in the way of prospects outside of service jobs in the tourist industry. Alas, the idea of serving the seemingly never-ending stream of white visitors, almost all of whom are affluent beyond what the locals can ever imagine for themselves, is unpalatable to many. This is particularly true for testosterone-fueled young males who are descendants of slaves. It's no secret that, for many years, an unfortunate number of them have resorted to dealing drugs, theft, semi-extortion, and other crimes. That's not racism, it's fact.

Having once owned and sometimes run a charter boat all over the Caribbean for 10 years, we've seen more than our share of American tourists. While some of them have been loud, obnoxious and arrogant, the vast majority never gave any cause to be seriously disliked — other than for their ability to afford such vacations and their propensity to tip far better than people from other countries. What kind of behavior have you seen that we haven't?

What are the solutions? For charterers, it's pretty simple. Be alert, be particularly cautious when straying from normal tourist areas, don't get too drunk, don't stay out too late, don't buy drugs, don't flash wealth, and have neighboring boats watch your boat and dinghy while you're ashore. When visiting notorious places such as Cumberland Bay in St. Vincent, you need to assume that you're going to have to shell out a certain amount of money. We suggest that you view it sort of like the entrance fee to Disneyland. One common strategy used by the captains of crewed charter boats is to pick out the biggest and baddest looking dude in the area, and appoint him your 'agent' to arrange for guides, buying local food, and so forth. It's not a long term solution because it encourages thuggery, but has been effective in the short term.

A long-term solution for the West Indians is much harder to come up with, as other than Trinidad's oil and Jamaica's pot, the islands have few resources. With banana and sugar subsidies soon to be cut, these islands are going to be in more desperate financial straits than ever. Tourism may not be the most attractive industry to young males, but there aren't many other choices. Even now, tourism accounts for about 50% of the GDP at islands such as Antigua and St. Lucia. If the tourists leave or are driven away, where do you think the replacement jobs are going to come from?

↑↓ THE CLASSY CLASSIFIEDS WORKED FOR ME

I just wanted to drop you a quick line to let you know how well the *Classy Classifieds* worked for me. I put my Hallberg-Rassy 35 in the last issue, and she sold by the 3rd of the month. Thanks.

Scott Rhoads
Glendale

Scott — Not until the 3rd? What a shame! Just kidding.

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SEVENTEEN MILES INTO THE 1980 SSS TRANSPAC

Thurman Smithey of the Rawson 30 *Venture* reporting in. I am one of the Class of '80 Singlehanded TransPac, although my trip ended 17 miles from the start — I could still see the Golden Gate Bridge — when my backstay gave way and the mast broke at the spreaders. The lower part of the mast remained standing, supported by the lower shrouds. The upper part bent over until it rested on the lifelines, with the masthead nearly in the water.

Within half an hour, I had retrieved all of the wiring and other stuff that was in the water, had started the engine, and had used the emergency VHF antenna we were all wisely required to have to make contact with the Coast Guard. It was agreed that I didn't require assistance, although I could keep in periodic contact with them.

At that point I rigged my Ham radio backup antenna and called a Ham friend in San Diego. He promptly patched me through to the (now) San Diego *Union-Tribune* sailing reporter Bill Center, who had been following the efforts of Kathy Senelly of the Cal 25 *Erasmus* and myself, the two San Diego entrants in the race.

I spent the rest of the summer of '80 motoring around the Delta awaiting a new mast, then singlehanded back to San Diego.

In '81 I sailed with crew from San Diego to Fanning Island, then I singlehanded home. I was ready to do the '82 TransPac, but declined to enter — in part because of what I remember to be an eight-fold increase in the entrance fee. So I just singlehanded from San Diego to Hawaii by myself. It wasn't a quick trip, but it was without incident.

I kept *Venture* for 32 years, but I parted with the boat in 2000 after she was doing more sitting than sailing.

I am presently 85 years old, and am looking forward to her new owner, Walt Shannon, taking me on one last sail he has promised on *Venture*. He presently has the boat in a yard in Sacramento where he is giving her a lot of the TLC that she needed. But who knows, maybe Walt will have a go at the Singlehanded TransPac himself with *Venture*.

Thurman Smithey
Chula Vista

Thurman — Well done!

When some folks whine that they can't go cruising because boats are too expensive, we like to point to folks such as yourself who have made long and successful ocean passages with modest, inexpensive boats. For example, there's a Rawson 30 in Napa for sale right now for \$9,500 — and we suspect the owner might be open to offers. Assuming the boat would check out reasonably well, a sailor could have a ball cruising a boat such as that in Mexico and beyond. It obviously wouldn't have a glamorous interior, but it could do the job.

PACTOR TIPS AND TRICKS FOR BETTER EMAIL

Want to know how to access your Winlink or SailMail messages from shore using a memory stick? The following tip isn't well known, but I've tested it myself.

The original method is to access your Winlink or Sailmail inbox by logging in directly or via www.myemail.com and downloading the messages one by one. Now, using Telnet

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Barry Kulmann (above) has undertaken the restoration of *Marybeth*, a 1927 locally-built, 40-foot wooden racing yawl. After completing the hull repair (by shipwright Holden Crane of North Bay Boatworks), *Marybeth* was recently launched and will continue restoration on the water. *Marybeth* will be an entrant in the 2007 Master Mariners Regatta.



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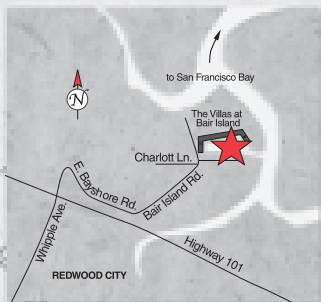
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When you get to the internet café, you plug your memory stick into the computer's USB port. First you open the Airmail install zip file and install Airmail on the computer you are working on (deselect the option to have a shortcut on the desktop and a place in the menu, as those are not necessary). Then you open your second folder (with all your own Airmail files) and open your airmail.exe file. Now Airmail opens (yours, on your memory stick) and in Modules, you open the Telnet window and there you go! Your outgoing message will go out and your incoming messages will come directly into your inbox as when you are using the terminal window connecting to your Pactor modem. In less than a minute you will be done. Phone lines are faster than SSB radio!

Once back on your boat, you delete your older Airmail folder in your Program Files and replace it with the Airmail folder that's in your memory stick (with all the newest emails!). You then start your Airmail program on your laptop as usual, and there you go. This procedure allows you to avoid carrying your laptop to the internet café.

You only have to install the Airmail installation files if nobody has installed it before you, so if you use the same computer later, you can skip that first step.

Here's another big tip that has been written about so many times it's hard to believe that so many users still don't know about it! First, turn the power output of your radio to 50W — not the 100 or 150W that is the default setting. If you do, you will have a faster connection because there is less reflected power. You will also use less electricity. Furthermore, anybody around you in the anchorage won't get the whole spectrum wiped out when you connect.

Another big tip is to listen for a few minutes to make sure a frequency is unoccupied before calling. Only one user can be connected at a time, so calling on top of someone already connected only slows down everyone. Sometimes you can hear some weak noises but you might not be sure if they are Pactor or not. If so, call five times, and then stop calling by clicking twice on the Stop button. If the station was available, you will connect within five calls. If someone else was busy on the station, you only disturbed them for a very short time.

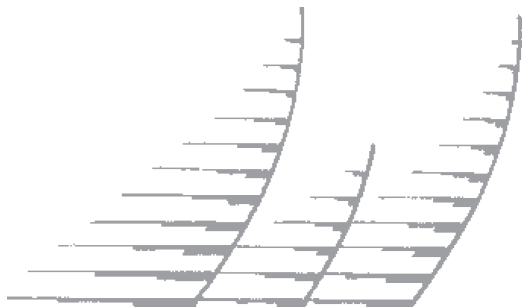
Email users might also consider a 12-volt mini desktop computer with laptop components. Laptops are rarely repairable in the islands as nobody has the required spare parts and it costs a fortune to ship computers back to the manufacturer. Using a home PC, however, would force you to use an inverter, causing HF interferences. I discovered a very knowledgeable and serious cruiser who assembles 12-volt computers with generic laptop parts, so it's very easy to replace parts yourself. You get all the advantages of low power computing with the ease of repairs. Check out his website at www.islandtimepc.com.

I'm hoping this will help everyone enjoy interesting cruising and trouble-free email communications!

P.S. I've been one of the beta users of pactor technology since the early '90s and have helped countless cruisers with email communications since then. I am a SCS dealer in the

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↑↓ **DON'T HA-HA BOATS HAVE TO BE OVER 27 FEET?**

I've wanted to do the Baja Ha-Ha for a number of years with my Coronado 25 *Christie*. I think she's a capable boat, as I've cruised her in Southern California, western Canada, back down to Southern California, and back up to San Francisco Bay — which is where I now live. But I was under the impression that the Ha-Ha only allowed boats that are 27 feet or longer. I have been looking at bigger boats, but can't really afford a 35 to 40-footer. Besides, I'm really happy with *Christie*. I'm just disappointed that she doesn't meet the Ha-Ha's minimum length requirement.

In fact, I was hoping that I'd be able to take *Christie* in the Ha-Ha next year and, because of time constraints, ship her back north. I'll bet the Ha-Ha would have more entries if experienced skippers with good boats less than 27 feet were allowed.

Peter Schmidt

Christie, Coronado 25, Wesco hull #703

San Francisco Bay

Peter — Ha-Ha Honcho Lauren Spindler had the following response:

"With more than 180 paid Ha-Ha entries this year, we certainly don't need to encourage any more participants. However, we certainly don't want to deny participation to well-qualified sailors with suitable boats. The 27-ft minimum length is just a guideline. Folks with shorter boats can apply for special dispensation, and several have over the years. A couple of very experienced sailors with a Cal 24 were given permission to do the Ha-Ha years ago, and this year I was pleased to approve the entry of Randy Ramirez and his Stockton-based Flicka 20 *Dulcinea*. Ramirez has already sailed his boat to Canada and back, which clearly demonstrated to me that he was qualified for the Ha-Ha. Given you and your boat's sailing experience, I'd be happy to do the same for you next year. My biggest concern for the Ha-Ha is that everyone be safe, and I know that it's skill and experience, not boat size, that is the primary predictor of safety."

↑↓ **WHAT WOULD JACK SPARROW HAVE DONE?**

The following is a recounting of the problems we had with a boat we chartered in the British Virgin Islands earlier in the year. I'm sorry it took so long for me to write, but after arriving home it took me quite a while to calm down enough so I wouldn't write something that was rude.

Although the charter for the four of us didn't start until May 14th, we were told that if we arrived on the 13th, we could attend the briefing that night and stay aboard our boat that night for free. And we did. The following morning we were unable to find the bilge pump handle and appropriate size screens for the ports. Since the bilge was full of water, we tried to jury rig a wrench as a handle to get as much water out as possible. It didn't work.

Once we got underway, we found that the knotmeter wasn't working. We tried everything we knew, but it wouldn't register anything but dashes. The depthsounder appeared to be working, but it continually beeped, and we couldn't figure out a way to silence it.



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LETTERS

A charter company repairman came to our boat at Cooper Island, our first stop, and got the bilge pumps to work. When he left, he said he would have a pump handle, screens that would fit the ports, and a new transducer for the knotmeter delivered to the base at Virgin Gorda.

By the time we got to Marina Cay the next day, we didn't have any water left at all, so we put in another 81 gallons. We'd assumed that somebody back at the base had forgotten to fill the water tanks, but when we tasted the water in the bilge, it was fresh. Obviously the tank was leaking.

When we got to the base at Virgin Gorda, a couple of the charter company's staff arrived to fix our problems. They were helpful, but didn't have the promised transducer, screens, or bilge pump handle. The woman told us to call her when we arrived at Little Harbor and she'd have a bilge pump handle for us. We called when we got there, but nobody showed up.

Within 36 hours of filling the water tanks, we noticed that we were down to one tank of fresh water — and also noticed that the freezer was continuing to thaw. By Wednesday, the food was thawed, and the only way we could keep it from spoiling was by buying ice and keeping it in the freezer portion of the refrigerator. We tried to save the desserts, but they had thawed and were inedible.

On Thursday we filled the tanks again — 79 gallons.

The next day a charter company repairman arrived with a new speedo/depthsounder and installed it. It worked, but only for a short time. At least one problem had been solved — the depthsounder no longer beeped.

We didn't call the charter company again, and continued our charter with the boat in 'as is' condition.

While off Norman Cay on our last night, we decided to go ashore. On the way, we found that the dinghy had developed a leak and was taking on water.

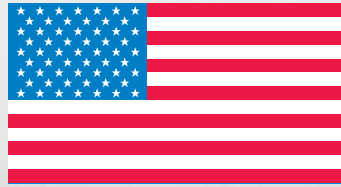
When we returned the boat to the base, we learned from several captains of the fleet that seven of the 12 boats that had been chartered had experienced problems. They also told us that one of the dock hands had told him that the boat the company had leased to us had just been restored after sinking. We were the shakedown cruise! This was a shocker — but it explained the new finish on the interior wood, the fact the exterior of the hull wasn't scratched, and that there were new pots and pans and dishes.

We registered our complaint with the hostess who greeted us upon our arrival. She immediately set up an appointment with the charter company manager. We told him of the problems we'd had, as well as the report that our boat had previously sunk. He vehemently denied that any such thing had happened, at least not in the two years he'd been on the job.

One of our crewmembers requested monetary settlement for the grief we had during the cruise. The manager said that he couldn't do that, but he did offer to give us an additional two days on our next charter within two years. We rejected that offer because we've decided that we'll never charter with that company again. The company did, however, reimburse us for the money we spent on the two tanks of water we had to buy.

Peg Hammer
Oroville

Peg — We don't want to make light of your complaint because you're obviously sincere, but you sound a little like a first-year law student. And using the word "grief" is way over the top. Grief is what a person feels when their child is killed in an automobile accident, not when somebody forgets to bring



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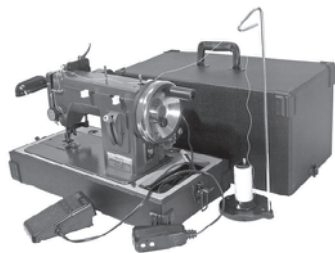
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LETTERS

them a bilge pump handle.

We're probably more casual than the typical charterer would be, but we wouldn't have been bothered by any of the problems you experienced. If there wasn't a bilge pump handle, we'd have found something else to do the job — or more likely have borrowed handles as needed from one of many other charterboats that were no doubt anchored nearby. "Say mate, our boat doesn't have a bilge pump handle, could you hand us yours — and that bottle of Pusser's Rum you're holding!"

You were on a charter in the islands for God's sake, you should have been more swashbuckling, seeing every minor problem as an opportunity for a hilarious solution. "What would Jack Sparrow have done?" should have been your motto.

Neither of the knotmeters on Profligate have worked in nine years, but it never crosses our minds. Besides, when it comes to speed-over-the bottom, a knotmeter is going to constantly lie in that part of the world because there's always a west-setting current. If you want to know how fast you're sailing on a charterboat, you should bring a \$99 GPS — which in any event is a much more entertaining instrument than a speedo. But since when has anybody cared about boat speed on a charter in the Virgins?

Depthsounder alarm won't shut up? Turn it off or readjust the depth setting. If you can't figure out how to do either of those, disconnect the unit's 12-volt source — except when in shallow water. No sense in a boat sinking twice, is there? No screens and a leaking water tank? Were these not just minor annoyances amidst the fabulous week of sailing, swimming, snorkeling and socializing? The refrigeration system didn't work toward the end of the week? Sabotaging the refrigeration is the oldest trick in Doña de Mallorca's book when looking for an excuse for having to go out to dinner again.

We tend to believe administrators of big companies more than the second-degree hearsay of guys on the dock, so we sincerely doubt that the boat you were given had ever sunk. But wouldn't it have been cool if it had, as you weren't able to tell, and it would have given you a great opening line when you got home: "Yep, just back from the Caribbean. Did a little island-hopping on a boat fresh off the bottom. The dang of it is that we never would have noticed were it not for the smell

of the barracuda decomposing in the diesel's air-intake."

We suspect that if you pressed the skippers of all 12 boats in your fleet, they all could have listed at least a few problems with their boats. It's the nature of the game, as the boats have to operate in a hostile environment and are often mistreated by charterers who aren't familiar with them or their systems. Based on your version of things, we think the charter company's offer of a couple of extra days of free chartering was about right.

But that's just our opinion. What do other readers think? And have you ever had a true charter boat from hell?



COURTESY DISNEY

Jack Sparrow would never grieve over not having a bilge pump handle. He'd have used his pistol barrel or the femur of a dead merchantman.

↑↓ **BUT THEY ONLY WORK AT LOW ALTITUDES**

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LETTERS

when you joke about things such as diesel airplanes. First off, you can buy diesel-powered airplanes — see www.diamondair.com. Note that these are prop airplanes. Unfortunately, propellers are exceedingly inefficient when used at altitudes and speeds flown by large commercial jetliners, which incidentally run on kerosene. They could run great on diesel at low altitudes, but that fuel turns into jelly at the very cold temperatures the planes normally operate at.

But I'm not sure why any of this would eliminate "carbon guilt," as both diesel and kerosene are fossil hydrocarbon fuels. If you want to eliminate the guilt, sail!

Joe Della Barba
Northern California

Joe — We were actually referring to large passenger airplanes, and were trying to get our readers to visualize the comedic sight of a bunch of Perkins 4-107s, or three-story ship diesels, mounted on the wings of a 737. Nonetheless, you're correct, we really don't know what we're talking about when it comes to airplanes. If someone in a bar bet us 25 cents that there were such things as diesel-powered airplanes of any sort, we would have taken it in a second, and been dumbfounded that we were wrong.

↑↓ ENVISION 11,000 CONTAINERS ON ONE SHIP

In the October 4 *'Lectronic*, you reported that a new 1,300-ft-long, 183-ft-wide container ship, the biggest in history, was under construction for Copenhagen-based Maersk, the world's largest shipping company. The *Maersk Emma*, actually sailed several weeks ago.

She was built to transport 11,000 teu, teu meaning



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twenty equivalent units, or 20-ft sea containers. Most of the sea containers you see on the road are 40-footers, with a sprinkling of 45s. You occasionally see 20-footers, which look truncated sitting on trucks. They measure 20-foot

containers as the standard is that only 20-footers will fit in certain areas of ships due to the hull shape.

By comparison, the very biggest container ships coming into the Bay now are in the 8,000 to 8,500-teu range.

Bill Wilson
Northern California

Bill — We appreciate that kind of information. But the thing that amazes us more than the size of the ship is the fact that it's often less expensive to transport a container by ship from China to Europe — a hell of a long way — than it is to truck it 100 miles from a port in Europe to some other city in Europe.

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

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

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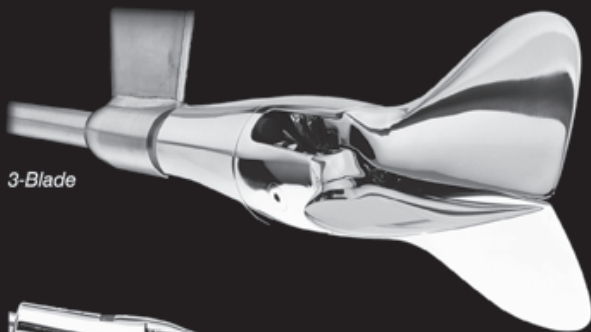
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LOOSE LIPS

Tom takes a flyer.

Tom Condry never had much interest in medieval siege weapons, but now he knows how a trebuchet works — he was one.



Tom Condry tests another one.

Condry and his *Sparrowhawk* crew had finished the first race of the Moore 24 Nationals off Santa Cruz on October 6 and were sorting out the boat before the next one. One of the problems was a tangle in the spinnny halyard and no matter what they tried, they couldn't undo it from deck level. Tom, who in a former life was an experienced rock climber and is al-

most fanatical about safety (in climbing *and* sailing), donned his climbing harness and had himself hoisted up the mast on the jib halyard to straighten things out. Meanwhile, helmsman Bruce Ladd headed the boat downwind under main alone (on port) and tried to keep her steady.

Just as Tom reached up to free the halyard, the boat rolled to windward — and kept going. The next thing Tom knew, he was in the water at the masthead and the boat was sideways. Most of the crew fell into the water and one set of SOSpenders inflated, but everyone was soon back aboard. Tom purposely propped himself up on top of the mast to keep his own lifejacket from inflating and restricting movement. "I figured I had enough to worry about," he notes.

As he and his crew assessed the situation — which was new to all of them — Tom realized that the situation was just like a loaded catapult, and he was the 'ammunition'. Someone later pointed out that 'trebuchet' (a sort of 'super' catapult) was more accurate. Tom was about to find out how that worked.

"I had a knife, but I didn't want to cut the halyard, and I sure didn't want to ride the mast back up," says Condry, who has owned *Sparrowhawk* for about a year and a half. So they formulated a plan. The crew would release the halyard which held Tom at the masthead. Then he would sort of crawl/swim horizontally down the mast toward the boat. If the boat started to come up, the halyard would just run out and he could swim the rest of the way. Piece of cake.

One thing nobody took into consideration in the heat of the moment was how short the jib halyard was. Tom had been meaning to put on a longer one, as the one on the boat was just barely long enough to tie off. Plus he'd tied a figure-8 climbing knot in his end, which used a couple feet of line, and a stopper knot at the boat end.

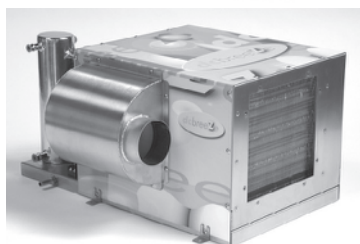
Tom was about 2/3 the way back to the boat when *Sparrowhawk* stood up straight. It happened so quickly that one minute, Tom was in the water and the next, he was flying through the air, upside down, thinking, "Shit, this is *not* good!"

He estimates he might have traveled as much as 10 feet through the air before slamming backwards into the side of the boat at the hull-deck joint. Fortunately, his crew grabbed him and helped him aboard. The main impact was to his left side, arm and back. It knocked the wind out of him and opened a gash in his arm, but it was the pain in his back and side that worried everyone the most. Racing was over for *Sparrowhawk*. A SCYC crash boat that had arrived on scene a few minutes earlier escorted them back to Santa Cruz, where Tom was taken to an Urgent Care clinic.

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LOOSE LIPS

In addition to stitches in his arm, Tom had bruised his kidneys and fractured two ribs. He showed up at the yacht club later that day, taped and bandaged, to find that his crew and other fleet members had put the boat away for him. At the trophy presentation Sunday, he was 'awarded' a medical kit.

Lessons learned?

- 1) Never go up the mast of a Moore 24 while at sea.
- 2) If you're the skipper, never go up the mast of anything. Have the foredeck crew do it.
- 3) Always have a rigging knife at the ready. (Some water got into the boat through the open foredeck hatch. If the boat would have filled and sank, Tom would still have been attached.)
- 4) Always wear flotation. It's truly a lifesaver.
- 5) No matter how experienced you think you are, never turn your back on Mother Ocean.
- 6) Sail with a good crew and a good fleet.

The epilogue to this story: when *Sparrowhawk* arrived back at the dock, the halyard tangle was miraculously gone. Which leads to lesson 7) "If you want to clear a halyard," says Tom, "barrel-roll the boat."

Recruiter's dream.

Have you seen *The Guardian* yet? If not, it's worth a tub of popcorn and a \$6 Coke. Kevin Costner plays a veteran Coast Guard rescue swimmer who takes newbie Ashton Kutcher under his wing. It has elements of *An Officer and a Gentleman*, *Annapolis*, *Top Gun* and just about every other 'military has a soul' flick since 1950 — including the obligatory bar fight and Hollywood ending — but the movie does a good job in depicting what the Coasties do out there when everyone else is running for cover. We predict a huge upswing in Coast Guard recruitment in 2007 — a good thing, to be sure. In another win-win, Walt Disney Studios, along with its Touchstone Pictures and Beacon Pictures partners, announced that proceeds from the World Premiere of the film last month will benefit the Coast Guard Foundation. This non-profit organization does fundraisers to satisfy equipment, training and educational needs that are not met through government sources.

Showtime!

Just as the runways of Paris offer a glimpse into the future of fashion, the U.S. Sailboat Show part of the Annapolis Boat Show (Oct. 5-8 this year) offers boaters a chance to see what's new in boats and gear. The granddaddy of American boat shows, Annapolis is a huge, sprawling Disneyland of marine 'rides and attractions'. How huge? Also like Disneyland, we spent three and a half days there and still didn't see all of it.

Of course, boats are the main attraction. New models like the Morris 36, Bruckman 42 and Friendship 40 made it evident that build quality in modern yachts has never been better — and neither has performance. Boats like the ESailing 33 and Schock's Harbor 25, with their large, comfy cockpits, also suggest more attention is being focused on the pleasures of daysailing. Perhaps the most unusual boat in attendance was the Bob Perry-designed Far Horizons 39. It's made to slip into a 40-ft container so you can ship it to a new cruising ground. Pretty clever, eh?

Since we make our living in the industry, we also go to Annapolis to get a sense of the health of the marine marketplace. Again, it's hard to get an accurate picture in just three days, but everyone we talked to — exhibitors, boatbuilders, industry reps, CEOs and manufacturers — felt optimistic about the future.

Oh, and one more thing about Annapolis. It always seems to rain there during the show, and this year was no exception. If it's too grim to be out sailing on boats, at least you can be slogging around looking at them!

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SIGHTINGS

catting around

Suppose things have been going almost as good for you as they have for Chad Hurley and Steve Chen of YouTube. Sure, you probably didn't get \$1.65 billion in Google stock for your yet-to-make-a-profit company, but maybe you had a gangbuster business year, and are now wondering what 'money is no object' boat you should buy. May we suggested the ExclusivE 76 catamaran from France?

At 76 feet long and 34 feet wide, and with an expansive upper deck, this cat has all the room you could possibly want in a boat without requiring a branch of the military to operate it. (Keeping her clean is another matter.) If you come from a monohull background, you might need to step the distance off on pavement and multiply by 2.5 to get an idea of how much usable space there really is. Indeed, there are islands in the Caribbean that are smaller. Yes, a cat like the 138-ft by 50-ft schooner-rigged cat *Douce France* might be tempting, but

continued on outside column of next sightings page

coast

Here's what the Coasties have been up to in the last month:

SEPTEMBER 25 — The skipper of the 44-ft sailboat *Tango* requested assistance after his boat began taking on water near Pescadero Point. A Coast Guard HH-65 helo and the Pillar Point Harbormaster's response boat *Almar* both delivered pumps to the skipper, who was then able to keep up with the influx of water. The crew of a CG lifeboat arrived on scene and helped the skipper repair a leaking shaft seal, at which point *Tango* was able to



COURTESY SCHOONER CREEK BOATWORKS

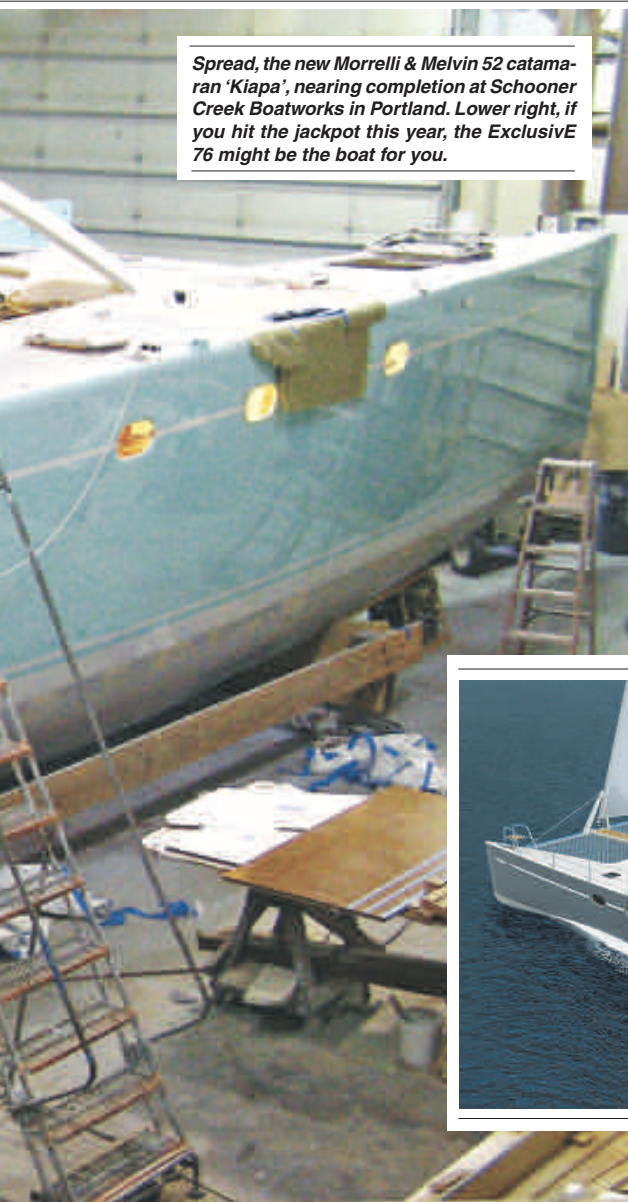
watch

continue on her way to Alameda, maintaining a 30-minute comm schedule.

SEPTEMBER 29 — The sportfisher *Dessert First* was nearly 30 miles southwest of Half Moon Bay when it sustained a breach below the waterline. The skipper requested assistance after discovering the breach was in an inaccessible compartment. A CG helo and life boat, as well as Pillar Point's *Almar*, responded and transferred a pump aboard. *Dessert First* was then towed into Pillar Point Harbor and

continued in middle column of next sightings page

Spread, the new Morrelli & Melvin 52 catamaran 'Kiapa', nearing completion at Schooner Creek Boatworks in Portland. Lower right, if you hit the jackpot this year, the ExclusivE 76 might be the boat for you.



catting — cont'd

experience has proven that bigger isn't always better.

One of the most appealing things about the ExclusivE 76 is her pedigree. She's been engineered by the Gilles Ollier Design Team, which has designed just about every large ocean racing multihull — Orange, Geronimo, Groupama, Club Med, etc. — but also the 82-ft *Magic Cat* cruising cat, which has now put 100,000 miles beneath her long and narrow hulls. In addition to having been designed by the Ollier Team, these extremely large multihulls were all built at Ollier's Multiplast Boatyard in Vannes, France. When it comes to large high-performance ocean-going multihulls, few if any can match the experience of Ollier and Multiplast.

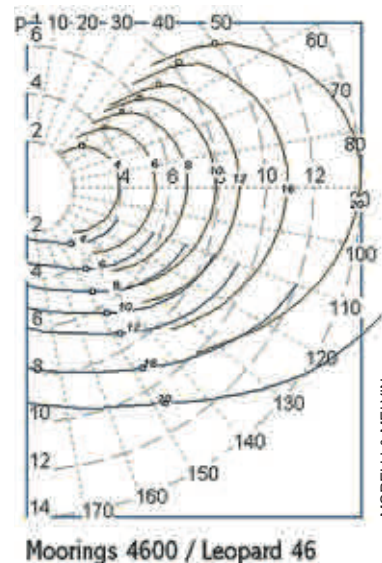
The first of the ExclusivE cats was bought in late '05 and is now nearing completion. If you want to learn more about them, contact François Sagan at www.exclusivemarine.com, as they put out a hell of a brochure and CD.

Catamarans with full or semi-bridgedecks have pretty much taken the charter world by storm. As we recall, they were initially featured on The Moorings 62 cats, but now a partial version of the elevated bridgedeck concept appears on The Moorings 4000 cat, introduced a few years ago, and The Moorings 4600 cat, new this year. The second level for the operation of these cats came from a collaboration of The Moorings in-house designer Anthony Key, the builders Robertson & Caine, and naval architects Gino Morrelli and Pete Melvin of the Newport Beach-based Morrelli & Melvin.

Melvin who, along with Morrelli, designed the former around-the-world record-holding cat *PlayStation*, tells us that, thanks to improved structural engineering, the new Robertson & Caine cats are significantly lighter than the older Moorings 4500s and 4700s, and therefore

faster and less expensive than they otherwise would have been. Check out the polar diagram above for projected performance. One of the drawbacks of the older 4500s and 4700s was that they had rather low freeboard, particularly at the back of the boat. That's not the case with the 4600, which Melvin says has 32 inches of bridgedeck clearance, and only that little when fully loaded. "The idea with these cats was to be right in there with the Catana 47s when it came to a com-

continued on outside column of next sightings page



The polars for the new Moorings 4600 suggest she'll be much faster than the typical charter cat.



COURTESY EXCLUSIVE MARINE

SIGHTINGS

catting — cont'd

bination of performance and luxury."

When Melvin also mentioned that a wood-foam-wood composite M&M 52 is nearing completion at Schooner Creek Boatworks in Portland for Peter and Susan Wolcott of Hawaii, we about dropped the phone. The Wolcotts did the '01 Ha-Ha with their Santa Cruz 52 *Kiapa* and have subsequently been cruising that boat around the Pacific.

"Our SC 52 is the nicest sailing monohull we've ever been on," said Wolcott. But the couple, who will live aboard 10 to 11 months a year, started thinking about catamarans when nine of their family members came to visit in Tonga and they had to rent a small cat as a buddyboat because not all of them could fit on the monohull.

The Wolcott's new cat, also to be named *Kiapa*, and also to be sea-foam green like their previous boats, should be ready around Christmas. "Susan and I are just dying to get out cruising again," says Peter. They will probably head to Mexico as soon as the boat is shaken down, with Hawaii and the Marshall Islands likely next stops. "But our real goal is to get back to New Zealand, Vanuatu and Australia, and particularly the Indian Ocean, which may offer the best remaining uncrowded cruising opportunities."

One of the ironies of the *Kiapa*'s launch date is that it's approximately the same as that for Richard and Sheri Crowe's Newport Beach-based Farr 44 *Tabu*, which is also sea-foam green. The Crowes built an earlier sistership, *Confetti*, the original sea-foam green boat in '89, and immediately sailed her around the Horn and to South Georgia Island. In '92, they sold her to the Wolcott's.

"*Confetti* was such a great sailing boat, and ideal for two people to handle," says Sheri. "The only reason we sold her is that Richard wanted a boat that was suitable for the ice and Antarctica." An absolutely superb craftsman, he would eventually build the aluminum boat *Sea Mist* for those conditions. Having done the ice, and looking for a boat for the two of them, Richard and Sheri decided to build a more hi-tech and modern version of the Farr 44. With any luck, *Tabu* should be launched at the end of this year or early next year.

Like the Wolcotts, the Crowes have big cruising plans. They don't know exactly where they will go, but Sheri says they are kind of interested in seeing the Central American countries, as well as returning to Chile, and circumnavigating Australia. Since the two of them have relentlessly sailed Orange Coast College's S&S 65 *Alaska Eagle* all over the Pacific and to Europe, and having already rounded the Horn on their previous Farr 44, such ambitious plans are anything but small talk for them.

For the record, we at *Latitude* want to emphasize that we don't recommend one brand or type of boat over others. People have very different needs, desires, and budgets, so you should carefully consider the entire spectrum of sailboats before deciding on the one that's right for you.

— rs

velux 5 oceans

The Velux 5 Oceans Race got underway from Bilbao, Spain on October 22. This is the seventh running of the every-four-year event originally known as the BOC and, for the last two runnings, as Around Alone. Eight skippers from six countries are competing this time, including one American. They were only a few days at sea when this issue went to press, so we can't say much about how the competition was shaping up. But we can tell you this is quite a different event than it was even four years ago. For one thing, the 40-50-ft 'amateur' class is no more; now the race is exclusively for IMOCA Open 50 and 60 yachts, which most of you will know as the wide skimming dishes which go to weather like rodeo bulls and off the wind like the Starship *Enterprise*. Also new: the 5 Oceans does not stop in five or six ports

continued on outside column of next sightings page

coast watch

hailed out, where a 6-inch by 3/4-inch gash was found in the stern. It's unknown how the damage occurred.

OCTOBER 3 — Around 3 p.m. on a Tuesday afternoon, Station Golden Gate received a report of a sailboat with no one at the helm drifting toward the Golden Gate Bridge. The two dispatched CG boats boarded the apparently unmanned boat only to find the skipper asleep below.



— cont'd

Once roused, he appeared quite disoriented and confused. The boat was then towed to the Presidio YC where the skipper was transferred to EMS for treatment.

OCTOBER 7 — A 60-year-old man from San Mateo, part of a charter dive group on their first dive, went missing about four miles from Point Sur. When his 'dive buddy' returned without him,

continued in middle column of next sightings page

velux — cont'd

as in past years. It now has just two stops: Perth, Western Australia, and Norfolk, Virginia, USA. Organizers say the move was made to shorten the duration of the 29,000-mile race, but we suspect the fact that luster lost in recent years to the Vendée Globe, the singlehanded non-stop race, had something to do with it, too. Either way, competitors in this go-around are sailing such long legs — 12,000 miles to Perth and 14,500 miles to Norfolk (the last leg back to Bilbao is 'only' 3,500 miles) — that it's a whole new ballgame, and will perhaps regain its stature as one of the premier tests of sailing and human endurance.

continued on outside column of next sightings page



Big photo, Sheri Crowe stands in the belly of her and her husband Richard's second Farr 44. The photo was taken one year ago and the boat is expected to launch no later than January. Smaller photos at left, Richard and Sheri hold up parts of the new boat — can you say 'titanium'? — that will make her lighter and faster than the original.

LATITUDE / RICHARD

SIGHTINGS

velux — cont'd

We will be following the race both in these pages and the *Lectronic Latitude* portion of our website (www.latitude38.com). You can also follow it on the excellent website, www.velux5oceans.com.

For now, we will leave you with a quick 'playbook' of this year's participants:

Tim Troy (*Margaret Anna*, USA, 48 years old) — Tim is the grassroots racer in this bunch — the only one sailing without a title sponsor. A real estate developer from Maryland, Tim will be sailing an 8-year-old Bernard Nivelt design (launched in 1998 as *Petit Navire*) that is named for his two daughters. Although he lacks around-the-world experience, he has made two transAtlantic trips on Open 60s (he's owned several) and won the singlehanded Newport-to-Bermuda Race twice.

Graham Dalton (*A Southern Man AGD*, NZL, 53) — Dalton's participation in the Velux is part unfinished business and part tribute. You may recall that Graham — the older brother of Kiwi sailing icon Grant Dalton — had to drop out of the last Around Alone after a series of disasters culminated with losing the mast on his 60-ft *Hexagon* off Cape Horn. The tribute will be to Dalton's 22-year-old son, Tony, who succumbed to cancer just before Christmas last year. (The 'AGD' in the name is Tony's initials "so he can come with me," says Dalton.) His boat is a brand new Greg Elliott 50-footer launched earlier this year. Like his brother, Dalton is a meticulous, tenacious competitor. Being the only 50-footer in this year's race, he will obviously win his class. Don't be surprised to see him beat half the 60s doing it.

Alex Thompson (*Hugo Boss*, GBR, 32) — The man the French call "the young mad dog" of sailing was a favorite going into the last Vendée Globe race, but had to drop out when *Hugo Boss* lost her mast a month into the event. Since then, Thompson has kept busy with *Hugo* (ex-*Sill*, winner of the 2000 TransAt Jacques Vabre and third in the 2000 Vendée Globe). In 2003 he even briefly held the 24-hour solo record with a 468-mile run on a race from Brazil to Europe. If the boat — which has been upgraded and strengthened everywhere — holds together, the mad young dog could well 'lead the pack' around the World.

Bernard Stamm (*Cheminees Pujoulat*, SUI, 42) — Stamm burst upon the big-league solo scene in 2000 in a roundabout sort of way. After having to pull out of the 1999-2000 Vendée Globe due to autopilot failure, he sailed to New York, waited for a weather window, and (with a crew) scorched across the Atlantic to two new sailing records: the fastest monohull time (8 days, 20 hours) and the fastest monohull 24-hour time (467 miles). Both records have since been broken, but the run was so splendid it stole headlines from the Vendée for a month. Stamm more than made up for the Vendée two years later when he sailed the same boat — a Pierre Roland design that Stamm and friends built themselves — to a win of four of five legs of the last Around Alone, and of course the race itself. Disaster struck again in '04, when the boat lost its keel off Newfoundland and capsized. Stamm was airlifted off, but returned to salvage the boat. Now completely redone, this phoenix of singlehanded sailing is ready to rise from the ashes to once again claim the world. He's our pick to win again.

Mike Golding (*Ecover*, GBR, 46) — Forget Mike Tyson. Golding is the true 'Iron Mike', and he's back for this race looking stronger than ever. With more Open 60 miles under his keels than anyone else — and so far the only man to sail solo around the world both ways (maybe 'titanium Mike' is more accurate) — this former firefighter's drive and spirit are unrivaled in the animal kingdom. His luck is not so enviable. In the 1998-1999 Around Alone, he ran aground off New Zealand and had to drop out. In the 2004-2005 Vendée, his keel fell off 50 miles from the finish, but he coaxed the boat in for a third. Now he's back with the same Owen Clarke boat with new everything aboard and a score to settle. "(The Velux 5 Oceans) is the only event

continued on outside column of next sightings page

coast watch

the other divers notified the Coast Guard and immediately began searching. The divers searched for four hours while the CG searched with two helos and a life boat, covering about 175 square miles, before suspending the search just after dark. The diver's body was found several days later floating near the bottom in the area he went missing.

OCTOBER 17 — The Coast Guard



ONEDITION

— cont'd

rescued a 43-year-old man who'd been injured while windsurfing with a friend less than a mile off Coyote Point. The man's friend swam to shore to call for assistance which led the dispatched HH-65 helo crew to spot the injured windsurfer about three miles from shore. He was subsequently taken aboard a response boat and transported back to Coyote Point where he was transferred to local EMS and taken to a nearby hospital.

velux — cont'd

I have not completed in my professional sailing career," he says. If the boat can survive the route — and the skipper — he will give Stamm a run for the money.

Kojiro Shiraishi (*Spirit of Yukoh*, JPN, 39) — Shiraishi's roots in this event go back to 1982, when his mentor, Tokyo taxi driver Yukoh Tada, won the 50-ft class. Shiraishi became part of Tada's shore crew for the 1990 race, where Tada tragically committed suicide ashore after a disappointing second leg. Sailing solo, Koji delivered Tada's yacht back to Japan. Sailing the same boat, he later became the youngest person to circumnavigate the globe singlehanded, and nonstop. He sailed in the 2002-03 Around Alone aboard an Open 40 also called

continued on outside column of next sightings page



Spread, Bang! They're off! Eight boats start the 29,000-mile Velux 5 Oceans, the event that replaced the Around Alone. Inset, Alex Thompson of 'Hugo Boss', hams it up with four Hugo Boss gals. He won't be having much company for the next six months.



SIGHTINGS

velux — cont'd

Spirit of Yukoh, ending up fourth in Class 2. Now he's back with a new-to-him Open 60 (ex-*Temenos*, a Finot-Conq design launched in 1999), a strong anglo-French support team, and the determination to put his mentor's name on the podium again.

Sir Robin Knox-Johnston (*Saga Insurance*, GBR, 67) — What can you say about a sailing legend whose grown daughter is older than most of his competition in this race? Sir Robin achieved world fame way back in 1969 when he sailed the 32-ft double-enders *Suhaili* into Falmouth Harbor, winning the *Sunday Times* Round the World race (forerunner to the Vendée) and becoming the first man to sail non-stop around the world. It took him 313 days then and, with a broken radio two months out, he didn't speak to another human for almost half a year. This time, it will take less than half that time, and he can talk to or email the race committee or loved ones whenever he wants. KJ's resume also includes a stint as skipper of the maxi *Condor* in the '77 Whitbread Race, and co-skipper (with Peter Blake) of the 92-ft catamaran *Enza New Zealand* when they circled the globe nonstop in 92 days in 1993. Sir Robin's steed this go-around is a Group Finot designed Open 60 launched in 1997 as *Fila*. He may not be the quickest or strongest hand out there anymore (although he is said to be in superb physical shape), but when the sails go up, he will be as formidable as most — and wiler than any.

Unao Basurko (*Pakea*, ESP, 32) — The only Spaniard competing, Unao has taken on the role of 'local hero' for the start of the Velux

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space ship or

In the October 6 edition of *'Lectronic Latitude*, we featured Marina Bay's newest — and most unusual — tenant. A number of readers alerted us to the arrival of this unique experimental craft (pictured below) when it arrived on October 3, so we did some research — or tried to. Precious little is publicly available on it, but we were able to dig up a few tidbits about this very hush-hush project.

The boat is owned by Ugo Conti's Marine Advanced Research and was designed by prolific Bay Area yacht designer Jim Antrim from Conti's original concept. Marina Bay residents may recall a spider-like inflatable craft docked there a few years back that looks strikingly similar to our mystery vessel. "That boat was the test bed for this one," confirmed Isabella Conti, Ugo's wife and official MAR spokesperson. But this craft is much larger at 100 feet long and 50 feet wide.

The inflatable hulls were built by the well-respected Wing Inflatables in Arcata, which explains why "WING" is inscribed



The mystery vessel docked at Marina Bay looks more like a Klingon Bird of Prey than an ocean-going catamaran. Top left, the all-glass cockpit dangles below an observation platform. Just aft of the cockpit sits a cabin that turns into a tender when lowered (can you spot the propeller?). Bottom left, the massive shock absorbers resemble giant windshield wipers. So what's it for?



catamaran?

on the hulls — Isabella assures us that the boat has yet to be named. It's powered by twin Arneson diesel drives located in aluminum stern sections built by Jim Betts in Anacortes, WA, where the boat was sea-trialed this summer.

Jim Antrim insists the boat is easily capable of crossing oceans with "as much, if not more, stability than a normal catamaran" and Isabella confirmed that the vessel traveled down the coast under her own power.

And that's about it. "The boat isn't completely finished and we don't want to make a big announcement until it is," explained Isabella. She said the final touches will be done soon, after which there will be a press conference to explain the craft's purpose.

But maybe we don't have to wait. A number of readers sent us their best — and craziest — guesses as to what the boat's function will be. Could one be right? Judge for yourself:

continued in middle column of next sightings page

velux — cont'd

Bilbao. Unao has been working his way through the offshore crewed and singlehanded ranks for years, but really got going after hooking up with '90-'91 Around Alone alumni Jose Luis de Ugarte and Kanga Birtles, whose friendship, encouragement — and design skills — got him where he is: *Pakea*, one of the few new boats in the race, was designed and built by Birtles at Jarkan Builders in Australia.

Presstime Update — after two days of racing, Bernard Stamm held a slim lead over Kojiro Shiraishi. Two boats were unable to start the race: Basurko's *Pakea* because it failed a righting test, and Dalton's *Southern Man* because his mast was damaged when it was blown off stands while stored ashore. Both hope to rectify their troubles and still join the race.

— jr

a contract is out on jasper and flo

But the contract isn't for a hit, but rather to go cruising again.

When it comes to outgoing personalities, the Ha-Ha has rarely seen the likes of Floerfida Benincasa, who did the '03 Ha-Ha aboard her and her husband Jasper's Las Vegas-based Columbia 34 Mk 11 *Floerfida*. The voluptuous and irrepressible Flo, who is of Filipino extraction, was a shameless flirt — with women as well as men! The quiet Jasper would just smile at Flo's exhibitionist antics, having no doubt seen them before. But unlike some people, for whom wild and

continued on outside column of next sightings page



LATITUDE / LADONNA

SIGHTINGS

flo — cont'd

crazy is the sum of who they are, it's just one minor aspect of Flo's multifaceted persona. She's no underachieving air-head as she and Jasper met in a college chemistry class.

Flo and Jasper are as tight as a couple could be, and they've always shared the same motto: 'Dreams are for dreamers, goals are for do-ers'. And make no mistake, they're both do-ers, not dreamers. Although they had virtually no sailing experience, once they got the notion to go cruising, they bought an inexpensive Columbia 34, some new sails, and with much more enthusiasm than skill or experience, headed south on the Ha-Ha. They had a great time, and Flo was the straw that stirred the beach party at Bahía Santa María.

When they got to Cabo, their boat's ancient Palmer gas engine failed them. No worries, a new acquaintance said he had one that he'd give them for free. So while Flo stayed aboard *Flocerfida* alone on the hook off Cabo, Jasper traveled to California to get the engine and bring it back.

It's easy for experienced sailors to look at new sailors, smirk at their mistakes and lack of knowledge, and pronounce that they'll never make it anywhere. We expect that a few folks did that with Flo and Jasper. But they would have been terribly mistaken, for if you check their website (www.sailflocerfida.com), you'll see that they not only made it to New Zealand safely aboard their humble boat, but had an absolute ball doing it.

Once they got to New Zealand, the couple spent a month exploring the North and South Islands, then did three months of land traveling in Southeast Asia. They then returned to the United States, planning to return shortly thereafter to *Flocerfida* for more cruising. There was just one problem. While they had been out cruising, their back-home investments hadn't doubled as they'd expected they would.

"It turned out we had less money than when we'd left," remembers Flo. "Panic set in, so we sold our boat in New Zealand, and are now back in the lifestyle that most people tolerate day after day in order to guarantee future survival. But as Jasper says, 'It's all good.'"

Nonetheless, the Vegas couple have hardly been holding pat. While back in the grind, they got to work on some goals they could accomplish while still landbound. "Jasper and I collaborated to achieve our greatest goal ever," reports Flo, "our son Jasper Anthony, who is now four months old. What a challenge it's been, but what a reward. I equate each day with my child to the feeling Jasper and I had smelling land after our 31-day crossing to the Marquesas. But I don't want anybody to worry, because it only took me four months to regain my voluptuous curves!"

Still the same fun-loving Flo.

The couple have continued to set new goals, including the one of cruising again in the relatively near future. "Jasper and I plan to be ocean bound in four years, but now we'll obviously need a sailboat that can accommodate a family — especially since we're also now working on the goal of another bambin(o/a)."

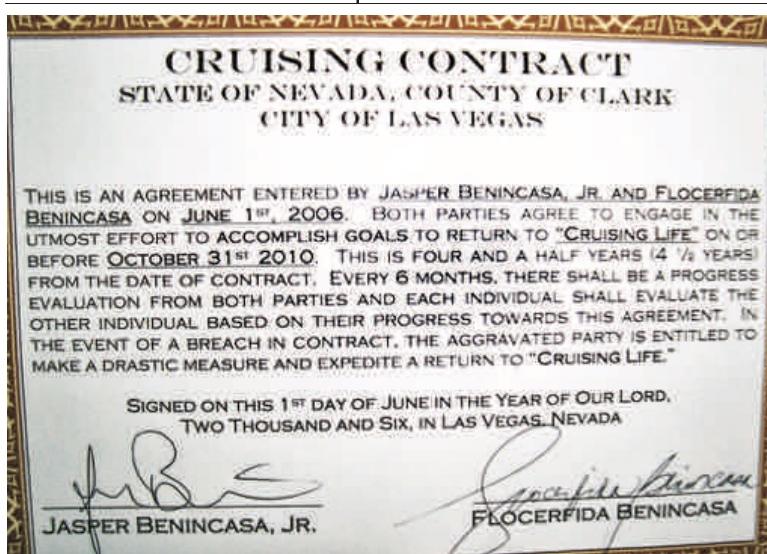
In order to achieve the financial goals which will allow them to resume their cruising lifestyle, the still-young couple are — not surprisingly — both working two jobs. Flo works full time as a Laboratory Manager for a pharmaceutical company, and Jasper works as a Forensic Pathology technician. "Yes, he's my 'slice and dice' guy," brags Flo, "and does the stuff like you see on CSI." In

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space ship

- "It's for an ocean crossing fuel efficiency record." — Tom Kennedy
- "Proof that Costner has funding for Waterworld II" — Dennis Hoey
- "Could it be for whale watching?" — Andy Jessberger
- "It looks like some sort of waterborne lumber carrier." — Dave Koch
- "A low impact observation platform for marine life study." — Grant Kiba
- "Gotta be something built for a circumnavigation record under power, perhaps even without refueling." — Charlie

Spread, the somewhat-odd couple, Jasper and Flo, during a stop in the 2003 Ha-Ha. Inset below, the 'cruising contract' that's been mounted prominently in their home. Inset right, the young Jasper Anthony, future deckhand on the next 'Flocerfida'.



cat — cont'd

- "It may be very hush-hush but it's obviously the new luxury sky-box for Larry Ellison who didn't want average accommodations during Giants games at AT&T stadium." — Jay Sorensen

- "It was built for setting trans-ocean speed records." — Ed Hoff

- "I wonder if it runs on bio-diesel. Maybe it's connected to the other exotic beast that just blew through the neighborhood: Earthrace!" — Larry Earl

- "A platform for filming events such

continued in middle column of next sightings page

flo — cont'd

addition, they both work as part-time real estate agents, albeit mostly for themselves, friends, and family.

"It's true that the work and family lifestyle in Vegas drives us looney at times," Flo confesses, "especially when we returned from the no-worries-pareo-wearing-flip-flop-strappin-lifestyle. So, what do we do until we can cruise again? Play hard and work hard. And to keep our cruising goal firmly in mind, Jasper and I have signed a 'cruising contract' that we've strategically mounted in our home. When we're headed out the door to go to work each day, we can't help but see it, and it reminds us what we're working for. This gives us some satisfaction, and a guarantee that each day that goes by brings us closer to the day that we are cruising again. As we've always said, 'dreams

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COURTESY FLO CERFIDA

SIGHTINGS

flo — cont'd

are for dreamers, goals are for do-ers.' A lot of *Latitude* readers who say they want to go cruising should ask themselves if they are just dreamers or if they are really do-ers. If they are do-ers, we recommend that they: Envision their goal. Plan how to achieve it. Do the work necessary. And finally, Enjoy it.

Anybody in Vegas or anywhere else foolish enough to bet that Flo, Jasper, Jasper Anthony, and any new additions won't achieve their cruising goals? Or that Flo will ever lose her special spark?

— *rs*

space ship

as the America's Cup." — Steve Nimz

- "It's quite obvious the delay in announcing is so they can strap a heat-ray gun to it!" — Paul Stovell

- "Baptisms are a snap in this specialized Pope-Mobile." — Chris Ostlind

- "It's a WTL — Whale Travel Lift — to gently lift and clean barnacle-encrusted cetaceans." — Skip Allan



cat — cont'd

- "It's an updated version of a Maori War Canoe." — Tom
- "The floating verion of a Sikorsky S-64 Flying Crane Helicopter." — Craig Moyle
- "Delivering and retrieving mini-sub." — Jay Butterfield
- "The ultimate personal watercraft." — Chuck Cunningham

— ld

'Derek M. Baylis'. Is it time to return to the days of working sailboats?



LATITUDE / JR

science goes sailing

There's a thing they do with school kids who go out aboard the 65-ft ketch *Derek M. Baylis* on summer trips in Monterey Bay. Soon after the sails go up and the engine goes off, the teacher tells the kids they have to be quiet, for one whole minute, and just listen. At the end of a minute, the teacher asks what the kids heard. Answers range from wind to seagulls to the boat's bubbling wake, to perhaps a sea lion's bark or dolphin's squeak or even the blow of a whale. The point of the exercise is twofold: 1) show the kids how much they can perceive if they just pay attention, and 2) show the powers that be how much better a sailing vessel is for marine research than the traditional rustbucket ex-military ship.

Unfortunately, old habits die hard. Although scientists working out of the Monterey Bay Aquarium, where the *Baylis* is based during the summer, are warming to the idea, the greater scientific community is still a bit hung up on these old ships that require large crews, huge amounts of fuel, and which sound to sealife like freight trains roaring by. "It's like trying to study deer by driving into the forest with a monster truck and a bullhorn," says *Baylis* designer Tom Wylie, who partnered with WylieCat builder Dave Wahle and West Marine founder Randy Repass to build and launch the *Baylis* in April, 2003. Wylie's dream went beyond winning more design awards or more trophies for ocean races — his designs have racked up many of both over the years. Instead it was to marry his skills with the needs of ocean researchers who would benefit from economical, low-impact, quiet, wildlife-friendly research vessels to replace those aging, noisy iron ones.

He had no idea it would be such a hard sell (and neither did we). However, things are finally starting to turn around. As you read this, the *Baylis* will just have wound up several weeks of ferrying scientists out to the Farallones for a wildlife project. This showed a further benefit of the *Baylis*: the ability to quickly load and offload an 18-ft, fuel-efficient runabout (also a Wylie design) from her large 'back porch' so quickly that it was like something out of James Bond.

During the summer, the Monterey Bay Aquarium uses the *Baylis* as the centerpiece of their 'Science Under Sail' program from late May through early September. The boat then does work at the Farallones (this is her second year for that) through most of October. This month, November, the boat is hauled for her yearly maintenance.

The bad news is, that's pretty much it for her year. For the past couple of years, the boat has basically sat at the dock for a good half a year. Now for the good. First, the 'Science Under Sail' program has been so well received by both kids and adults that the Aquarium has signed its first five-year deal to operate the boat. Secondly, the *Baylis* is not going to be idle this winter. And third, you might be able to help do some important science while sailing aboard a truly amazing boat — and of course contribute to the greater mission: demonstrate the economy, efficiency and sensibility of using a purpose-designed sailboat for marine research.

The current schedule calls for the *Baylis* to head to Santa Barbara in early December, then San Diego — and then to Hawaii via 'The Cafe.' The Cafe is part of white shark research. In years past, tracking tags have shown that many of the big sharks at the Farallones swim out to an area of ocean scientists call The Cafe. It's 1,000 miles from land, and nobody knows why they go there. They don't eat, they don't breed and, as far as anyone can determine, there is no geological formation or current or anything else that should draw them there. Anyway, around Christmastime this year, scientists aboard the *Baylis* will be out there in mid-ocean, above The Cafe, trying to figure it out.

And like we said, you can be part of it. In a plan still in its formative stages, Wylie hopes to sign up some paying charterers for the coastal and Hawaiian legs of the trip — as well as the trip home, another science-oriented swing through the Gyre, the great swirl of flotsam that

continued on outside column of next sightings page

SIGHTINGS

science — cont'd

circles the north Pacific and often traps bottles, boots and abandoned boats for years in a giant marine merry-go-round the size of Texas.

Sailors interested in a paying berth aboard the *Derek M. Baylis* for any of these trips can contact Tom Wylie at (925) 376-7338. You can find out more about the boat at www.derekmabaylis.com. For more on the Monterey Bay Aquarium's 'Science Under Sail' program, log onto www.mbayaq.org/vi/vi_events/vi_events_sailing.asp.

— jr

bahama breezin'

When professional artist Bruce Smith and his wife, Janet Hein, stopped in Richardson Bay nearly 20 years ago on their way from Gig Harbor, WA, to the Caribbean, the Sausalito waterfront scene was quite different. "It was nicer then," he recalls. "The anchorage was full of cruisers, not bums." After 11 years of land life, the couple decided it was time to take *Woodwind*, the 34-ft strip-planked wooden boat Bruce built, back to the Caribbean, so he sailed down the coast three months ahead of Janet to spend some time "reconnecting" with the boat and working on his art, with plans to spend the majority of his time in Richardson Bay. "Unfortunately, now the bums outnumber the cruisers," he noted.

Several unsavory interactions with what he called "lagoonatics" convinced him his time would be better spent in Clipper Cove, of all places. "I loved it over there," he insisted. "It was peaceful and allowed me to work on my paintings free from the distractions of bums screaming at each other all day."

As a well-known — and prolific — Caribbean artist, Bruce spends a great deal of his time painting. His simple style depicting life in the islands is so fresh and appealing that Bahama Breeze commissioned him to paint the artwork for all 23 of their restaurants. "There are 10 to 20 of my original paintings in every one," he said. The company's website, www.bahamabreeze.com, also features a gallery of Smith's artwork and will soon feature *Woodwind*'s cruising blog.

While his style may be simple, the process he uses to paint them is not. "It takes about a month to finish one painting," he explained, "so I paint 8 to 10 at a time." By working all day and spreading the paintings around the interior of the boat, he's able to create 20 pieces of original art in a little over three weeks. Inspiration comes from the years he spent living in the islands — and a big stack of photos taken during their time there.

Bruce and Jan met in St. Barths on Valentine's Day 28 years ago. Jan, a teacher, was taking a little time off when she hooked up with Bruce, a free-spirited artist who was busy exhibiting his work. They fell in love and moved to Gig Harbor, near where Jan grew up, buying a small parcel of land where they built a little house.

Bruce had already helped build two strip-planked boats and decided it was time to build his own. He chose the *Venus 34* design drawn by Paul Johnson — a convenient choice since one of the boats he helped

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do you need

We've been encouraging anyone planning on international travel — say, going on the Ha-Ha — to get their passports if they haven't already. But last month Congress passed a bill postponing some passport requirements, causing sighs of relief for some and confusion for many.

Here's the scoop: You absolutely need your passport if your travel plans have you flying into the U.S. after January 7,



LATITUDE / LADONNA



a passport?

2007. If you are traveling by car or boat (including cruise ships and ferries), you *probably* won't need a passport until June 1, 2009. We say 'probably' because there are certain criteria Homeland Security is required to meet in order to push that date forward, which isn't likely.

A rush for passports is expected soon, so get yours early to avoid any delays.

— ld

breezin' — cont'd

build was Johnson's first 34. "By then I knew what to do and, more importantly, what not to do," he said.

He planned on using yellow cedar for the planking but this traditional boatbuilding wood was very expensive and his budget was very tight. "I was using Mt. St. Helens fir for braces because it was really cheap," he said. "I couldn't afford to build the boat out of yellow cedar so I took a closer look at the fir and realized I could use it instead."

Readers undoubtedly remember that Mt. St. Helens blew her stack on May 18, 1980, sending four *billion* board-feet of old-growth timber sliding down the mountain. There was such a surplus of lumber that

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SIGHTINGS

breezin' — cont'd

a 20-ft 2x4 was selling for \$1.50. "I'd pay \$50 for a truckload of wood, drive two miles and it would be worth \$500," Bruce boasts. "I planked the boat for \$600 — it cost more to paint it!"

Mt. St. Helens fir had two interesting characteristics. The first was that, since it was old-growth, the wood was extremely dense with 50-70 rings per inch. The second, less favorable, trait was that it was very sappy. Boatbuilding wood is usually cut in the winter, when the sap is down, but these trees fell in the spring, when the sap was up.

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buffett

Jimmy Buffett was detained at a Toulon, France, airport on October 6 when customs officials found what they believed to be the 'party drug' Ecstasy. Buffett informed them that the 20 pills were actually a prescription B vitamin supplement called Foltx, which bear a heart imprint similar to many Ecstasy pills. The French didn't believe him and

That reminds us, have you had your flu shot this season?



busted

gave Jimmy a choice: jail time or a \$400 fine. He paid the fine and got the hell out of dodge.

Never one to shy away from admitting to his past dalliances in the drug culture, Jimmy insists "I have never taken it and couldn't tell you the difference between a hit of Ecstasy and Excedrin PM."

— *ld*



breezin' — cont'd

Years later, Bruce learned that many of the carvel-planked boats built with this wood went bad. He believes *Woodwind* is still afloat because strip-planking uses a lot of epoxy, essentially pickling the wood.

Strip planking is a method in which one 1 1/2-inch-square plank is epoxied and edge nailed to the plank below it, creating an extremely strong hull. "Edge nailing does to wood what rebar does to cement," explained Bruce.

Smith ended up building *Woodwind* in just 12 weeks, having installed the first plank on September 1, 1983 and finishing the last plank the day before Thanksgiving. "Of course, by then I was broke and out of materials," he laughs, "so we didn't get her sailing for another 15 months." Always on the lookout for inexpensive materials, Bruce found *Woodwind's* masts just 50 feet from where he built the boat — they're the 8 1/2-inch core from a 27-inch tree and weigh more than 1,000-lb. He then went to work finishing the boat and, three years after her launch, *Woodwind* was ready to cruise.

Bruce and Jan, joined by their teething two-year-old son Kess, left Gig Harbor in 1988 on what turned out to be a seven-year cruise. They took some time to cruise Mexico before heading through the Canal and pounding their way nonstop to Antigua. "Everyone told us it couldn't be done," remembered Jan, "so Bruce said 'Well, I'll show you!'" It was an uncomfortable trip that put a lot of wear on the boat but they made it in one piece. As they finally entered port, Bruce dropped the jib and 8 of the 12 hanks broke in his hand from being worn through. When asked if they would do it again, a resounding "NO!" echoed through the boat.

Once in the Caribbean, the family kept the grass off *Woodwind's* bottom by delivering Bruce's artwork throughout the islands, from Tortola to Bermuda and even made two trips to Connecticut. "I couldn't make a living on just one island," he explained, "so we had to keep moving." In the seven years they spent in the Caribbean, they put about 40,000 miles under *Woodwind's* keel — "All of it at four knots!"

Raising Kess aboard was a fun challenge. When he was naughty, his time-out was spent sitting in a little nook between the forward bulkhead and the mainmast. "We called it 'Two Minutes Before the Mast,'" laughed Jan. "And when we were feeling romantic, we'd plop him in front of Sesame Street and take a 'nap' in the foc's'll!" But as Kess' school-age years approached, the idea of his little fingers getting slapped with a ruler in the Caribbean schools was too much to bear. Both Jan and Bruce were getting tired of living on the boat as well, so the decision was made to return to Gig Harbor to allow 'The Boy' to get a good education.

Now, with Kess away at college, the couple are back aboard but with a different plan: they will spend several months every year on *Woodwind* in the Caribbean and several months in Gig Harbor. "We'll have the best of both worlds," Jan declared. "We won't get tired of the boat or the house." But first they have to get to the Caribbean. They have plans to be in St. Barths for Valentine's Day, so there's little time to explore along the way. Indeed, they have only two planned stops between the Bay and their final destination: San Diego and the Panama Canal. Once through the Canal, they'll follow a more traditional — and comfortable — route, leaving Cuba and Hispanola to starboard this time. If time allows, they'll stop in Antigua so Bruce can sell some art. But if not, they'll sail nonstop to St. Barths.

Jan and Bruce aren't expecting things to be exactly as they were 18 years ago, when the majority of cruisers were young families on boats in the 30-ft range. "I think we'll see a lot more older people on bigger boats this time," Jan said. And that's fine by them. After all, they're 18 years older themselves. But even after all their years ashore, the desire to get back on the water was always present. "We'd always said we weren't done with cruising," said Jan, "but the longer you wait, the bigger the oil can you need for your joints. It's time to go!"

— *ld*

SIGHTINGS

tragedy at catalina

There was tragedy on October 7 in the vicinity of all the Buccaneer's Day fun at Isthmus Cove, Catalina, as, unknown to the thousands of celebrants, Jerry Zaslaw, the 63-year-old accomplished sailor and veteran cruiser of the Marina del Rey-based Hunter 466 *Romanc'n The Zea*, was killed in an on-the-water accident. Nobody saw what happened in the after-dark incident, and the cause of death has not been released.

According to folks familiar with the situation, or who had spent part of the day with Zaslaw, he'd come ashore with his wife Sandi shortly after dark. At that time, the dinghy dock, the bars, and the restrooms were crowded with thousands of noisy and animated people dressed to the hilt in pirate and wench attire. For Zaslaw, a person who reportedly didn't particularly care for large social gatherings, it must have been exasperating. He later dropped his wife off back at their boat on a mooring at Cherry Cove — and took off for parts unknown in the dinghy. It was the last time anybody would see him alive. His body was found floating several miles off the island after dawn the next day.

According to the obit in the Los Angeles Times, Zaslaw was a leader in child welfare, and from '87 until '02 had been the president of the Vista Del Mar Child and Family Services in West Los Angeles, a facility that had opened the state's first high-security residential psychiatric treatment center for children. Zaslaw also oversaw the expansion of the facility's child adoption program, which is considered to be an international leader in that field. He was described to us as, "A fun guy with a dry sense of humor and a strong dedication to the welfare of children."

Zaslaw was known to many cruisers in Central America and Mexico, in part for having served on the Organizing Committee of Zihua SailFest, which is a very successful fund-raiser for children's schools in the area. Earlier this year, he had a letter published in *Latitude*, primarily complimenting Dockwise Yacht Transport for the job they did shipping his boat from Central America to Mexico to the Pacific Northwest — but also taking them to task for poor communication with their customers and unexplained delays in service.

About an hour after Zaslaw left *Romanc'n The Zea* in his dinghy on that fateful night, the crew of the *Marina del Rey Flyer*, on its way from Isthmus Cove to Avalon, picked up a radar blip from what seemed to be a dinghy moving at low speed in an easterly direction. When they spotted the same target on a return trip to Isthmus Cove about an hour later, they decided to investigate. We're told they found *Romanc'n The Zea's* 10-ft dinghy, with an 8-hp outboard, motoring straight ahead at idle speed, with nobody aboard. Bay Watch and the Coast Guard were immediately alerted, and a search — including the use of a helicopter with heat-sensing equipment — was begun. The search was called off at 4 a.m. The body was found several hours later by the crew of a civilian boat returning to the mainland.

Exactly what happened is unclear, and the cause of death hasn't been released to the public, but there was at least one clue. The victim had a head wound, which may or may not have come from a boat propeller. We do know that the following day a member of the L.A. Police homicide department came to the island and left with the propeller from *Romanc'n The Zea's* dinghy to conduct some tests. The results of the tests haven't been released, but there are three reasons to speculate that the wound may not have been caused by the owner's outboard. First, the dinghy's outboard was said to be fitted with a Prop Guard, the purpose of which is to prevent the outboard's prop from causing serious injury. Second, if the victim had been knocked out or fallen out of the dinghy, and it had circled back and hit him, it's unlikely that it would have later been found motoring in a straight line. Lastly, a dinghy powered by an 8-hp outboard moving along at idle speed would not be that difficult to avoid.

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what are

We spent a long weekend aboard our Catalina 34 *Fainche* rafted to our old friends Rui Luis and Ruth Summers aboard their Cal 9.2 *Popeye & I*. One afternoon Rui stood up with a big grin and pointed to our identical Avon tenders. "Hey, look at the CF numbers on the

antarctica

Greg Foster, like many adventurous young men his age, wants to circumnavigate, and he isn't going to let a little thing like not owning a boat stop him. Over the summer, the 26-year-old Seattleite started sailing on other people's boats as what he calls "dead weight." It dawned on him that he could just as easily crew on boats that weren't returning to the marina at the end of the day, allowing him to realize his dream of traveling the world.

He posted his profile on www.findacrew.net and was soon contacted by a skipper needing crew for a delivery from Olympia to Portland. As a relative newbie to the crew-for-hire scene, Greg admits he was naïve in assuming the boat and skipper were prepared for a trip down the notoriously fickle Washington coast. "We didn't even make it out of Puget Sound before the exhaust system sprang a leak," he related. Several hours were spent repairing the leak, during which time two of the five 'hired hands' abandoned ship, claiming the vessel was unseaworthy. A near miss with a cruise ship and a shredded mainsail convinced the remaining crew to jump ship in Port Angeles.



the odds?

dinghies," he said. Normally, registration numbers don't hold much interest for me but, as I looked between the faded numbers on our dinks, I understood his astonishment. The numbers were sequential!

What are the odds?

— Russ and Catherine Otto

or bust

It wasn't long before Greg, a handsome and easy-going guy, found another ride, this time aboard a well-found Tayana. Weather and illness kept the boat from making San Francisco as early as they'd hoped, but the trip itself was relatively uneventful. Even rounding Cape Mendocino was a pleasure in what Greg describes as "lake-like" conditions.

Networking is one of Greg's strengths — an important one if you want to hitchhike around the world — and he soon lined up a berth on a delivery to San Diego aboard a well-crewed and very comfy Hunter 420. Though nothing extraordinary happened on the way south — with the exception

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tragedy — cont'd

Based on the information that has been released to the public, it's possible that Zaslaw was killed as the result of being hit by another dinghy, boat or ferry. Even on the best of days and nights, a percentage of mariners at Catalina don't follow the best safety practices. Children are allowed to operate powerful dinghies without adult supervision and many dinghies are operated at night without showing any lights. The most common problem is mariners not paying any attention to the effect of their substantial wakes. As Brendan Huffman of Marina del Rey wrote, "You are right that the dinghy scene at Catalina is a little dangerous these days. From Howland's and Big Geiger, I noticed some close calls last summer, and some dinghies operated without running lights at night." As we say, it's pure speculation, but any combination of the above things could have contributed to the tragedy.

No matter what happened on that fateful night, with a new cruising season beginning, it's worth remembering that there has been a long history of dinghy operators and/or people in the water who have been killed by other boats or dinghies. Years ago, there was a famous case in St. Thomas where six people were killed after two dinghies collided at high speed. About a dozen years ago, the owner of a Long Beach-based Bowman 57 was killed after he and his dinghy were the victim of a hit and run by a panga in the darkness off Punta Mita. Mike Moore, formerly of the Sonoma-based Hallberg-Rassy 46 *Ayu*, reports he was almost rundown during the day in Zihuatanejo by the inattentive operator of a parasail boat. Last year a swimmer was run down and killed by a parasail boat. Tim Schaaf, currently of the Leopard 4500 cat *Jetstream* and formerly dockmaster at Marina Cabo San Lucas, also warns about such dangers. "I think that there have been quite a few more incidents and fatalities than just the ones you mentioned in Mexico," he wrote. "Cabo, in particular, used to have about one incident a year in which a swimmer or dinghy operator was run over. Frequently, the news did not get out, as it wasn't in the interest of the tourist industry. The biggest danger seemed to be to swimmers who ventured outside of the roped-off areas. Lots of sailboats would anchor near the swimming areas, and it was not unusual for cruisers to swim ashore. But while outside the designated swimming area, you really took your chances with the pangas."

The key to dinghy and swimming safety in areas where dinghies are operated is constant vigilance. Monitor the approach of all vessels, and be particularly careful when coming out from behind boats in crowded anchorages. At night, it's essential that you carry a bright light and wave it around to maximize attention. Nonetheless, you still must always dinghy defensively, as many dinghy and panga operators — particularly in Third World countries and crowded U.S. anchorages — operate such vessels while smashed.

— RS

short sightings

GREAT EXUMA, BAHAMAS — The Centers for Disease Control and Prevention have canceled the recommendation that travelers to Great Exuma take antimalarial drugs before visiting the island. The CDC made the initial recommendation back in June when 19 cases of malaria were reported on the island. No new cases have been reported since the initial outbreak.

MEDITERRANEAN SEA — Brits Luke and Samantha Danby were sailing off Spain's southeast coast when they spotted a small boat full of frantically waving men. At first they wondered if it was some sort of pirate trick but

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All of Greg Foster's worldly possessions, including foul weather gear, fit in one large backpack.

ing men. At first

SIGHTINGS

shorts — cont'd

quickly realized the men were in serious trouble. The eight men, illegal migrants from poverty-stricken Algeria, drifted for three days with no food or water after their engine died. Then the boat began taking on water. With no bailers on board, the men resorted to using their hands to scoop out water. The Danbys watched as several boats ignored the men's pleas for help so, worried they'd be hit by commercial traffic in the fast approaching dark, they pulled the men aboard their boat. "They literally fell on top of me hugging and thanking me for saving their lives," reports Luke. The men were later transferred to the local Coast Guard, who have nothing but praise for the Danbys.

SACRAMENTO — Legislation proposed by the California Department of Boating and Waterways would require safety education for anyone at the helm of a 15+ hp powerboat or a sailboat over 30 feet. It would be phased in over eight years, beginning in 2011 with boaters under 20. Currently, 36 states have some form of mandatory boater education. To learn more, go to www.dbw.ca.gov.

fire and paint

When change is slow, such as the effects of weather — particularly the sun — on the gelcoat of a boat, it can be almost imperceptible. You get a feeling that your boat doesn't look quite as good as it used to, but you can't quite put your finger on it. When you finally do something about it — as in repainting — the effects can be dramatic.

Our catamaran *Profligate* has seen a lot of weather in the last nine years. We're not just talking about the relatively mild summer sun on San Francisco Bay, but also six months or more a year in tropical Mexico, where the sun is extremely powerful. A year ago, we had the decks and cockpit painted. The results were stunning — so stunning that we decided we could no longer put off painting the hulls.

Getting a cat with a 30-ft beam painted can be difficult in California, as there are a limited number of yards that can even haul the boat in the first place. We've hauled in two places in the state — Napa Valley Marina and Channel Islands Boatyard in Oxnard. But with just two yards, scheduling can be difficult — particularly since *Profligate* has such a busy editorial schedule.

When we hauled at Channel Islands Boatyard shortly after Labor Day, we figured there couldn't be any problems. After all, our next absolute obligation was Buccaneer Days in Catalina, and that wasn't until October 7.

So how was it *Profligate* was still being sprayed late on the afternoon of October 6? Blame it on the Day Fire, California's largest wildfire ever. Even though it was centered about 150 miles away, ash from the fire covered the entire boatyard. Joe Slagle, our hard-working painting subcontractor, was consistently unable to get any work done.

So it was that late on October 6, Joe and his new wife Cheryl were still taping for the top stripe on the hull. The sun was already low in the sky by the time Joe sprayed the last of the Awlgrip Matterhorn White — which, with the blue and green stripes, and the blue Interlux bottom paint, made for what we think is a great color combo.

After allowing the paint to dry for all of a half an hour — not the recommended time, but we couldn't wait any longer — Joe said, "Now it's like Christmas, as we get to unwrap the present." With that, he, Cheryl and the rest of the Channel Islands crew began to peel off what seemed like an endless amount of paper and tape.

Shazam! *Profligate* looked beautiful — far more so than we had expected. There are only two downsides with a new paint job. The first is that the finish is so glossy that any imperfections in the fairness of the hulls are made obvious. This is particularly true if you paint your hull a dark color. Second, you develop 'first scratch fever', worrying about that inevitable first scratch.

So if you've got a keeper of a boat, but she's looking like she might

continued on outside column of next sightings page

antarctica

of lots of laughter, sun and rest — Greg learned some valuable lessons about group dynamics and how to handle crew conflicts.

Before leaving San Francisco, Greg had already secured a ride from San Diego to Mexico aboard John Tilley's Hunter 42 *U-Fin*, which just happens to be the very last entrant in the upcoming Ha-Ha. Greg reports that he and John get along famously — they share common interests such as diving, hiking and lounging in hammocks — and they've been getting the boat ready for the trip south. Tilley is planning a circumnavigation, so Greg may crew for him farther than just Mexico, but they say their plans are written in wet sand at low tide.

Not satisfied with simply circumnavigating, Greg hopes to eventually round

Spread, 'Profligate', after nine years in the harsh elements, gets a new coat of Awlgrip. Upper left, Joe Slagle shoots the last stripe. Upper right, Cheryl Slagle de-tapes.



LATITUDE / RICHARD

— cont'd

Cape Horn and cross over to Antarctica. So if you have plans to skip on down below 60° south, be sure to contact Crew Member 20016 on www.findacrew.net.

— ld

paint — cont'd

need a little refreshing, we suggest that you have a talk with your favorite boatyard. While there, take a look at the 'before' and 'after' pictures of some of the boats they've painted. Once you do, you may decide that a little change would be good for your boat, too.

— rs



WELLS FARGO PRIVATE BANK

Kiwi sailors Hamish Pepper and Chris 'Tiny' Williams joined one of sailing's most elite fraternities last month, when they topped 65 teams from 23 countries to win the Wells Fargo Private

Bank 2006 Star World Championship. As well as besting some of the greatest sailing talent ever gathered on the Bay at one time — no fewer than 20 World Champions and 10 Olympic medalists (in Stars as well as other classes) were in attendance — their victory also marked the first gold star ever earned by New Zealanders in this class.



ELLEN HOKE

The 6-race, 1-throwout Worlds was hosted by the St. Francis YC and contested on Berkeley's Olympic Circle on October 1-6. A number of teams arrived as much as two weeks earlier, most to practice, and 29 of them to vie for the Star Class Pacific Coast Championships, a 5-race series sailed September 23-24 (and won by Floridians Mark Mendelblatt and Mark Strube). That series, and the week leading up to the Worlds, featured sunny skies and great Bay breeze into the high teens and 20s. Expecting more of the same, all boats entering the Worlds measured in with their heavy-air sails.

Unfortunately, it was getting a bit late in the year to depend on San Francisco's famous wind machine. Sunday, October 1, the first day of racing, dawned overcast and windless, delaying the start by an hour and a half. Race 1 was eventually completed in shifty breezes rarely topping 12 knots. Races 2 through 5 were pretty much carbon copies, even down to the

hour or longer delays, with Thursday's Race 5 showing the grimmest weather of all — 3 to 8 knots of breeze with sporadic

rain. To be sure, the final race on Friday got off on time shortly after noon, and there were a few sparkling afternoons on other days when the sun managed to break through and the westerly stabilized in the mid teens. But for the most part, this was not the Worlds everyone was expecting.

Instead of wild bronc riding, the secret to success in '06 was the subtle dressage of getting good starts, playing the shifts and picking the correct side of the course. Call it luck or call it skill, Pepper and Williams turned out to be better at it than almost anybody else.

If the conditions were unexpected, the outcome was unimaginable. Going in, this event measured up to any cliché you could conjure: Star Wars, Clash of the Titans, War of the Worlds. In a racing history that dates back to the '20s, the Star Class has seen more of the world's



ELLEN HOKE

Several boats took big hits under the Z flag, which penalizes over-early starts.

top sailors in its ranks than any fleet in history. More than a few of them were here last month — San Diego's Mark Reynolds (World Champion '95 and '00, three-time Olympic medalist in Stars), Brazil's Torben Grael (World Champion '90; five time Olympic medalist), Sweden's Freddie Loof (World Champion '01,



2006 STAR WORLD CHAMPIONSHIP



'04; Olympic medalist in Finns), and the grand old man of the class, 70-year-old Bill Buchan, Jr., of Seattle, who, in 50 years of Star sailing, has won three different Worlds in three different decades (1961, 1970, 1985) — and an Olympic Gold medal — and he's *still* out there doing it.

And that's just the skippers!

Then there was Hamish and 'Tiny' — who at 250 pounds is, like all Star crews, anything but tiny. Both are products of the insatiable Kiwi lust for sailing. Pepper, 35, spent his journeyman years racking up countless Laser victories worldwide since 1993, finally emerging on the world stage as part of the *Team New Zealand* crew in the last two America's Cups. More recently, he called tactics aboard Richard Perini's winning *Evolution* in last year's Farr 40 Worlds in Sydney.

Williams, who just celebrated his 25th birthday in September, has been sailing since he was 17 and was also part of the *Team New Zealand* America's Cup campaign in 2003.

But Pepper and Williams have been sailing Stars only since January . . . of this year. Their first event was the Miami Olympic Classes Regatta in February, in which they took fifth. In a class where World Champions often spend years working their way up through the rank and file, by the time these guys got to San Francisco, they were ranked third in the ISAF standings for the Star Class, behind South American champions Robert Scheidt/Bruno Prada of Brazil, and France's Xavier Rohart/Pascal Rambeau — who also happened to be the defending 2005 Star World Champions.

To everyone's surprise, Pepper/Williams won right out of the blocks, taking Race 1 by a comfortable margin. They were followed by the Rhode Island-based team of Andy Horton and Brad Nichol in second and — what's this? — another Kiwi team, Rohan Lord and Miles Addy, in third. (These guys had reportedly been sailing Stars even less time than Pepper and Williams!)

The anomaly was chalked up to the big fleet and fluky conditions. Surely as soon as it started blowing, the heavyweights would take over the top spots.

But it never really blew, and most of the big dogs never really got going. Scheidt/Prada and Rohart/Rambeau both sailed a consistent series, though neither won any races. After a slow be-

JAN PETERSON

WELLS FARGO PRIVATE BANK STAR WORLDS

ginning, Freddie Loof and crew Anders Ekstrom finally found their stride, taking firsts in the last two races, but by then, it was all but over. Going into the last race, four teams had a legitimate shot at the brass ring, but all scenarios needed Pepper/Williams (who also won Race 4) to seriously bomb the last race and that didn't happen. They once again sailed a smart, conservative race, finishing 8th. Throwing out their 20th in Race 2 resulted in a final score of 19 points to Scheidt/Prada's 22 and Rohart/Rambeau's 23. In a fitting finale, the Blue Angels jets completed their spectacular air show above the St. Francis as Hamish and Tiny arrived at the docks.

"It's been our week," said Pepper. "We felt we had good enough speed around the track, thanks to (sailing coach) David Giles, and an understanding of the course thanks to (on-the-water coach) Andy Estcourt. The plan was not to get into too much trouble and, except for

RESULTS								
Team	Country	1	2	3	4	5	6	Points
1. Hamish Pepper/Carl Williams	NZL	1	(20)	4	1	5	8	19
2. Robert Scheidt/Bruno Prada	BRA	6	4	(13)	5	3	4	22
3. Xavier Rohart/Pascal Rambeau	FRA	(14)	5	5	2	8	3	23
4. Andy Horton/Brad Nichol	USA	2	9	1	(32)	9	9	30
5. Frederik Loof/Anders Ekstrom	SWE	(33)	13	12	13	1	1	40
6. Rohan Lord/Miles Addy	NZL	3	2	10	11	(46)	14	40
7. Flavio Marazzi/Martin Kosaczek	SUI	4	1	14	(15)	12	15	46
8. Mateusz Kusznierewicz/ Dominik Zycski	POL	17	19	(67)	21	4	7	59
9. Jim Buckingham/Mike Dorgan	USA	13	23	19	4	2	(39)	61
10. Marc Pickel/Ingo Borkowski	GER	(43)	35	2	9	20	5	71

66 boats; complete results: www.stfyc.com

Race 2, we managed to stick to the plan. We weren't at the best place at each mark but we were focused on being consistent, and not making any big mistakes."

Speaking of mistakes, some of the biggest ones occurred at the starting line.

Several general recalls in Races 3 and 4 caused the race committee to invoke the Z flag. Anyone over early under 'Z' was penalized an additional 20% of the number of boats in fleet, rounded to the nearest number (so if you finished 8th, you would have an additional 13 points added [20% of 66 is 13.2] for a total of 21.) Americans Andy Horton and Brad Nichol, one of 10 boats which 'Z'ed in Race 4, took the biggest hit, tumbling from first to sixth at that point in the series.

San Diego Star icon Mark Reynolds was having his share of 'incidents', too. At 4 a.m. the day of the final race, his crew Hal Haenel had to rush to his wife's side as she gave birth to a 9-pound boy (even Star crew's kids are big). Subbing for Hal in the last race was Magnus Liljedahl, who won Star gold with Reynolds in the 2000 Olympics. But a broken headstay on the first beat capped a mostly forgettable performance for Reynolds, who was, as ever, quick with praise for Pepper/Williams and all the other new blood in the fleet. "We are lucky to have talented people coming in from other classes — the Finn, Laser, 49er. They're all champions in those classes so the depth just keeps on going."

The win by Pepper and Williams (and a sixth by Lord/Addy) automatically qualifies both Kiwi Star teams for an Olympic berth in Beijing, China, in 2008. As with the Worlds, it will be the first venture by New Zealand into the Star class in that event. Until then, Pepper and Williams will do much of their sailing against each other. Pepper sails in the afterguard of Italy's *Mascalzone Latino-Capitalia* America's Cup team, and Williams is a mast/pitman aboard *BMW/Oracle*.

— **latitude** /jr

STAR POWER

The International Star Boat was designed in 1911 by Francis Sweisguth. The class held its first World Championships in 1923 and became an Olympic class in 1932. Were it not for a brief exile in 1976 when it was replaced with the Tempest, the 22.7-ft Star would be the oldest continually-sailed class in the Olympics. (The Finn, sailed nonstop since 1952, currently holds that title.) Some 7,500 Stars have been built, and there are currently more than 170 active fleets around the world. Here's a quick review of the World Champions in the class since 1950.

1950	Bob Lippincott/Bob Levin	USA	1978	Buddy Melges/Andreas Josenhans	USA
1951	Skip Etchells/Mary Etchells*	USA	1979	Buddy Melges/Andreas Josenhans	USA
1952	Agostino Straulino/Nicolo Rode	ITA	1980	Tom Blackaller/David Shaw	USA
1953	Agostino Straulino/Nicolo Rode	ITA	1981	Alexander Hagen/Vincent Hoesch	GER
1954	Carlos de Cardenas Sr./Jr.	CUBA	1982	Antonio Gorostegui/Jose Doreste	ESP
1955	Carlos de Cardenas Sr./Jr.	CUBA	1983	Antonio Gorostegui/Jose Doreste	ESP
1956	Agostino Straulino/Nicolo Rode	ITA	1984	Giorgio Gorla/Alfio Peraboni	ITA
1957	Lowell North/James Hill	USA	1985	Bill Buchan, Jr./Steve Erikson	USA
1958	Bill Ficker/Mark Yorston	USA	1986	Vince Brun/Hugo Schreiner	USA
1959	Lowell North/Mort Carlisle	USA	1987	Ed Adams/Tom Olsen	USA
1960	Lowell North/Tom Skahill	USA	1988	Paul Cayard/Steve Erickson	USA
1961	Bill Buchan, Jr./Douglas Knight	USA	1989	Alan Adler/Nelson Falcao	BRA
1962	Richard Stearns/Lynn Williams	USA	1990	Torben Grael/Marcelo Ferreira	BRA
1963	Joseph Duplin/Francis Dolan	USA	1991	Roberto Benamati/Mario Salani	ITA
1964	Don Edler/Kent Edler	USA	1992	Carl Buchan/Hugo Schreiner	USA
1965	Don Bever/C. Lewsadder	USA	1993	Joe Londrigan/Phil Trinter	USA
1966	Paul Elvstrom/John Albrechtson	DEN	1994	Ross Macdonald/Eric Jespersen	CAN
1967	Paul Elvstrom/Paul Mik-Meyer	DEN	1995	Mark Reynolds**/Hal Haenel	USA
1968	(not held because of Olympics)		1996	Enrico Chieffi/Roberto Sinibaldi	ITA
1969	Pelle Petterson/Ulf Schroder	SWE	1997	Alex Hagen/Marcelo Ferreira	BRA
1970	Bill Buchan, Jr./Carl Sutter	USA	1998	Colin Beashel/David Giles	AUS
1971	Dennis Conner/Jim Reynolds**	USA	1999	Eric Doyle/Tom Olsen	USA
1972	Willi Kuhweide/Karsten Meyer	GER	2000	Mark Reynolds**/Magnus Liljedahl	USA
1973	Lowell North/Peter Barrett	USA	2001	Fredrik Loof/Christian Finnsgard	SWE
1974	Tom Blackaller/Ron Anderson	USA	2002	Iain Percy/Steven Mitchell	GBR
1975	Ding Schoonmaker/Jerry Ford	USA	2003	Xavier Rohart/Pascal Rambeau	FRA
1976	James Allsop/Michael Guhin	USA	2004	Fredrik Loof/Anders Ekstrom	SWE
1977	Dennis Conner/Ron Anderson	USA	2005	Xavier Rohart/Pascal Rambeau	FRA

* Mary Etchells is so far the only woman to sail on a World Champion boat.

** Jim Reynolds is Mark Reynolds' father



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THE LATITUDE 38 INTERVIEW

'Still Sailing After All These Years'

LIN & LARRY PARDEY

Who wouldn't want to be Lin and Larry Pardey? Over the last 40 years — first aboard their 24'7" Seraffyn, and for the last two decades aboard their 29'7" Taleisin — they have wandered the world cruising under sail, and have made a fine living chronicling their adventures in 11 books and a half dozen DVDs (www.landlpardey.com). These days, Larry, 67, and Lin, 62, spend the year chasing the sun, spending Southern Hemisphere summers at their home/boatyard on Kawau Island, New Zealand, where they keep an 1895 gaff cutter, Thelma, and Northern Hemisphere summers cruising aboard Taleisin, which has been on the West Coast since their epic 2003 rounding of Cape Horn. Latitude 38 caught up with them earlier this summer on the eve of their trip to Northern California.

38: So you're coming to California! What's the plan?

Lin: Larry says he's always wanted to explore the Delta a bit. I'd never thought about it before. My dream is to replicate our last visit to San Francisco, though I doubt we'll be able to.

38: Do tell!

Lin: As we were reaching under the Golden Gate Bridge we heard on the radio that Tony Bennett was singing at the Fairmont Hotel in two nights. It was 1979 or 1980. Larry said, "Get out your pink dress. I'm taking you out." I called up and of course it was sold out. But then I read in the paper about a bus tour, and included were tickets to Bennett's midnight show!

Larry: So we hooked up to the bus tour. It wasn't really our thing so we got there early and I slipped the waiter some money. He put us in the front row.

Lin: It was so special.

Larry: But this time I'd like to get up to the San Joaquin and maybe the Sacramento rivers. Just see what's up there. Maybe get myself into some trouble and see if I can get back out again (laughs).

38: You've sort of been doing that for a while, no?

Larry: Well, that's the reality of life, isn't it? You get yourself into some trouble and see if you can get your way out of it.

38: There's some symmetry there . . .

Larry: But it's always good to have a Plan B in case Plan A doesn't pan out. When we sail into an anchorage we always ask ourselves, what if we had to anchor in this position? Would we be all right?

Lin: Like, what if the wind quit right now? That's why it's always smart to have that emergency brake handy at all times: the stern anchor. Just throw it over. Then get that bow anchor down just as quick.

Larry: Having anchors immediately available is a priority for us. A lot of problems can be solved quickly by getting an anchor down.

*"That's the reality of life, isn't it?
You get yourself into some trouble
and see if you can get your way
out of it."*

Lin: That's one of the real shortcomings I see in today's sailing world, handling warps. People don't realize that 200 feet of line sitting in their locker can be used for something other than anchoring.

Larry: People worry unnecessarily about sailing into mari-

nas. You don't need to sail into a marina. You just need to get to within 150-feet or so and anchor, and then you can slowly take that line in and ease or lift the anchor. You're safer than if you went in with an engine, because an engine can quit or miss reverse as you're coming in. Lines are safer. They're slower and more ponderous, but that's how they did it in the old days. Big ships would be warped right into the dock.

Lin: We've never sailed in San Francisco Bay except sailing in and anchoring in Sausalito, and then sailing over to Angel Island. So we don't really know the Bay, but we're starting to realize there's a lot to explore.

Larry: But we have been in and out of San Francisco delivering other people's boats, and Sausalito has always been a favorite spot of ours. I once saw Sterling Hayden in a phone box there (laughs). My hero.

38: Ours, too. What other memorable characters have you met in your travels?

Lin: We met Tristan Jones and Bernard Moitessier the same evening. We were all doing seminars in Ventura. Bernard came in looking like a patrician: beautifully dressed, as natty as could be. And then in came this other man, with a little limp and a patch over his eye. Tristan Jones. The stories started flying. Larry and I were just two young kids back then, just back from our first circumnavigation aboard *Seraffyn*. We were pretty wowed by them. After a drink or two Bernard started saying, "Woe-is-me, I wish I'd died after my circumnavigation because life has been downhill since then. That was the glory of my youth" — he was 42 at the time — "and everything was perfect. I was a hero then! What do I have to look forward to now?" And Tristan, who looks like he's falling apart, says, "Buck up, old chap, look at all the wonderful things you can still do. The world's your oyster!"

Larry: And there you have the difference between the English and the French.

Lin: About five months later we heard Tristan had had his leg amputated and was down on skid row, living in a boarding house. We didn't want to write him a condolence letter so Larry came up with the idea of offering him the off-cut from the stem of *Taleisin*, which we were building at the time, so he could build himself a peg leg.

Larry: We knew he had a sense of humor and thought it'd be better than saying sorry about your bad luck, blah, blah. He didn't want to hear that.

Lin: So we got a letter back saying, "Thank you so much for the kind offer. Here are the exact dimensions I'd like you to build it. And please make it lighter than my 11-pound prosthesis."

Larry: All I could think was: How often does a boatbuilder get to make a peg leg for a famous sailor? I had the time.

Lin: So Larry built a solid teak peg leg, and when it was



LATITUDE / HM

finished I put six coats of varnish on it. And we sent it off. Tristan wrote back this letter saying the peg leg arrived and it was just what he needed. But he wanted to return the favor. After a few days we came up with it. *Seraffyn* had been named after a Welsh troubadour and we reckoned the next boat should be, too. So we asked Tristan for a name. He wrote back and said the only name was *Taleisin*. It translates into “wandering storyteller.” So we traded a leg for a name.

38: What a story! What about other memorable sailors?

Lin: The man who introduced Larry and me was an amazing man. Bob ‘Slippery’ Sloan.

Larry: He owned and built schooners. The most notable one was *Spike Africa*. He was probably the most experienced sailor I met in my whole life. He had over a half-million miles of sailing, delivery work, and racing. I sailed with him in 1963 over to Hawaii and back on an 85-foot Bahamian schooner called *Double Eagle* to film the movie *The Wackiest Ship in the Army*. Jack Warden was in it. Diana Hyland, too.

Lin: Diana wanted Larry to come back to Hollywood and become an actor.

Larry: But I was already having a helluva time doing the real stuff. Going to sea, sailing to Hawaii. But I learned about 90 percent of my seamanship on two trips there with Bob. He taught me how to splice wire, how to navigate with a sextant — most of the useful stuff.

Lin: To make a very long story short, Bob introduced Larry and me in a bar called the Anchor Cove in Newport Beach. Bob was running a schooner for the guy who owned the Big Boy hamburger chain, where I was an accountant. I’d met him because I was looking to buy a little boat myself. I was 20, from the desert, dating all these electrical-engineer types. I was hoping to meet some guys who weren’t so straight.

Larry: Lin and I ended up falling desperately in lust. Bob didn’t talk to me for two years.

Lin: He was married! Right after I met Larry, he took me to show me the boat he was building, *Seraffyn*, which was just a white board with a bunch of lines and a keel timber sitting next to it. And he said, “These are the drawings for my boat. That’s the edge of the deck. You’re sitting in the cockpit. There’s going to be a bowsprit up there.” He spun this whole dream. By the

the latitude interview:

end of the afternoon, I felt I was right there on his boat.

38: Dude, you were smooth.

Larry: My etchings.

Lin: He invited me out for a date next weekend. We went

"He spun this whole dream. By the end of the afternoon, I felt I was right there on his boat."

racing and I almost went overboard, but Larry grabbed me by my ankle. It turned into a three-day romance. We've been together ever since.

Larry: We've had a few bumps and grinds along the way but after three or four years, once we launched the boat, we were really solid.

38: So did you set out planning to see the world?

Larry: We were going to go down to Mexico for six months then come back and start a boatyard. We had possible bailout plans. I wasn't going to make any big commitments that I couldn't carry out.

38: So how'd you earn the money to build *Seraffyn*?

Larry: We started a little business called Harbor Boats and Services. I knew about 30 guys building yachts like myself so when we ordered chain we called these people and asked if they wanted to get in on a wholesale order. The same with line and other equipment. Randy Repass was sort of doing the same thing up in Santa Cruz and we got in with him a little bit. Of course, he never stopped — that was the beginning of West Marine. And Lin did some accounting on the side. A whole lot of guys working down on the waterfront — boatbuilders and surfboard makers — needed help with their books. She had a good little business going, too.

38: Your strengths complemented each other.

Larry: It's worked out pretty damn well. It's not over yet, either.

38: Let's switch gears. In very broad terms, what would you consider the ideal size cruising boat for a couple?

Larry: It depends on the size of the woman, actually, because she's going to have to singlehand it when she's on watch. That's why we think this boat is ideal for Lin. Maybe a big German girl could handle a bigger boat, but for the average woman I think about nine tons. At that size you need a certain amount of sail area to drive it through the water. That's our feeling on size, but then there's the financial component. It's smart to have at least half your money invested in stocks, or property, or something, and much less invested in the boat. In case you lose the boat.

Lin: We see too many 'overboated' people.

Larry: And they can't afford to go out to a restaurant when they're in Mexico. Go to a bullfight. That's why you go cruising.

38: I guess it's no secret. More people are going on bigger boats.

Lin: Because we're in a smaller boat, we meet people in boats our size. But we've got just as many friends in bigger boats. None of our friends in boats 40 feet and larger talk to us about sailing. They talk to us about repairs, maintenance and fuel capacity.

Larry: It's a personal decision. Some people just lust for a bigger boat because it's good for the ego. But that's part of the American psyche. You can't get away from it. Other people couldn't care less about having a bigger boat. They just want a good sailing boat that really does the job. And women get a

little frantic on bigger boats because they know if the skipper gets sick or has food poisoning they've got to sail this thing, and they realize they can't handle it.

Lin: When I see folks who've cruised year in and year out, they're sailing 28 to 38-ft boats. And the wives like it. The partnership really works and they keep on doing it.

38: Some people equate a bigger boat with a safer boat. . .

Larry: If you're talking about really handling it in all conditions, it isn't safe.

Lin: On a big boat you can't afford to make mistakes. There's no margin for error.

Larry: When we deliver boats over 40 feet, we always take crew. Because sometimes, when muscle makes the difference, a couple of big lads are very handy. Steve Dashew (of Deerfoot fame) is dead wrong about the size of boats. 72-ft boats can't be sailed safely in all conditions by mom and pop. I don't care how big and strong they are, it can't be done.

Lin: I've met Steve, and I think he's actually harmed the sailing industry because he forgets to tell people that when he sails his boat by himself, he's one of the most energetic and skillful sailors I know. (Steve Dashew is currently cruising a power yacht of his own design.) My goal is to get everyone to buy something smaller than they think they absolutely need.

Larry: Hal Roth has it right. A 35-ft boat works well for a couple. But his boat weighs about the same as *Taleisin*.

38: What about GPS? How has that changed voyaging?

Lin: It used to be said that GPS, roller furling and outboard motors invited 90 percent of the people into the sailing world,



lin & larry pardey

and 85 percent were in over their head. It wasn't that having the gear was wrong but with it, people didn't have to serve any kind of apprenticeship before they set off cruising, they could just go. They set off without an accurate picture of what life would be like when they had to take care of things themselves.

Larry: It gives them something else to blame when something goes wrong. If they don't learn to navigate, and they have a GPS, and something wrong happens — they go aground or whatever — they can blame the GPS: "It wasn't my skill as a navigator, this machine broke down." They're kind of half suspecting that things will go wrong. So are people who buy metal boats. They say it can bump on a reef and come off without any damage. Which means they're planning on bumping on a reef. Often they bump on a reef on the weather side and they never come off. By the way, we don't have any strong opinions or anything (laughs).

38: Talk about hulls and materials. Has having a wood boat made you more safety conscious? If the steel guy says I'm going to bounce this thing, are you thinking, "I have no margin of error?"

Larry: I think more important than the material is the shape of the keel so when you hit things it doesn't fall off. You have a keel like *Taleisin's* and you ride up on the object and it disperses the energy. Often you'll just slide off again. But if you come to an abrupt stall with the fin hanging down it does serious damage to the keel bolts, and so on.

Lin: Let's talk about safety. Safety is something that's being sold. The minute you put the word safety in front of any piece

of gear people feel guilty if they don't buy it. But safety comes from having a partner I really trust and from having him help me gain the confidence in what we're doing and in handling this boat in all conditions.

Larry: There's nobody I'd sooner have on watch than Lin. I trust her implicitly. If the job needs two people, she calls me.

38: So how does a couple gain that trust if they don't have a Bob Sloan in their life?

Larry: It's the hardest part of this whole thing: Getting sea

"You might criticize Cabo San Lucas for its opulence, but overall, the area of Baja has improved for the average person."

time. You're in an office and you're working hard to buy a boat, and you get two weeks off. That's your sea time, if you don't spend it fixing the boat. So it's very, very hard for the normal, modern man to get sea time.

Lin: And part of it's going out sailing every day in the summer, even for just a few hours. And don't fix the boat up to the perfect cruising situation. Don't put the extra equipment on. Start out with the most basic sailing boat you've got, put on just enough gear so you can go sailing. You might find out you didn't need that gear.

Larry: We have friends helping bring a boat back from Bermuda, and that's a very good idea.

Lin: Take some time before you jump into this game. We've actually met many people whose lives were devastated because they took three or four years getting a boat ready to go, then they got out there and didn't like it.

Larry: We're great believers in sea trials. It's kind of an old-fashioned thing. I'm also a great believer in racing. You don't have to end up in the top. If you wind up in the middle of the fleet you're still in the game. You can sail a boat.

Lin: But notice we keep talking about sailing.

Larry: The great thing about racing is that in order to finish the race you have to sail in heavy winds, light winds, lighter winds. And in close quarters. It's very healthy. There was an article by Uffa Fox years ago where he said the best way to prepare for cruising is to do a little racing.

38: We've talked a little about some memorable sailors. What about memorable boats?

Larry: Peter Tangvald had a boat that impressed us, *Dorothea*. He had a lot of influence on us because we were building a boat, and we decided not to put an engine in our boat because of him.

Lin: His engine never worked so he just threw it away. He said that's when he started having fun and was challenged by the sailing. So we thought we'd try it, and see if we liked it.

38: But who cruises without an engine these days?

Lin: Right now I know about 10 boats out there sailing without an engine.

Larry: And the interesting thing about these engineless sailors is that their boats are so similar. They're all like *Taleisin*: cutters with long underbodies, rudders attached, long bowsprits. The reason is they give you confidence. They never fail to come about, they handle heavy seas, they're great in light winds. It's when a boat doesn't respond the way you expect it to that you rely on the motor.

Lin: Let's get this straight about sailing without an engine. We do it for fun. We don't do it to prove anything. Do we recom-



'Taleisin' creaming to weather.

COURTESY TALEISIN

the latitude interview:

mend other people do it? No, not unless they love sailing.

Larry: Not unless they feel really comfortable with it.

Lin: And they accept it as a sport. People say cruising is a lifestyle. No, it's a sport. The fact that there's a lifestyle involved is a separate thing. I think if we'd had an engine we'd have gone cruising for a while, and then come back and done something else. Because once the learning curve slows down, moving a boat around with an engine becomes too boring, too predictable. Having no engine has meant constant cheap thrills (laughs).

Larry: People say to me "Don't you think the engine is a safety feature?" I violently disagree with that. I've seen a lot of boats put into positions of risk because of their motor. I've seen all sorts of boats destroyed because they get a line around the prop — remember the Cabo San Lucas disaster? The sailing machine is much more reliable than an engine. If you take your boat into a place you can't sail out of if the engine doesn't run, you're stuck.



Lin and Larry traded Tristan Jones' made-to-order peg leg for the name 'Taleisin'.

Lin: What about those places we missed because we didn't feel we could safely sail out, if we actually sailed in? I'm going to miss a million things in my life. I learned that when I was about 40, when one more person said, "Oh, you missed such-and-such anchorage." Well, there are a million places I'm going to miss. But there are many thousand I've seen. I don't have to do them all. It's not a competition. I'd say that's one thing that's sneaked into this cruising life.

38: Let's play a little word association, where we say something and you respond with what comes right to mind. Let's start with: guns aboard.

Lin: Opposed.

Larry: We have that flare pistol right there. Guns are trouble on a yacht. I honestly don't think the average human being has the ability to handle an instrument of instant life and death. I know I don't.

38: Let's try another one: cruising



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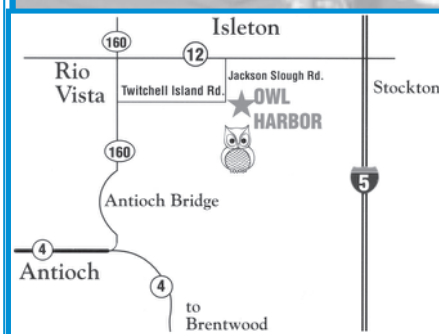
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lin & larry pardey

multihulls.

(Long silence.)

Lin: Where are you going to put 'em once you get there?

Larry: We just don't like paying double slippage.

Lin: Several of our friends who've gone from monohulls to multihulls couldn't stand the motion. Then there was the noise of the waves slamming against the cross member between the hulls. Guess the trick is to get one with lots of clearance under the cross members.

38: Back to word games: Cape Horn.

Larry: The ultimate leeward mark. When I think of Cape Horn I think of two knots of east-going current. And no repair facilities. That's what it means to me. So you have to be very, very well prepared.

38: Was that a voyage you felt you needed to do?

Larry: Lin says that when I was building this boat I'd say let's put another keel bolt in to make it Cape Horn proof. She wasn't surprised when I talked her into going down there.

38: Was it worth it?

Larry: Oh yeah, it was a great trip. But we had a bailout position. We didn't tell anyone we were going to do it, and that was on purpose, in case we chickened out. If it was too rough,

we were going to turn around and run for South Africa. It's a pretty easy trip and we like Africa, so it wouldn't have been so bad. And no one would've known we turned tail and ran (laughs).

38: More word association: Best passage ever.

Larry: I guess maybe our Marquesas trip in 1984, when *Taleisin* was brand new. We averaged 150 miles a day. We were lucky, we kind of got this little mini-front and we carried it all

the way down there. I guess we were moving at the same speed as the front and it just pushed us right along. It was moving at six knots and so were we.

38: Favorite harbor?

Lin: Gouvia.

Larry: On the island of Corfu, in the Greek islands. It's a beautiful little horseshoe-shaped harbor with a little chapel in the corner, so you can say your prayers as you sail out to sea (laughs).

Lin: We'd just put the anchor down and were settling in. We have this little routine and I love it. Larry says, "I'll put the boat away, you start the dinner." And I remember coming up into the cockpit and he was sitting there with a lightning bug sitting in his hair like a little beacon. That's Gouvia to me.

38: You know, sometimes you hear people lament the "good old days. You should've been here five, ten, however many years ago." Any truth to that? Was it better then?

Larry: Now's the good old days, you know? The other's the

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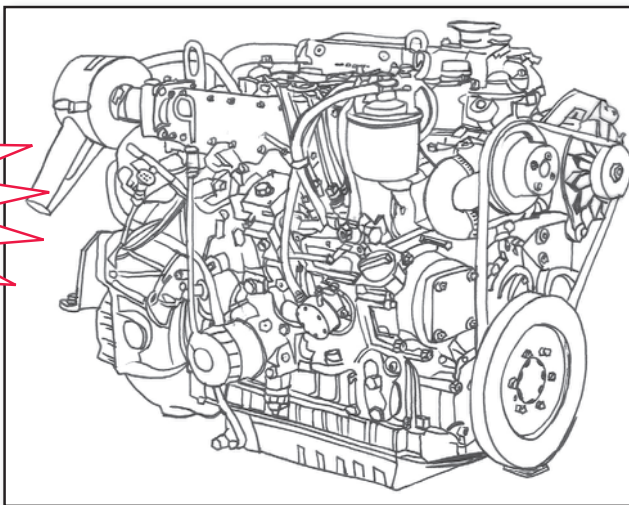
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the latitude interview:

past, so what good is that? It's not even worth talking about, in that respect. And besides, change is a fact of life. And I accepted that many years ago. I think La Paz is a much better place than it was years ago, in the '70s. The people are so much better off. Better health care, living standards. And you might criticize Cabo San Lucas for all its opulence, but overall the area of Baja has improved for the average person.

Lin: Okay, the good old days. We were young. Everything

"We didn't tell anyone we were going to do it [Cape Horn], in case we chickened out."

was exciting, new and interesting. So can I trust those eyes to say it was better then? They were different eyes. But, one thing I'll say is, the attitude of people who go cruising now, unfortunately, may not be as good as it was when we first went cruising. Because almost everyone who went cruising when we did went because they loved sailing, and cruising was an excuse to sail. They were so excited about what they were doing.

Larry: We all felt so privileged to be able to get the time off, with enough money, to go sailing. And now people are cruising on the inflation of the house they just sold.

38: So does cruising get easier or harder as the decades go

on? In other words, is it better to be youthful or energetic or experienced, with some miles under you keel?

Larry: It was awfully interesting when we first started cruising. The learning curve was fascinating. And fortunately we learned inside the Baja peninsula in the Sea of Cortez, where not much could happen. We learned a lot of good things. But I don't think it's physically difficult.

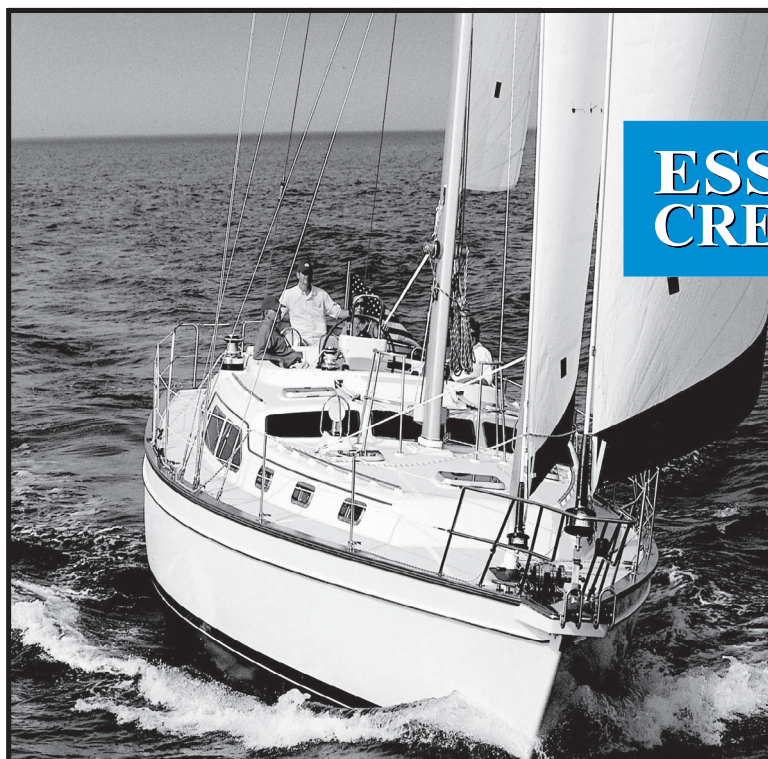
Lin: Let's be fair. To cruise successfully and enjoyably, you need some physical ability. Not strength, but ability, or agility. The willingness to get off your butt and row out an anchor is a physical thing.

Larry: I think the average 15-year-old boy, or 60-year-old man, can do this safely and well, as long as everything's working (laughs).

Lin: We've read this — and I think it's true — that cruising seamanship means always making the harder decision. Even when you're tired.

Larry: We're talking determination more than strength. When you think of something you should do, you do it, instead of thinking about it until something goes wrong.

Lin: More of our dangerous moments have been in port, rather than out. The one major thing that's changed is people keeping their boats in hurricane areas during hurricane season, like the huge charter fleets that didn't exist in our day. It's become even more dangerous to be in storms anchored among



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lin & larry pardey

a bunch of insured, unmanned charter boats, because no one really cares about them.

38: When I think of you guys, I think of a couple of things you've written. One is go simple, go small, go now. Does that still apply today as much as when you started out in 1968?

Larry: I think it's a financial thing. It's not as important to go small and simple if you're a Daddy Warbucks. But if you want to go early in your sailing career, and you have a limited budget, that's still a very good message. The future may not appear. You may die or get sick, or your relatives might get sick. All sorts of things can mess up your little plans. And we've been fortunate. We haven't had to deal with any of those sorts of situations.

Lin: I would say it applies more now. We've met several young people who say how irresponsible it is to go now. I'd say it's irresponsible not to go. Because when you go young enough you can always come back and create a completely different career. And maybe you'll bring back something better to the career you were dreaming of.

Larry: There are windows of opportunity in people's lives. If you have a more or less untangled life, you can get away. But if you end up with the normal stuff people get — responsibilities for older people, or children, or a job you really like — that can stop you cold.

Lin: I never heard anyone who went say, "I wish I'd waited

to go."

38: Here's the other one: We'll keep doing it as long as it's fun. When you started out, did you think it'd be fun this long?

"Looking back, we've had the most unbelievably magical life."

Larry: We didn't have any preconceived ideas. As I said, we had a Plan B if we didn't like cruising. We planned on going down to Mexico for six months the first time and it turned into 11 years.

Lin: We had absolutely no dream other than going sailing.

Larry: And not wearing clothes.

Lin: But looking back we've had the most unbelievably magical life. Honestly, we only tell people the sailing part of it. But certain things happened because we chose to go a different route than the norm. Every single time we had a problem or dilemma, we'd turn around and there was someone willing to help. The lifestyle we've led keeps introducing us to more and more varied people. If you asked me "Can you imagine the life you've lived," the answer would be that I don't think anyone could've imagined it. It's been magic. Would you agree?

Larry: Oh yeah. Ooooh, yeah.

— latitude/hm

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EYE ON THE BAY

It happens every day. Those of us lucky enough to live in one of the most spectacular areas in the world often turn a blind eye to what the rest of the world will pay big bucks to visit. But as sailors, we have the chance to see many of the Bay Area's really cool spots from a totally different perspective than most tourists . . . and it doesn't cost a dime!

By the end of the year, nearly 39 million vehicles will have driven over the Golden Gate Bridge — and paid \$5 for the privilege — but how many people can say they've sailed *under* it? Just a handful, by comparison.

While sailors skim down Raccoon Strait past astronomically priced houses overlooking Angel Island, the homeowners are out working hard to pay for those views. Which brings to mind something a very wise sailor once said: "If their view is worth \$1 million, what's my view worth?" At the risk of sounding like a credit card commercial, we think the answer is "Priceless."

If it's been a while since you've seen — really *seen* — some of the Bay's more notable landmarks, maybe it's time to 'play tourist' yourself. So sit back, relax, and enjoy *Latitude 38's* free guided tour!

— **latitude**/ld

— PLAYING TOURIST



EYE ON THE BAY



We begin our tour on the previous pages with the WylieCat 48' Ahava' sweeping down the Cityfront. Continuing above, the salty woodie 'John T' heads south from the Richmond Bridge. Following a clockwise course, the J/29 'Thunderbolt' races toward Angel Island's historic Immigration Station. Look, there's Bob van Blaricom on his Aries 32 'Misty' leaving the Bay Bridge and City behind as he heads up the Estuary toward Alameda. Over at China Camp, this lovely classic dory joins others on the beach. 'Red Ryder', a sassy Catalina 27, has the Golden Gate looking over her shoulder as she reaches across Raccoon Strait. Finally, tour's end — the Ericson 30+ 'Serendipity' glides toward Alcatraz. Now get out there and see it yourself before the rains come!



LATITUDE / JR



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THE SPLENDID SURINS

On the chart, the Surin Islands appear like jigsaw puzzle pieces, deeply indented with wide bays and rocky headlands. From sea, the view is a soothing landscape of lush, thick, verdant jungle, giant granite boulders and cliffs, and numerous pristine sandy beaches. The waters are gin-clear and underwater visibility of 60 feet or more is normal.

These clean, clear waters support a profusion of reef species. They are rich in hard corals, soft corals, feather stars, starfish, spiny lobster, giant clams, sea anemones and sea pens.

Many species of dazzling, colorful tropical fish inhabit these vibrant coral gardens: parrotfish, triggerfish, clownfish, lionfish, angelfish and grouper just to name a few. When Tom and I snorkeled there, the marine life we discovered was so abundant and diverse that it was like being in an underwater world of wonder.

Where Are They?

A day's sail from mainland Thailand (about 50 nm from Thap Lamu), Mu Ko Surin National Park is located in the Andaman Sea, about 30 nm west of the closest point on the coast of Phang Nga Province. The protected waters of the

Park cover an area of approximately 135 square km, 76% of which is sea. It includes two main islands: Ko Surin Nuea and Ko Surin Tai, and three smaller islands: Ko Ri (or Ko Satok), Ko Klang (or Ko Pachumba) and Ko Khai (or Ko Torinla) as well as off-lying rocks. A few nautical miles to the north is the Myanmar border, and some 50 nm to the south, Mu Ko Similan National Park.



This young Moken girl seemed to be as curious about Liz and Tom, as they were about her.

ALL PHOTOS FEEL FREE

The Weather

November to April: NE winds of 5 to 20 kts. This is the dry season, the best time for sailing and diving.

May to October: SW winds of 10 to 25 kts (the wet season).

Anchorage

The National Parks Department has provided numerous sturdy mooring buoys in various locations around the islands for the use of both pleasure craft and commercial dive operators at a minimal cost. Mariners may find comfortable, well-protected moorage on both east and west coasts, depending on the wind direction.

When Tom dove it to check the safety of our chosen mooring in Ao Suthep upon arrival, he came up exclaiming, "I don't think *Feel Free* (our Spencer 51) has ever been more securely attached to a bottom, anywhere!"

Snorkeling and Diving

The Surin Islands are the premiere snorkeling spot in Thailand, not only because the coral reefs are the best and most diverse to be found, but also because of their accessibility. The reefs are generally found between the low water mark and 60 feet of depth. Consequently the area can be enjoyed without the need for scuba equipment. In all, there are 10 primary sites around the islands for snorkeling or scuba, which the Park officials are happy to point out to you.

While snorkeling in Ao Mai Ngam, Tom and I noticed in the distance, close to the rocky

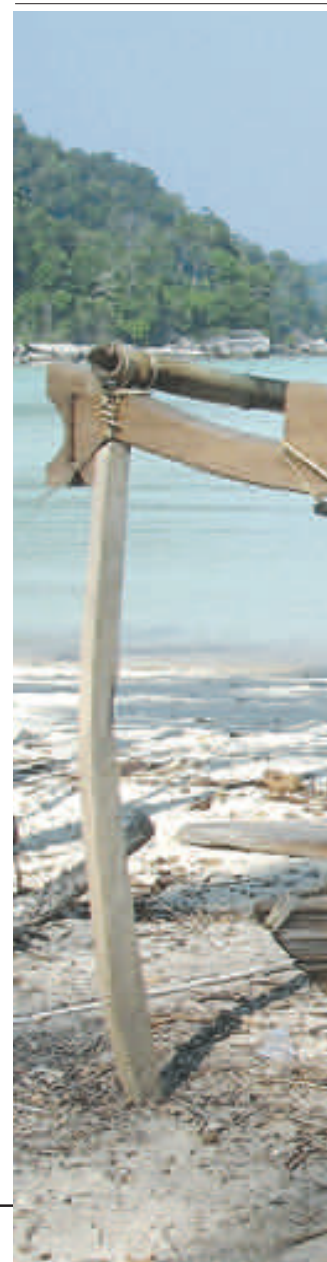
shore, what appeared to be a swarm of fish. As we approached, we saw that it was a school of brilliant, multi-colored

The fish were oblivious to us as we joined them to swim.

parrotfish, hundreds of them, moving in unison like migrating birds. Rays of sunshine filtered through to illuminate the spectacle. The fish were oblivious to us as we joined them to swim close by. Crunching on the coral as they swam in synch, not one veered out of step from the group. Dozens more continued to appear out of the rockwork, enlarging the giant swirl of astonishing color and movement as they traveled along. This was just one of many magical memories.

Scuba divers will find the best site for deep water diving on the southeast side of Ko Surin Tai. Ao Suthep on the west side is a good place for a night dive.

About 11 miles east of Surin is Richelieu Rock which rates as one of the best places in the world to swim with the largest of all fish, the whale shark. These gentle giants are rarely seen in the wild, but for some unknown reason this seemingly insignificant, submerged rock attracts them regularly. The Tourism Authority of Thailand says that in the past 10 years it has become common to swim with two or three animals for long periods of time on a single dive. Years ago, Tom encountered one of these 'friendlies' while swimming in Mexican waters, so we know what a thrill



— REALM OF THE SEA GYPSIES

it can be, but unfortunately, we couldn't make it to Richelieu Rock this time. They say that the ray shark and bow mouth guitar shark are also seen at Richelieu regularly, in addition to soft corals and large schools of pelagic fish.

Fees

At the time of writing this, the fees at the Surin Islands are as follows:

- 200 baht per person for entry to the Park (\$5 USD).

Right: A Moken man takes a break from carving to share a smile. Below: Moken boats are hand-built using time-honored techniques.



- 40 baht per night for a mooring buoy (\$1 USD).

Going Ashore

The larger islands are covered in an unspoiled tropical evergreen forest, where some trees grow to 150 feet high. A wide variety of tree species are found along the beaches and in the mangroves. The healthy forest also supports a huge number of birds and animals. More than 90 species of birds have been recorded and 57 of them are resident. These include the hill myna, the pied imperial pigeon, the greater racket-tailed dongo, the rare Nicobar pigeon and the Besch thick knee. Twenty-two species of mammals



THE SPLENDID SURINS



These isolated Moken kids have virtually no concept of the world that sailors like Liz and Tom come from.

can be found including flying lemurs, pig tailed macaques, fruit bats, mouse deer, grey-bellied squirrels, reticulated pythons and monitor lizards.

A good way to enjoy the natural splendour of these islands and get the old sea legs working again is to

take a stroll along the well-marked, 1.2-mile nature trail on the largest island, Ko Surin Nuea. It's easily found, as it is close to the Park Headquarters and includes signposts with interesting information about the flora and fauna that you'll encounter along the way. After a morning of snorkeling, it was cooling and peaceful to meander along the path, shaded by the canopy of luxuriant foliage.

The minimalist lifestyle of these sea gypsies certainly would not appeal to most westerners, but it's the only life they know.

They live a primitive existence and rely on the environment for their food.

The Sea Gypsies

There is a small village of about 60 families of Sea Gypsies or Moken (pronounced mor-ken) living, at least for part of the year, on Ko Surin Tai. They live a primitive existence and rely on the environment for their food as well as for boat construction materials. Each family lives on its own

boat, and the boats travel in a group like a flotilla. They make a living by spear fishing and collecting shellfish. An elderly Moken couple, with white hair and threadbare clothing, came by *Feel Free* for a brief visit

to request some gasoline for their outboard engine. Watching them as they putt-putted off, and reflecting on the exchange, it was sad to think about their meager way of life. We wished we'd

been able to communicate with them better.

Words of Caution

Some of the mooring buoys are located in fairly shallow water, while others are deeper. If your vessel has a deep draft, as ours does (8 feet), take care when approaching the moorings. We accidentally hit something hard while in the process of attaching a mooring to our boat in Ko Surin Tai. The mooring appeared to be in 26 feet of water, but when the boat swung

around the depth quickly went to less than 10 feet. We immediately detached the line and moved to another mooring in deeper water.

Coral can be damaged by being stepped on or touched, and since a lot of the coral is in shallow water, one has to be cautious about not getting too close.

On the dive sites, one should keep watch for sea urchins and other pointy creatures. They dwell near or on rocks



Although houses found in the Surins are simple and small, they are totally built from local materials. Note the woven wall designs.

and are well camouflaged. There is poison in their spines which could cause a nasty sting.

On the south of Ko Surin Tai, between the two rocks, is a tidal anomaly which can create a dangerous standing wave with the ground swell from the west and the wind from the northeast. (This is referenced in *Sail Thailand*, ArtAsia Press, Bangkok.)

Also, some rocks are not exactly where they appear on the chart, so it's advisable to keep a sharp lookout for dark patches in the water, especially when close to shore.

There is a small restaurant but there are no shops so yachts should be well supplied with personal provisions.

All things considered, we would highly recommend making a side trip to the Surins, as they are fascinating both above and below the surface.

— liz tosoni



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PIRATES OF CATALINA

No matter if you were at the dinghy dock, on the pier, stuck in line at one of the many bars, waiting for a table in the restaurant, or committing *frottage* with the pulsing mass of humanity on the dance floor, you couldn't help but wonder: "Where the heck do all these pirates and wenches come from?"

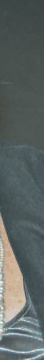
When it comes to Buccaneer Day at Two Harbors, Catalina — easily the wildest day of the year on the island — they come from all over. According to Megan Poulson, Harbor Office Assistant, 593 private boats — 507 on moorings and 86 at anchor — packed with people came over on Friday, the day before Buccaneer Day. Another 167 boatloads arrived on the day of the festivities. It's also a well-known fact that pirates and wenches are big on public transportation, which is why the *Catalina Express* carried another five ferry loads of revelers to Two Harbors, and why the *Marina del Rey Flyer* kept shuttling people between the island and the mainland until after midnight.

The weather gods blessed the pirates and wenches with blue skies and pleasant temperatures. It might have had something to do with the crowd itself being so amiable. When you mix thousands of people and many thousands of drinks — more than 1,600 Buffalo Milks were sold — there's always the potential for stupid behavior. We didn't see any of it — although we can't vouch for what happened after 11 p.m. Once again Buccaneer Day was all about posing, prancing, flirting, laughing, drinking and carrying on as though one didn't have to be back at work on the mainland 48 hours later. Credit for the good times goes to all the participants — and especially the Two Harbors staff, which as always, went above and beyond.

— latitude 38



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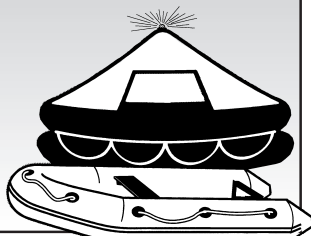
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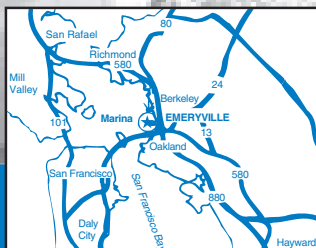
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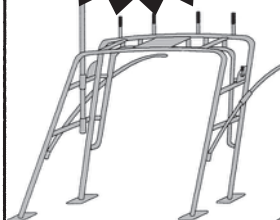
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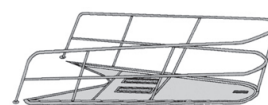
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SEASON CHAMPIONS, PART I —

"It's not how good you are, it's how bad you want it."

— Anon

It seems appropriate to start our three-part Season Champions celebration with an inspirational quote, and we've always like the one above. Oddly, when we tried to find the wise sage who first uttered those words, we were surprised to see that almost ever reference attributed it to someone different. And talk about variety — the gamut ran from drag racer John Force to cartoon character Darkwing Duck to an Australian soccer team. But that seemed somehow appropriate, too. Sailors and boats come in all shapes and sizes and there is no one 'right' way to the winner's circle.

But you do have to want it.

On that note, welcome to our yearly salute to San Francisco Bay's summer sailing champions. This month, we'll profile the winners of the Handicap Divisions Association (HDA) and the Ocean Yacht Racing Association (OYRA). Following tradition, next month we'll introduce the One Design Classes Association (ODCA) champs, and in January, we'll wrap it up with a sampling of woody and dinghy winners, and anything else that comes to mind.

HDA has had its ups and downs in the last few years — as has the YRA (Yacht Racing Association) itself. Between aging skippers, the economy, and the problems of finding crew — hey, it can be a jungle out there for racing skippers. The SF 30 class is a perfect example of this ebb and flood. This fun hodgepodge of 'like boats' in the 30-ft range enjoyed several years of great competition. Then, in 2005 it seemed to implode. Twelve boats entered, but only two qualified. (To maintain their status, fleets must field at least five boats in at least half of the scheduled races. Individual boats qualify by attending at least half the races.) So this year, there was no SF 30 class, and the remaining participants dispersed to other divisions.

What really happened is that hardly any SF 30 sailors stopped racing. They just moved on to other boats and fleets. As is usually the case, it now looks as though the SF 30 fleet will be back next year, bigger than ever with a bunch of new blood (including the recently admitted J/29s). There is also the possibility of a separate new IRC group if enough boats show interest.

In hard numbers, the 77 boats signed



up for HDA this year is nowhere near the hundreds that used to race 15 years ago. But it's almost identical to the number who came out last year. And just as a few boats and owners have left to pursue other things, there are many new faces in other HDA divisions, as well.

Gerry Brown is now in his third year as president of HDA and tries to keep a hand on the pulse of what racers want. "Any and all suggestions about improving HDA are always welcome,"

said Brown, who can be reached at gerry_brown@cashette.com.

Over in OYRA (Ocean Yacht Racing Association), similar things were happening: signup numbers were slightly down but overall attendance was better than average — at least compared to last year. OYRA has the added nuances of attracting many 'one time' entries to several of its events. The first Lightship



race in March is a particular favorite. At the same time, it loses boats to big time events like TransPac or last year's Pacific Cup. The other side of the coin, says OYRA president Richard Calabrese, is that "Racing the ocean is an excellent way to practice for TransPac, the Pac Cup or coastal races."

Calabrese polled the troops this last year and found that the numbers game can be deceiving. "If you have fewer boats one year, you'll go up the next. We have

Circle of life — After winning the SF 30 Division in 2004 with his Tartan 10 'Jeannette', Henry King moved up to his new 'Jeannette', a Frers 40 — and just won again. His old boat (now 'Fire Drill') will be back next year in the revamped SF 30 Division.

a core group of people that just like to race in the ocean — for whatever reason — and that doesn't seem to change."

Never sailed the ocean before? Calabrese invites local racers to give it a try. "It's a whole different world out there,"

he says. Calabrese can be reached at richardcalabrese@netzero.com.

For general information on YRA, HDA and OYRA, log onto www.yra.org.

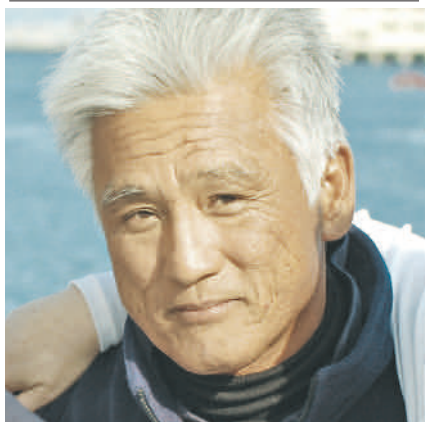
Congratulations to all skippers and crews whose names appear in these pages. On with the show!

— **latitude** /jr

HDA/IOR WARHORSE — 1) **Aleta**, Peterson 46, Keith Brown; 2) **Samiko**, Serendipity 43, Dexter Bailey ; 3) **Zamazaa**n, Farr 52, Gary Gebhard, (5 boats)

SEASON CHAMPIONS, PART I —

HDA-G *Jeannette* Custom Frers 40



Henry King
Berkeley YC

Henry King and his wife were in Southern California looking for a cruising boat when they found *Jeannette* in early 2005. "She had just been donated to the Orange Coast College School of Sailing and Seamanship," says the longtime HDA sailor and winner with his former boat, a Tartan Ten also named *Jeannette* — "and she was the most beautiful boat I'd ever seen." Suffice it to say, his wife (after which all his boats are named) will have to wait a few more years for the cruiser.

The new *Jeannette* started life as *Buckaroo*, a Frers 40 built at Goertz's for Bill Koch in 1986. Like all lovely ladies, her good looks had a price.

"These are very difficult boats to sail," says King. With his crew — Nic Mason, Betty-Jane Luzietti, Eugene Luzietti, Ian O'Leary, Richard Vermeij, Laura 'Dr. Laura' Watt, Vivienne Fagrell, Mark Van Selst and Ingrid Liebald — he embarked on a training regimen in 2005, racing the Berkeley Friday Nights and a few other races to learn the boat. The learning curve included losing a mast late in the season. It was replaced over the winter along with beefier blocks, deck gear and new sails for San Francisco's famous summer breeze.

This year, all that attention paid off. Although King feels he still has a ways to go before he feels confident he's sailing the boat to potential, she's obviously one 'pretty face' than can also deliver the goods.

2) **Tupelo Honey**, Elan 40, Gerard Sheridan; 3) **Bodacious**, Farr 40, John Clauser/Bobbi Tosse. (9 boats)

HDA-J *Mintaka 4* Farr 38 mod.



Gerry Brown
Berkeley YC

Here's a situation you don't see too often: In the 10-race, 2-throwout HDA season, both of Gerry Brown's throwouts were firsts. That's right, *Mintaka IV* won every single race this year! It's got to be a record of sorts, even for Brown, one of the most winning skippers in a variety of classes who has ever sailed the Bay. (In addition to this, his seventh HDA win, he's also won the Triton class six times and the Newport 30 class eight times.)

"Sometimes I think my crew is an unfair advantage," says Brown, a retired computer programmer and third-year president of HDA. "We make very few mistakes and have very consistent boat-speed." They should, as most of them have been together so long they could probably sail the boat blindfolded: Tom Ranweiler (25 years), Bruno Carnovale (24 years), Joe 'Rocky' Rockmore (18 years), Henry Melin (23 years), Bob Gardner (3 years) and Dave DiFalco (5 years). At 46, DiFalco is the 'young kid' on the boat.

This is Brown's 44th year of racing on the Bay. (In addition to the 35 years in YRA, he also spent three years in MORA and seven years in SYRA — the now defunct Small Yacht Racing Association.)

The uncle-nephew team of Keith Buck and Andy Newell on another veteran race boat — and race winner — *Petard* were second in the separately scored fall series, while Chris Longaker's *Two Scoops* took second in the spring.

2) **Petard**, Farr 36, Keith Buck/Andy Newell; 3) **Mon Desir**, Jeanneau 35, Jerry Nassoiy. (8 boats)

HDA-K *Shameless* Custom Schumacher 30



Macartney/Ellison
Berkeley YC

George Ellison used to crew with Bob Harford on the Newport 30 *Fast Freight*. Then he had a ride on Jim Coggin's Schumacher 40 *Auspice* and knew his next boat would have to be a Schumacher. He and partner Harry Macartney found her two years ago in the 30-footer then called *Enigma*. Ellison's wife gave the boat her current name for the way George dotes on the boat every time he gets around her.

Ellison and Macartney, who both work in heavy construction, admit to stealing only one crew from *Fast Freight*. That would be Merry Kindred. Past that, they are 'equal opportunity employers' whose multinational team includes Axel Mehnert and son Marvin (Germany), Bernard Saggese (Argentina), and even a couple of Yanks, Celeste Mirasu and Ken Janke.

Last year, *Shameless* raced in the SF 30 class, but with a number of owners going to bigger boats, the class fragmented and the survivors were folded in to the 'Special K' crowd. On one level, that was fine with Ellison. "The more the merrier." On another, he's pleased to see that there are enough boats showing interest (including several J/29s) that it looks as if the SF 30 class will be back again next year.

In addition to winning K, *Shameless* won her class in the Corinthian and Berkeley midwinters, and was second in the Wheeler.

2) **Encore**, Wylie 'Gemini Twin' 30, Andy Hall; 3) **Abba-Zabba**, Tartan 10, Charles Pick. (11 boats)

HDA-L *Eclipse* Hawkfarm



Fred Hoffman
Encinal YC

Fred is the one and only owner *Eclipse* has ever had. He bought the Tom Wylie-designed Hawkfarm new in 1976 and has thoroughly enjoyed her ever since. For more than 20 years, the East Bay hydro-geologist raced the boat in ODCA and other events — winning MORA and one Nationals along the way. When the one design class finally fell apart about three years ago, he and one or two other 'hawkeye' faithful moved to HDA.

Fred's core crew for the season consisted of John Diederich, Zafer Demir, Russ Detweiler, Darrel Lager, sons Ben and David Hoffman and wife Rose Hoffman. None except Fred sailed all the races, but all contributed to *Eclipse*'s winning season.

"Pointing ability," said Hoffman when we asked about his secret to success this year. "Back in the late '70s, the class got ahold of some sail fabric used in the America's Cup, and I only recently changed to new sails. And, well, it took awhile to learn how to sail with the new stuff. (Kame Richards was a big help.) When we finally figured out the right tweaks, we could point 5 degrees higher than before."

The '06 season win was a nice way to celebrate *Eclipse*'s 30th year of racing. "We've had our moments of glory in the past," says Hoffman, "but this time, it was especially gratifying to bring it all together again and demonstrate what wonderful boats the Hawkfarms are."

2) **Latin Lass**, Catalina 27, Bill Chapman; 3) **Lelo Too**, Tartan 30, Emile Carles. (11 boats)

PHRO-1A *City Lights* SC 52



Thomas Sanborn
St. Francis YC

Tom Sanborn's SC 52 *City Lights* was a painted ship on a painted ocean during the Crewed Farallones Race on September 30, when the talk turned to how they were doing in the OYRA season.

"No one really knew," laughs Sanborn, an East Bay architect. "Everyone had a different opinion." A quick check upon their return revealed that they were atop the PHRO-1A leaderboard by quite a bit. Their final tally in the 12-race, 2-throwout series was 18 points. Seven of those were bullets.

Sanborn has owned *City Lights* for 10 years and has sailed with the same basic crew for a good part of that time. He credits their good work and "attrition in the ranks" for the season win. "We entered every race and we raced every race," he says. Crew aboard for the '06 season included regulars Nick Mason, Dave Lewis, Eric Lewis, Dave Parker, Bill Colombo, and many 'irregulars'.

Sanborn credits Lani Spund's *Kokopelli*² for the most spirited competition, but still feels bad about the outcome of the Spinnaker Cup in May. *Kokopelli*² was first to finish, setting a new course record in the process. But Spund's turbo'd '52 had to give time to *City Lights* — and they claimed the win.

"I know it sounds odd, but those guys sailed a terrific race and deserved to win the whole enchilada. I've always felt like I should have called Lani up and apologized!"

2) **Serena**, Cust. Thompson 1150, David Kuetelm CYC; 3) **Kokopelli**², SC 52 turbo, Lani Spund, Sequoia YC. (7 boats)

PHRO-1 *Pegasus XIV* Newland 365



Dan Newland
Island YC

It didn't take Newland and his self-designed, self-built *Pegasus XIV* long to get back in top form after a five-year hiatus. You may recall that a collision with something under the surface nearly sank the boat during a delivery up the coast in 1999. Newland, a composites specialist, had the boat hoisted into his backyard and spent his off hours rebuilding her, including an entire new bow, many improvements and numerous tweaks.

The first race of the OYRA season — the windy sprint to the Lightship and back — was a baptism by fire for all fleets. *Pegasus* rounded in the top four and had just set a spinnaker when a 40-knot squall came through. While everybody else rounded up or down, *Pegasus* took off like a top fuel dragster, touching 30 knots in one burst. She eventually finished 38 minutes ahead of the second boat. How's that for the start of a 'comeback tour'?

Pegasus went on to take firsts in the next three races, as well. But then work and a minor health issue (surgery for carpal tunnel syndrome) started conflicting with sailing, and Newland didn't sail any races in the second half. His early scores were still good enough to carry the season.

Dan's crew consisted of wife Linda, Dan and Carol Benjamin, John McKeon Tom Condy, Joachim Jonsson and Dana Rowley. (Peepers, a rescued sparrow shown above on his favorite perch, is part of the family but not of the crew.)

2) **X-Dream**, X-119, Steen Moller; 3) **Petard**, Farr 36, Keith Buck/Andy Newell. (9 boats)

SEASON CHAMPIONS, PART I

PHRO-2 Azure Cal 40



Rodney Pimentel
Encinal YC

Rodney Pimentel got *Azure* two years ago to take part in the 'reunion tour' of the Cal 40 fleet at TransPac '05. She was one of 14 Cals to cross the starting line, and though Pimentel and company finished down in the standings, they all had a great time.

Turns out the fun was only beginning. Rodney, a civil engineer and former cruiser (he did the Puddle Jump on his former *Azure*, a Jeanneau 36), entered OYRA and soon learned there was some pretty good Cal 40 racing right here at home. The two boats giving him the best run for the money out on the ocean this season were two more Cal 40s: *Shaman* and *Green Buffalo*.

"The guys on *Shaman* are really good," he notes. "So many races this year, it came down to us and them and whoever made that last crucial tactical call."

Azure's crew included John Hemiup, Ted Floyd, Matthew Dean, Scott Brubaker and Don Ross.

The most memorable race of the season for Pimentel was the slowest: the run out to the Farallones and back on September 30. "It was brutal. There was no wind. It took 21 hours — to go around the Farallones and back! But every time we thought about quitting, we'd look over and there would be *Shaman* and *Buffalo*. If they weren't quitting, neither were we. On the way back, seeing the sun rise through the Golden Gate — while going 2 knots — made it somehow all worthwhile."

2) *Shaman*, Cal 40, Steve Waterloo; 3) *Green Buffalo*, Cal 40, Jim Quanci. (10 boats)

OYRA-MORA Mancebo 31 Bloom County



Tony Basso
SSS

Tony has been sailing aboard *Bloom County* since 1988, when it was campaigned by original owners, Carl and Mark Ondry. (The Dave Mancebo design was launched in '84.) Four years ago, the Half Moon Bay electrician was able to purchase the boat, and has been winning with it ever since. "After an all-winter session in the boatyard, she again tried to win every race, though we managed to prevent it a few times," said Tony.

Basso, the defending 2005 MORA champion, says a repeat was difficult this year for a couple of reasons. One was Mike Warren's well-sailed *Andiamo*. "Going up to Drake's Bay, they killed me boat for boat, and nipped us on the way back home on Sunday, too," says Basso. "Maybe it was that blooper they flew — a real 'old school' trick!" There were also scheduling conflicts. "I had to skip the Windjammers as I needed to prepare for the I-14 Worlds." (Crewing for Kirk Twardowski, they ended up 39th.)

Unlike many owners, Basso rotates steering duties through the whole crew. This year, the 'County Mounties' included three generations of Ondrys (Carl, Mark and Mark's 12-year-old son, Justin), Michael Radziejowski, Ben Hackett and 'MVP' Andy Hamilton.

With the fleet getting ever better, Tony has begun employing creative visualization techniques for the '07 season. The photo above shows him in mid-mantra: "Must win, must win, I must win *many* races. Ommmmmm..."

2) *Andiamo*, SC 27, Michael Warren; 3) *Eurydice II*, Ross 930, George Biery. (12 boats)

OYRA-SHS Hobie 33 Sleeping Dragon



Halman (left)/Fricke
Richmond YC

"The gap between Mile Rock and the shore looks awfully narrow when you're going through it at 20 knots!" says Mark Halman of his most exciting moment of the OYRA season, which occurred during the windy first Lightship race in March. "We set the kite at the 'bucket, did a crazy end-for-end jibe on the south shoal and did *lots* of 20s that day. That's part of why we really enjoy sailing on the ocean."

This is the third time in four years that Halman, a retired East Bay semiconductor engineer turned stay-at-home-dad for his two pre-teen kids, has won OYRA's shorthanded class with crew Bob Fricke. His speedy 1985 Hobie 33 *Sleeping Dragon* — recipient of many upgrades and improvements from this tireless boat tinkerer — racked up wins outside YRA, too, including a division win in the Three Bridge Fiasco and overall Coastal Cup honors.

"My hat's off to *Tenacity*, the SC 27, for living up to their name," Halman says of the season's second place boat, which actually outscored *Dragon* in the second half. "They sailed well and gave us a real run for the season." However, the strength of four bullets in the first half and another in the second kept *Sleeping Dragon* ahead. They edged out *Tenacity* at the end by just three points.

2006 was the *Dragon*'s swan song in OYRA — at least for awhile. "I've really enjoyed the ocean, but next year Bob and I plan to do the SSS Doublehanded season inside the Bay," says Halman.

2) *Tenacity*, SC 27, Paul Nielsen; 3) *Shamrock*, C&C 41, James Connolly. (8 boats)

FAST

Michael Carroll's *New Wave* won the Melges 32 class at 2006 Key West Race Week with 1, 1, 2, 1, 3, 1, 2 finishes. *New Wave* carried a North 3Dr main and jib. Billy Black photo.

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BAJA HA-HA LUCKY 13 PREVIEW, PT III

There's something a bit odd going on here. For reasons we can't quite explain, far more sailors are fleeing the rat race this year — via the annual Baja Ha-Ha cruisers' rally to Cabo San Lucas — than ever before. The record 182 entries represent an increase of more than 20% over 2005 or any previous year. Go figure.

Perhaps they're seeking a respite from the grinding traffic on our highways or the continual news of Washington scandals and foreign policy blunders. Or maybe they simply feel the need to spend a few starry nights offshore meditating on the vastness of the universe. Regardless of their motivations, they all seem to be amped up and eager to finally cast off the docklines in pursuit of long-anticipated adventures.

Here then, is our final installment of profiles of the Baja Ha-Ha Class of 2006. We wish them all the best of luck and splendid sailing!

Gettin' Around — Catalina 400 Doug & June Springstead, Suisun, CA

You'd think that a lab technician for a brewery would never want to retire. Not so for June who, perhaps luckily for her health, despises beer. She and Doug, formerly an airline mechanic, are very happy to be retired and leaving on their open-ended cruise . . . for the *second* time.

Due to a family emergency, the Springsteads had to return home immediately following last year's Ha-Ha. We're thrilled to have them join us again! This **Meet the 'Wind Trekker' crew: Left to right are Lan, Tom, Helen and Rich.**



year they plan to keep going, ultimately to the Caribbean. Their crew for the Rally will be Julia Weiler and her husband James Gambrell.

Itsabout — Valiant 42 John & Christine Graff, San Diego



Christine and John figure 'Itsabout' time for a change in latitudes.

"What the hell was he thinking?" Christine asked herself when John bought a sailboat during a visit to San Diego. Newly retired from his CPA career — and healthy after a medical scare — John decided it was about time to change his lifestyle.

The Graffs describe themselves as cautious but excited about their plans to cruise the Sea of Cortez. "It's about fun, it's about adventure, it's about love," says John of their new life. "But most of all, it's about time!" Their crew for the rally will be Steve and Lori Dana.

Wind Trekker — Corsair 31 VC Tom Brown & Helen Baker, Oxnard

"The Ha-Ha is by far the most interesting way to move *Wind Trekker* to her new homeport in Banderas Bay," says the brother-sister team of Tom, a retired software engineer, and Helen, retired from the cell phone industry. They're looking forward to exploring the Sea before moving the boat south to "live and die happy."

They seem relatively confident in their boat's ability to go fast: "We brought a drogue to keep her back with

the fleet," boasts Tom. They're also bringing Lan Yarbrough to serve as skipper for the rally, and Rich Kerbaraz as navigator.

Grace — Rhodes Traveller 32 Robert Walker, Berkeley

Robert is a man of many interests: sailing, skiing, baseball, tennis, golf, motorcycle riding and racing in his Porsche — and that's just for starters. As a hard-working architect who hopes to retire soon — "for now I'm just tired" — Robert says he entered the Ha-Ha to "see if the cruising life is for me."

But we're a little worried that he hasn't allowed himself enough time to fully explore the cruising life. Right after the rally, he plans on doing the Bash home. If he thinks he's tired now. . . He's bringing along his cousin Donald Walker and friend Christine Douglas as crew.

Dulcinea — Flicka Randy Ramirez, San Rafael, CA

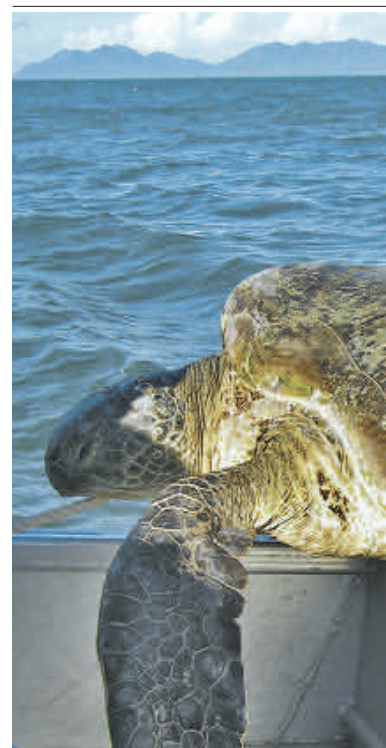
At just 20 feet on deck, *Dulcinea* is officially the smallest boat in the Ha-Ha fleet, having received "special dispensation" for also being one of the more seaworthy vessels.

Randy, a newly retired refrigeration mechanic — always a good person to know! — will be joined by sailing buddy Matt Gardner for the rally, then eventually will work his way to Costa Rica or possibly Fiji.

Destarté — Bristol Channel Cutter Jerry Murphy, Evanston, IL

"Before you try to save the world, you should go see it." Jerry, a physician who just retired from a 20-year active-duty career in the Navy, was told this by a circumnavigating friend when he began worrying about the guilt he might feel by not working. He wisely decided to follow his friend's advice.

Jerry's brother Dan, a longtime partner in adventure, will serve as First Mate for the Ha-Ha before returning to his



— REINVENT YOURSELF



Grant of 'Wolverine' has a very unusual resume. And, no, that's not Julie. She's much prettier.

family. Jerry will continue "gunkholing" the Sea until next spring, when he will probably Bash back to San Diego.

Wolverine — Camper Nicholson 31 Grant Redfern, Whitehorse, Yukon

Since thousands of people have now done the Ha-Ha, it's pretty hard to find an entrant that is totally unique, but Grant may have attained that status. Not only is he the first entrant to hail from the Yukon Territory, but he spends part of his time as a fur trapper — when he's not doing IT consulting or serving as a commercial pilot.

One of the reasons he's heading

"Cheers!" says Jerry, a retired Navy doc. Here's to the adventurous life!



south, he explains, is that his dad owns a bar near P.V. and is married to a Mexican woman. "I can't let him have more fun than me," says Grant, "so I've been doing my best to work as little as possible and enjoy life as much as possible." Julie Hunt, about whom we know virtually nothing, will be along as crew.

Tequila Rose — Catalina 42 Paul & Kathy Eguina Elk Grove

"We met on a blind date 17 years ago," explains Kathy, "and we've been together ever since. Although Paul had done lots of sailing in his youth, it wasn't until the late '90s that the couple got seriously interested in the sport, and signed up for lessons at Club Nautique. Four years later, on Valentine's Day in 2002, they bought this boat — their first. Kathy recalls that the big purchase brought out the poet in Paul: "I will love you forever," he said, "and shower you with tequila and roses." Hence the unique name.

Friends Eric Anderson and Scott Rader will serve as Ha-Ha crew. Afterwards, Paul and Kathy intend to cruise Mexican waters for at least a year.

Content — Pacific Seacraft 37 John & Penny Joiner, Lookout, CA

It's refreshing to come across someone who can identify the roots of his obsession: "This adventure has been on the 'brew'," says John, an insurance claims adjuster, "since the fifth grade, when I read about Chichester's *Gipsy Moth*. I later became infatuated with Horatio Hornblower."

That said, he and Penny didn't actually step into the sailing life until 2000, when they began taking a full battery of U.S. Sailing courses. Last year they crossed paths with the Ha-Ha fleet while cruising down the Baja Peninsula on their own, and were inspired to join the fun this year. Dan Martone will crew to the Cape.

Rocinante — Passport 40 David & Laura Harris, Chelan, WA

It's usually the owners of a boat who determine its movements, but not in this case. As David and Laura explain, "At 14 years of age, Jack the dog was starting to be bothered by his arthritis on cold Northwest mornings. The obvious answer was to convince 'his humans' to



Laura and David of 'Rocinante' are taking Jack the dog to warmer climes.

relocate to warmer latitudes."

The idea was an easy sell, as David, a mechanical engineer, has long dreamed of crossing oceans and sailing in the tropics. Laura, a commercial artist, got into the sport while dating David — they were married just two years ago. And she's now equally psyched up about voyaging under sail. They expect to do at least a two-year Pacific circuit, even if the New Zealand climate causes Jack the dog's joints to ache a bit.



"Where the heck are we?" Fear not, the 'Deep Water' crew are only rehearsing.

Deep Water — Hylas 49 CC Tim & Thea Henney, Park City, UT

The basis of *Deep Water's* crew is the father-daughter team of Tim and his 18-year-old daughter Thea. But Tim says his intention is to have "a full boat for the rally." The others are TBA.

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After the rally, father and daughter plan to base *Deep Water* in La Paz for the winter. When asked what's the most interesting thing about their boat, they said, "She's a big fat cruising boat capable of carrying massive quantities of booze!" Hmmm. . . Sounds like a party waiting to happen.

Beagle — Morgan 461 Jim Scull, San Diego

When asked on his Ha-Ha application for a quotable quote, Jim deferred to his wife Kathleen: "I'll meet you in Key West, sweetheart!" Obviously, she's decided to let the boys — Jim, Bill Mumford, Mike Burns and Rob Rosemont — have their fun. And as for that 1,200-mile beat across the Caribbean, she'll opt to work to windward aboard a 747.

According to Jim, who's been sailing for 50 years, the entire crew has pledged to stay on all the way to the Keys. Both Jim and his boat have proven their seaworthiness on a recent trip from San Diego to Alaska and back via Hawaii.

Saber Vivir — Catalina 30 Chuck Naslund, La Habra

Chuck, a retired machinist who did the '03 Ha-Ha aboard the Morgan 38 *Moonshadow*, explains that, "Instead of moving up in size, I went to a smaller boat."

That's not so strange. Sometimes smaller is better, especially if your intention is to live a simple life. Chuck's crew for the Ha-Ha has yet to be announced, but we do know that after the rally, he'll head for Mazatlan, "which I consider to be my home most of the year." During the season, he'll compete in the Mazatlan Regatta for the third time and will make his fourth appearance at the Banderas Bay Regatta.

Ruby Slippers — Jeanneau 49 The Rand Family, Arlington, WA

"This is the culmination of a plan

Tom (left) and Dick are rarin' to go, now that 'Solitude's' refit is finally complete.



After the rally, Jim and his crew plan to sail 'Beagle' all the way to the Florida Keys.

that's been 30 years in the making," says Jim, who founded Seattle's successful Marine Servicer back in 1977 (now also in Anacortes). His wife Jeanna, who worked as the company's secretary and treasurer, began sailing in the early '70s, and has previously cruised in Mexico, the Caribbean, the South Pacific and Alaska.

With their twin 12-year-old daughters, Molly and Jessie, along as crew, the Rands have planned a Pacific Rim cruise of at least two years aboard their brand new Philippe Briand-designed fractional cutter — probably the newest boat in the fleet. Mark Schrader and Chris Rohrer will crew to the cape.

Marishanna — Wylie 39 Dr. John Freeman, Glenhaven, CA

It doesn't take a brain surgeon to realize that getting out on the ocean once in a while is a grand idea. But, wait a minute. This guy is a brain surgeon.

We first met Dr. John the last time he did the Ha-Ha, 11 years ago, when he was crewing for his sailing mentor Commodore Tompkins. (Although Commodore taught John the subtle nuances of offshore sailing, the good doctor wisely refused to teach Tompkins how to delve inside the gray matter.)

Dr. John has logged over 7,000 miles of bluewater sailing, much of it crewing on deliveries with Tompkins. This year, his post-rally plans have yet to be announced. We do know, however, that he'll have plenty of capable crew on the run to the Cape: Bruce Ladd, Nathan Boscett, Evan Frazier and Lynn Christensen.

Solitude — Catalina 38 Dick Gilmore, Sacramento

Retired photojournalist Dick Gilmore is extremely psyched up about doing the rally: "This is a chance in a lifetime to get

away from the confusion of modern day life," he says. A life-long sailor, he bought this lovely S&S-designed sloop six years ago and began the long process of refitting her. "She was like an old race horse — ridden hard and put away wet." But she's now better than ever and rarin' to go.

Joining Dick on the cruise south will be longtime friend Tom Charron. Although sailors' plans almost always change, this pair plans to Bash back "in due time."

Kalewa — Custom 46 catamaran The Millett Family, Lihue, HI

If there were a prize for the longest trip to the Ha-Ha starting line, it would probably go to *Kalewa* this year, as she



The 'Kalewa' sailed 5,000 miles to reach the Ha-Ha starting line. Now that's determination.

has done 5,000 miles en route. Beginning at their home base in Kauai, the Milletts sailed first to Alaska before turning south in search of warmer climes.

Kevin, who claims to have been conceived aboard an Islander 26, built this boat in an old pineapple cannery in the fall of 2003. "She is the product of the captain's endless hours of self absorption and delusion!" says his wife, Maricela. Before setting off to have new adventures, they both worked in the charter biz, running Holo Holo Charters, which specializes in Na Pali coast, aboard two other cats built by Kevin.

Daughter Ayla, 13, rounds out the (human) crew. Her principal job, we're told, is looking after Saphy, the ship's cat.

Gatecrasher — Tayana DS 48 Roger Shortz, Richmond

When we first glanced at the rather wild penmanship on Roger's forms, we thought, "Wow! This guy should have been a doctor." A second later we were

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Shirley and Roger of 'Gatecrasher' are on vacation, so don't ask for a free brain analysis.

stunned to realize that he is a doctor, a neurosurgeon to be precise.

Talk about Ha-Ha firsts. This is undoubtedly the first time there have been two neurosurgeons on the event — the other being Dr. John Freeman. If we were in a really sappy mood, we'd say that "the two of them will undoubtedly be picking each other's brains." But that would be way too juvenile, even for us.

The rest of Roger's rally crew will be Shirley Wampler, Zack Manser, Yvonne Oliver-Huizinga and Darrell Huizinga.

Patriarch — Samson Sea Ghost 40 Richard Brandes, Benicia

Richard decided to retire early from his second career — in the oil biz — in order to do this year's Ha-Ha. Previously he spent 25 years in the Coast Guard where he saw duty on three continents. Among other duties, he skippered the 180-ft *Blackhaw* and the 210-ft cutter *Alert*.

But Richard is quick to caution that having a 1,600-ton Master's License *does not* mean he's a super sailor. In this realm he'll rely on help from navigator Phil Harrick, a world traveler who operates adventure trips to places like Yemen, Pakistan and the Sudan, and John Reed, a retired United Air Lines pilot. Richard plans to cruise the Sea of Cortez this season.

Cardea — Westwind 38 Jim Todd, San Diego

Although Jim doesn't have much ocean sailing experience, he's done many 400-mile trips on the Great Lakes — which often have much nastier weather than the Cabo run.

Now retired from a career at SBC, where he worked as a project manager, Jim says he's "excited about getting

started in his new life," which will eventually take him west across the Pacific.

Crew on the Ha-Ha will consist of Jim's brother, Pat, plus Rich Gallagher and Gary Bennett.

Détente — Hunter Legend 40 Greg Himes, Placerville

When you learn his background, you realize that Don's boat is well named. *Détente*, of course, means "the easing of hostility or strained relations." Don, an educator by profession, served as an Assistant Principal for much of his career, during which time he spent a lot of time "busting teenagers for the same things he did in high school." But he's made his peace (*Détente*) with all that now.

Long-time friend and sailing crony Carole Purvis is also a refugee from the education biz. After retiring from her position as principal of a successful charter school, she has traveled extensively, including a stint as a counselor at an American School in Germany.

Lumber mill sawyer Steve Cagle may not officially be an 'educator', but he could teach his shipmates — and the rest of us — a lot about mechanical and electrical systems.

No Regrets — Cal 39 David & Patrick Kelly Boulder

"No Regrets is how we feel about our adventure in sailing," say David and his 19-year-old son Patrick. But there's also a deeper meaning. "These were the last two words my dad said to me prior to dying," David recalls.

The duo only started sailing a few years ago, and at this point Patrick has more offshore experience than his dad. During his years in the Sea Scouts, the young sailor did several long cruises, including a sail to Hawaii and back.

The guys' post-rally plan is to explore the Sea of Cortez until January, then head on down the coast.

Salt Shaker — Cape Dory 36 Patrick & Nancy Turner, San Rafael

Considering the destination, this boat is aptly named. After turning in paperwork for US Coast Guard documentation, "the Coast Guard called to say we needed a name within 24 hours. So we sat around and had some margaritas. The rest is history."

The couple purchased this Alberg-designed cutter six years ago and have twice since been frustrated in their attempts to sail south with the Ha-Ha fleet. Hopefully the third time's the charm! Joining them will be Patrick's younger brother Brady.

Bronco — Morgan Out Island 416 Nels Torberson, Hayward

Anyone who's participated in the Ha-Ha or read about it in recent years has certainly heard of Nels. After doing the six previous Ha-Ha rallies, and taking first in class on all but his first attempt, the guy is a living legend.

What's his secret to success? First of all, he's never paid attention to the fact that the Morgan Out-Island design is not supposed to be particularly fast and definitely was not intended for racing. Nels simply pops his traditional symmetrical spinnaker and heads right down the rhumbline, and no matter how light the breeze gets, he refuses to fire up the engine. His perseverance has paid off handsomely.



Steve, Carole and Don of 'Détente' are ready for a stint of relaxation in the tropics.

At 67 years young, no one other than Rally Committee members has done more Ha-Has than Nels, a retired airline pilot. And it would appear that few have had more fun. This year's crew will be: Marianne Russin, John Harold, and Mollie and Bob Bauer.

Sequoia — Formosa 41 Bob Moberg, Long Beach

For many years Bob, a high school chemistry teacher, enjoyed flying sailplanes. But when a friend first introduced him to sailing in 1990, he made some life-altering scientific observations: "It was like soaring in two dimensions and I could have an occasional beer, too. What great fun!"

He was instantly hooked and soon swapped his plane for a sailboat of his own. In the 2004 rally, Bob crewed for

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Mike Myers on *Vamoose*. This year their roles are reversed, and Andy Altum will be along too. After the rally, the trio will continue exploring Mexico and South America with their wives — "none of whom really care for long overnight passages" — flying in occasionally.

Barbarella — Hobie 33

Jim Blakewell, Oklahoma City

On his entry application, Jim admitted that — previous to his ownership — this boat once T-boned another craft and sank it. "But we sail safely," Jim clarified. That's fine, but what we really want to know is why he named her *Barbarella*?

Our best guess is that because Jim was an impressionable 22 in 1968 when the cult sci-fi flick of that name was released, he was probably smitten by the then-youthful and ultra-sexy Jane Fonda, and the name's been in the back of his mind ever since. But that's just a guess — what do we know?

In any case, Richard Walford, Bruce McDermott and Steve Rickerby will help sail this rocketship to the Cape. After-



Will and Sara of 'Wanderlust' plan to marry in P.V., then enjoy a long honeymoon cruise.

wards *Barbarella* will be trailered directly home.

Finalé — Birdsell 50

Ken Dubach, Longmont, CO

"Finally," says Ken, "an adventure!" Now retired from his career as a radiologist, Ken's plans are open-ended. After the rally, he may just keep on 'adventuring'. At this point, it's anybody's guess.

Launched in 1992 to a Bob Birdsell design, *Finalé* is one of the more unique

boats in the fleet. A motorsailer design, built of steel, she carries two roller-furling headsails and her main has in-mast furling.

Joel Skellie, Tom Smith and Judy Haeblerlin will crew on the rally.

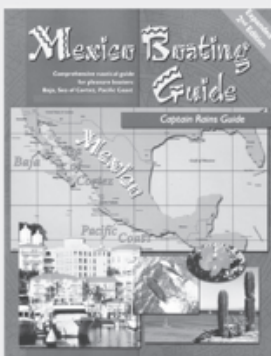
Wanderlust — Gulfstar 37

Will Sitch & Sara Fuller, Santa Rosa

At the time they submitted their Ha-Ha application, Will and Sara had only sailed *Wanderlust* once — on her sea trial a few months before.

But that's not the most unusual thing about their entry. They became engaged last January during a five-day ASA certification course in the Sea of Cortez. The Ha-Ha will serve as the first leg in their 'wedding procession', as they're due to be married in Puerto Vallarta on December 18. Both are in their late 20s. As to their honeymoon under sail afterwards, they have "no fixed plans." All they know is that it won't be a short one, as they have no intention of returning to the workaday world before they have to.

Sean Lahey and Briana Downey will crew on the rally.



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Joannalee — Cal 34 Mark Oliver, Avon, CO

"I'm looking forward to finally cruising on a boat with more interior room than my car," says Mark. You see, most of his previous cruising experience was aboard a 32-ft trimaran that he built with his father after graduating from high school. *Joannalee* is his first monohull.

Mark grew up in San Diego, but moved to Vail, Colorado, 12 years ago in search of snow, we presume. The rest of the crew are also avid outdoor sports hounds: Colorado neighbor Tim Rushlow loves fishing and skiing, while Mark Frasier — a childhood friend from San Diego — and his fiancée Alana Goo live on Kauai, where they are both world-class outrigger canoe racers. After the Ha-Ha, they'll "head south for surf," then leave *Joannalee* in San Carlos for the winter.

Calou — Ericson 38 The Powell Family, Tiburon Our hats are off to Bruce and Pascale



The Powell boys of 'Calou', Francois and Antoine, are lucky to have adventurous parents.

Powell, as they are taking their kids out of school for a while, but will be giving them an education in the 'school of life' that they will probably never forget. Not all of us can afford to do so, of course, but many who could, fail to act on the idea.

The boys, Francois, 12, and Antoine, 8, will be homeschooled as they work their way to Cabo, La Paz, Mazatlan,

then back home. Pascale, a native of Eastern France, moved to the U.S. after falling in love with Bruce in the late '80s. They began sailing actively less than a decade ago, but have been making the most of it ever since.

Crewman John Thompson, who frequently races aboard *Calou*, is a world traveler who recently cruised in the Black Sea.

Sea Ya — Seawind 1000 Joe Weathers, Grass Valley

Having begun his sailing career nearly four decades ago, Joe is yet another sailor or who's been smitten by the catamaran bug. He bought *Sea Ya* three years ago and has been spending roughly one week per month aboard her ever since. "My knees really appreciate her leisurely motion," says Joe, who'd previously logged roughly 35,000 miles of ocean racing.

Having done the 2005 Ha-Ha, Joe is back for another dose of sun and fun, this time with David Scardigli and Scott Ogilvie along as crew. After the rally, they'll backtrack to San Diego.

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Phileas Fogg — Islander 36

Pierre-Alain Segurel, San Francisco

It's not that hard to stump us in a trivia contest, but we know this one. Phileas Fogg was the main character in Jules Verne's 1872 novel *Around the World in 80 Days* — which is not to say that Pierre has any such ambitions. After the rally, he and his crew, Guylaine Bosse, plan to spend a few weeks in the Sea of Cortez before Baja Bashing home again.

We wouldn't be surprised if Pierre did a lap around the planet eventually, though, as he began sailing at age four, and, in regard to sailing *Phileas Fogg*, he says, "It is everything I own and live for!"

Celerity-B — Albin Vega 27

Brett Goldstone, Los Angeles

"This boat was saved from certain death," explains Brett, "when I bought her at a St. Vincent de Paul auction for \$500." That was four years ago, and since then he's done a series of coastal races aboard her.

Brett, an artist by trade, has a slightly



Guylaine and captain Pierre of 'Phileas Fogg' plan to Bash back home soon after the Ha-Ha.

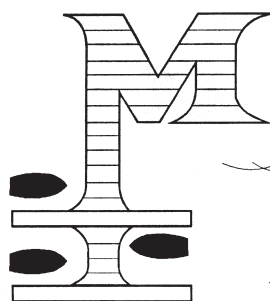
different approach to doing the post-rally Baja Bash: He'll simply put *Celerity-B* on a trailer and tow her home to L.A. Yeah, small boats do have some advantages.

Crewing on the trip south will be Robin Tams, Gilles Martin and Michael Kingzel. And their motto: "When the going gets tough, lower your standards." Words to live by.

Eye of Infinity IV — Bristol Channel Cutter **Terry Nugent, Monterey**

Although this 26-footer is one of the smallest boats in this year's Ha-Ha fleet, she's downright enormous compared to some of the boats that Terry, a professional photographer, has used to cross open water. It started many years ago: When he was 18, he made a 400-mile run across Lake Michigan in a Boston Whaler; in 1977 he attempted to sail some sort of tiny cat-rigged contraption to Hawaii and made it 1,200 miles before being rescued by a supertanker; and in 1993 he successfully sailed a Montgomery 15 sloop from Monterey to La Paz — and those are just the trips we know about.

Yeah, it's probably safe to say that Terry is a bit eccentric, but what single-hander isn't? It takes all kinds to make up a Ha-Ha fleet, and this year the pocket cruiser crowd is well represented. By the time Terry reaches Cabo, he certainly will have earned a cold Corona — and a long hot shower.



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Anum Cara — S2 35C Roger & Marney Briggs Avila Beach, CA

As the real-life son of a son of a sailor, Rog was bitten by the 'bug' early in life. He's spent his entire life in and around the water while Marney, a pilot's kid, grew up in the air. Five kids and a couple of careers — he's a civil engineer, she's a social worker — distracted them a little from sailing, but now it's "become an obsession."

Working with hospice patients taught Marney a very important lesson: "Get busy and do whatever it is you want to be doing." And the Briggs are doing it. After the rally, they'll cruise the Sea before heading down the mainland to Z-town. They may bring *Anum Cara* home next April, or they may just leave her in Mexico and cruise some more next fall.

Coyote Blue — Jeanneau SO 37 Ed Bassett & Lena Magnusson Langley, WA

Here's a romantic tale: Ed and Lena, a Swede, first met in Italy during the summer of '98, fell "passionately in love," and



Roger and Marney of 'Anum Cara' plan to head at least as far south as Zihau.

vowed to spend as much time together as possible. It helped that Ed was an airline pilot — at times he flew to Sweden weekly.

It was Lena who inspired him to start sailing in 1999, and two years ago they bought this 37-footer with cruising in mind. Since then, they've logged some 7,000 miles exploring the Pacific North-

west, including a trip to the Queen Charlottes. But now it's time to head south: "It's too cold up here," explains Ed. "We need warming up!" A South Pacific cruise is a future possibility, but for now, their plans "are written in Jello."

Yankee Dreamer — Perry 47 Greg Peterson, Seattle

Brought up in a family of powerboat-ers, Greg began his sailing career at age 10 when he learned to sail *El Toros* with the Seattle Sailing Association. Later he raced Hobies seriously, and during his two-year stint in Viet Nam he somehow found time to sail "extensively."

Two decades later, after retiring from the military, he circumnavigated with, and technically "won," the Pacifica '97 Round the World Rally, as he was "the only boat left sailing!"

As if those qualities are not unique enough, Greg is probably the only boat in the rally carrying snow skis: "Winters in New Zealand and the Med are planned," he explains. Greg's Ha-Ha crew will be Carol Perron and Bob McClure.



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Patricia — Jeanneau 54 DS

Donald Macpherson, Santa Monica

Patricia is the third boat Donald has owned throughout his 30-year sailing career and, even though he's only owned her four months, he's already sailed her from Key West through the Canal to L.A.

Donald, who says he's in the "Energy" biz, and his crew, Scott Macpherson (presumably, a relative), are looking forward to a "fun trip to Cabo." From there, they plan to sail Patricia to Mazatlan. After that, who knows?

Capriccio — Sabre 38 Mk I

Jan & Vivian Meermans, Poway, CA

Jan, a construction manager, and Vivian, a technical editor, have sailed for years, but always "the Sea of Cortez beckoned us. It's time we answered the call." So for the past year, they've spent countless hours, not to mention "boat bucks," to get Capriccio cruise-ready.

Joining the Meermans for the rally will be friend John Chambers. After the Ha-Ha, they will leave Capriccio in La Paz and commuter cruise until March when they will cruise the Sea for a few months.



Vivian and Jan have spent countless hours readying 'Capriccio' for her new cruising life.

After that, they're undecided. Good for them!

Wanderlust — Hunter 466

David Madera & Monika Kaufman Venice, CA

David and Monika have sailed Southern California for years and have decided to up their game: "We're going around the world!" They're looking forward to the camaraderie and fun they'll have while starting their journey with the Ha-Ha.

Wanderlust has certainly proven herself as an ocean-going boat, having crossed the Atlantic once and the Pacific twice with her previous owners.

Pura Vida — Gulfstar 44 Mk I

Sean McDaniel & Beth Vincent Marina del Rey

Sean, an engineer, and Beth, a teacher, were planning to cruise Mexico anyway, so they joined the Ha-Ha to meet some fun and interesting people while they're at it. "We're looking forward to the adventure, camaraderie, cervezas, and new friends," Sean says. "Oh yeah, and we're getting married in Cabo!"

After the Ha-Ha, they'll explore the Sea a bit before crossing to Mazatlan. They'll make their way to PV and return to Cabo for their wedding in January.

Tropical Storm — X-Yachts 482

Doug Forster, Mill Valley

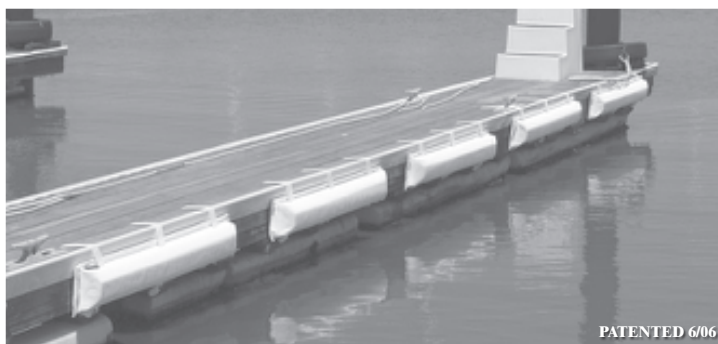
"Life's been full of challenges lately," Doug says, "so it's time to refresh my perspective." Just one of those challenges was entering the rally itself. The first entry packet we sent him consisted of 11 copies of Page One and nothing else!

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— REINVENT YOURSELF

To his credit, Doug, an entrepreneur, persisted and is now an official entry.

Acting as crew for the Ha-Ha are friends Roy Rard, Janie Miklaunus and PJ Panzica. After the rally, Doug plans on spending the winter cruising from La Paz south to PV before Bashing back to San Francisco in the spring.

Soñadora — Catalina 36

Matt & April Rollins, Dana Point

Some might think newlyweds Matt, 27, and April, 29, are dreamers, and that's okay by them. After all, *Soñadora* translates to 'dreamer'. But they are quite serious about their cruising plans. "There are all sorts of reasons why this shouldn't work," says April, "but we're young, dumb and full of energy!"

The pair quit their jobs — Matt is a mechanical engineer, April is a vet tech — and plan to cruise the Sea of Corez and the mainland until next year when they'll do the Bash back home.

Quo Vadis — Prout Snowgoose 37

David Priestley, Palm Springs

It always warms the cockles of our hearts when we find a powerboater



Matt and April of 'Soñadora' may be dreamers, but their dreams are coming true.

who's seen the light and converted to the 'religion' of sailing. David, a retired iron worker, is one such convert, and we welcome him heartily into our congregation. Coincidentally, the unofficial mottoes of our 'religion' is the same as David's quotable quote: "Let's get it on!"

Michael Witkowski will be David's navigator for the Ha-Ha. After the rally, *Quo Vadis* may return to San Diego or head south to PV if David finds the right crew.

Renaissance — Catalina 42

Jim Hosie, Folsom

Jim bought *Renaissance* a few months ago in Portland, bringing her down the coast for the start of the Ha-Ha. "I was planning on sailing to Cabo next year anyway," he explains, "so why not go early and meet some new friends?"

Jim's crew roster was still being fleshed out when he sent in his application but we're sure they'll be happy to introduce themselves. After the rally, Jim will continue cruising for a year.

Cocokai — 64' staysail schooner

**Jennifer Sanders & Greg King
Long Beach**

Cocokai has a sordid history, as any good pirate ship should. After being seized by the DEA for running drugs, it was turned into a gaudy gambling den, then left to rot, which led to her sinking. Then along came Jennifer, a compensation consultant determined to sail around the world, who saved *Cocokai* from certain death. The night Greg, a professional mariner, met Jennifer, he didn't let her out of his sight. He knew a good catch when he saw one!



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BAJA HA-HA LUCKY 13 PREVIEW, PT III

After a major refit, the couple, along with Jennifer's seven-year-old daughter Coco, are now ready to head south. "It's about time!" exclaims Jennifer. After the Ha-Ha, they will continue on to PV and points beyond. Greg Fish will crew during the rally.

Frolic — Islander 36 Steve & Susan Hodges Santa Barbara

"We couldn't think of a better way to celebrate our 25th anniversary," explain Steve and Susan, as to why they signed up for the Ha-Ha. "That and the desire to risk injury and/or death in pursuit of adventure!"

Steve, a physicist and lifelong sailor, will be acting as navigator while Susan, a marketing manager, will "make the strategic decisions" as captain. Acting as crew are their adult children, Sam and Sarah. Their post-rally plans haven't been firmed up but will probably see *Frolic* return home.

Deliverance — Hunter 41 Daniel Swett, Bonita, CA

At 73, Dan says "it's time to expand



Susan and Steve plan to 'Frolic' down the coast celebrating 25 years of marriage.

my offshore sailing." A quick peek at his sailing resumé confirms he's had plenty of sailing experience over the years — sailing a 19-ft Mercury from Seattle to Anchorage; racing Cals in the Bay Area; chartering in Greece, Spain and Turkey; and cruising and racing *Deliverance*.

Dan, a hotel furniture manufacturer, and his crew Tom Trebelhorn will Bash back up to San Diego immediately following the rally.

Mystical Traveler — Beneteau 423 Lewis & Susan Guthrie, Boulder

How the Guthries' boat made it over

the Rockies remains a mystery, but what's very clear is they're very excited — "and a little nervous," they say — to start their grand adventure. "We wanted to get the boat to La Paz," explains Lewis, a financial advisor, "so we thought we'd join the Ha-Ha."

Joining the Guthries for the rally will be their son Ryan and Lewis' brother-in-law David Murray. They'll continue onward, to the Sea and mainland.

Compañera — Farr 44 Paul Eichen & Susan Flieder San Diego

Susan, an environmental lawyer, met Paul, a toy maker, after returning from a year of sailing in the South Pacific. Paul quickly caught the bug and signed them up for the 2002 Ha-Ha aboard their previous boat, also named *Compañera*. "That went so well," says Susan, "we got married the following April."

Joining them for this year's rally will be their brand new crew, Roberto. At six months, he's got a lot to learn, but they have high hopes he'll soon be grinding winches with the best of them. Also joining them will be circumnavigating Kiwis

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Bob Mackie and Annie Brennan, who are flying in just for the Ha-Ha. After the rally, they'll cruise the Sea for a month and leave *Compañera* in La Paz.

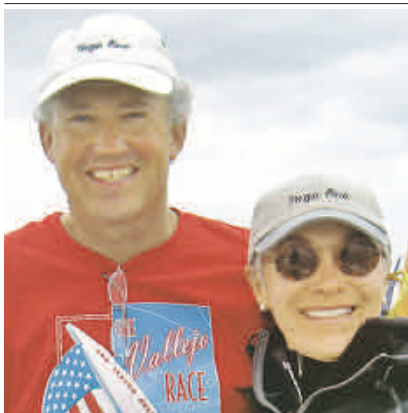
Page One — Beneteau First 42 Craig & Lamia Alger, Chico

"The boat's name comes from our love of reading," explains Craig, "and all that the first page of any new adventure implies." And after building — and selling — a successful manufacturing business, Craig and Lamia are ready for their next 'page one'.

Several friends volunteered to crew for the Algers — we're sure the promise of sun and *cervezas* didn't influence their selfless offers — including Larry Telford, Thomas Seely, Pablo Arregui and Jim Hazelhurst. Craig and Lamia's post-rally plans include making Zihua by Christmas, then on to PV and the Sea in the spring before bringing *Page One* home.

Bohemian — Lancer 44 Paul & Meridee Thompson Costa Mesa

Paul and Meridee, both teachers, have been sailing together since 1969. They



If Craig and Lamia's trip goes as planned, you'll find 'Page One' in Zihua at Christmas.

first heard about the Ha-Ha when, while peacefully anchored in Turtle Bay, the entire 1996 fleet — all 78 of them — arrived en masse. For their third extended Mexican cruise, they decided to join in on the fun.

One thing they've learned along the way is "there are good times and, well, times when you look forward to the next good times!" The Thompsons will let the good times roll until the summer, when

they'll leave *Bohemian* in La Paz, returning the next season.

Synchrony — Tartan 41 Juliet DiGiovanni & Herb Phillips San Francisco

Juliet, a video production grip, and Herb, an ag researcher, have spent the last 11 years refitting their old IOR racer into a bluewater cruiser. During that time, Juliet also earned her USCG 100 Ton Near Coastal captain's license and worked as a part-time charter boat captain, so she'll be taking the helm on this trip.

The pair retired this year and have been cruising the Channel Islands all summer, practicing the cruising life. After the Ha-Ha, they'll cruise south to the mainland and on to Costa Rica. Their friends Ted Wall and Robin Gabriel will join them for the rally.

Viking II — MacGregor 65 Erik & Mia Smitt, Sacramento

"*Viking II* may be long but she's not a big boat," insists Erik. In other words, size really *doesn't* matter. Nevertheless, Erik, a manager, and Mia, a nurse prac-

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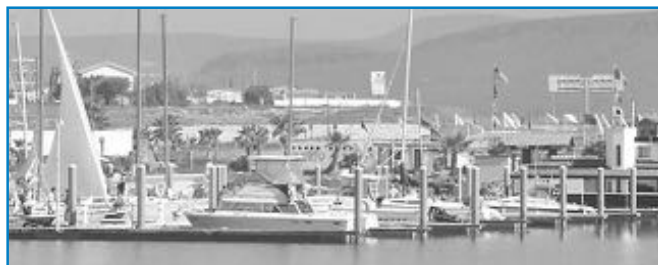
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BAJA HA-HA LUCKY 13 PREVIEW, PT III

tioner, are looking forward to big fun on their trip south. As a matter of fact, their motto is "Enjoy, enjoy, enjoy!"

The Smitts will be joined by friend Craig Albright acting as navigator for the Ha-Ha. They plan on leaving the boat in Mazatlan for future cruising.

Francesco — Rafiki cutter Denny Lowe, Kirkland, WA

Denny, an entrepreneur, has led an extraordinary life, having tried his hand at car racing, flying, sky diving, climbing and professional boxing, not to mention 30 years of serious Harley riding. "I've crashed, smashed, fallen and had most of my teeth knocked out," he says. "In other words, I've been rode hard and put away wet." Now it's time to go sailing.

"Francesco looks very 'salty', which leads people to believe the skipper is actually competent," Denny quips. Regardless, he and navigator Derek du Nann are determined not to finish last. "I'll cheat or even bribe the race committee, if I have to." We're shocked anyone



Denny of 'Francesco' strikes a pose with his family and some feathery friends.

would think the *very thirsty* race committee might be swayed by offers of *free beer*! After winning the Ha-Ha, Denny will keep the boat in Mexico for a year before shipping her home.

Libertad — Amel Maramu 46 Dennis & Virginia Johns Santa Barbara

Dennis, a marketing manager, and Virginia, a university registrar, are on what they call "Warm-Up #2" for their eventual circumnavigation. Their first warm-up was the 2004 Ha-Ha, and they

had such a great time that they're back for more of the same.

But this will be a short-lived trip. As soon as the rally's over, they'll turn around and Bash back home. "We work for a living," Dennis notes.


Black Watch — C&C 39 Dan Matthieu, Burnaby, BC

Dan, a business owner, has an impressive sailing resumé — over 400 race starts in nine years, as well as more than 40,000 offshore miles — and has even more impressive goals for this Ha-Ha. "First across the start, first to finish, fastest boat, best food, most fun, and safest boat," he claims.

Shawn Longworth will join Dan for the rally, after which *Black Watch* will Bash back up the coast to either San Francisco or Vancouver, BC.


Whitecap — Westsail 39 Harry & Mora Thompson, San Diego


Running a successful landscaping business eats up a lot of time and is a good excuse to put off the cruising dream. Harry, aka "Cap'n Crusty" and



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Mora entered the Ha-Ha so they would have a definite departure date. "If we don't go now," Harry says, "we might keep 'getting ready' till we die."

Crewing during the rally will be friends Deanna Stone and Leanne Human. The Thompsons' post-rally plans include spending Christmas in PV and general commuter cruising until they set off on their planned circumnavigation.

Southern Belle — Fountaine Pajot 42 George Salley & Melinda McCoy, Newport Beach

George and Melinda, both environmental geologists, have been sailing together since they met and have been planning their cruise for 10 years. There was a slight modification of 'the plan' when their first mate, Joshua, now six, came along. "Joshua's been sailing since he was born," Melinda says, "and calls the boat his 'toy box'."

George and Melinda hail from Louisiana and are looking forward to sharing some Southern hospitality, not to mention great food, with all their new friends. Their post-rally plans are to cruise the Sea and mainland for the next year.



Harry and Mora of 'Whitecap' are tired of 'getting ready'. It's time to go.

Distant Drum — Beneteau 15.50 Harry Hazzard, San Diego

"To me, cruising Mexico," says Harry, "is like visiting an art gallery that's designed, built and managed by Mother Nature." Having sailed most of his life, Harry's an old hand at ocean crossings, and he's looking forward to the Ha-Ha.

He will be joined by James Cash and Megan Chilcutt, at least for the rally, and will continue sailing in the Sea of Cortez after they reach Cabo.

Gael Force — Cascade 36 James & Lynda Smith Scappoose, OR

James and Lynda have been sailing for many years, from cruising in Puget

Sound to racing on Transpacs, and are now ready to begin their much-anticipated circumnavigation. "This is the beginning of our dream," Lynda says.

After 10 years of planning, the Smiths are ready to face the challenges that lie ahead. "We're also ready to meet other cruisers with the same dreams and aspirations," they say.

Vanishing Point — Hunter 380 Andrew Hansom & Leslie Stephens Goleta, CA

As they were deciding if they should take the time to join the rally, Andrew told Leslie "When I'm dying, I won't be saying 'I wish I had worked that extra month!'" They're very excited to get a "taste of cruising" before turning around and Bashing home.

Along for the ride is their seven-year-old son Matthew, who's looking forward to meeting other Ha-Ha kids.

Louella - Joie de Vivre — Beneteau 423 Monte & Louella Mellon, San Diego

"Life isn't about the number of breaths we take," quotes Monte, "it's about the number of events that take our breath

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BAJA HA-HA LUCKY 13 PREVIEW, PT III

away." With that spirit of adventure, we're sure he and Louella will have many such events.

Acting as crew on the Ha-Ha will be Louella's brother Terry Jacoby and his son Mike. It's unclear whether they'll also crew on the Bash home following the rally, but if they do it's a good thing Monte's an ER doc — they might just need resuscitation from all the breaths they have taken away.

Leveling Sprit — Hallberg-Rassy P-28 Bruce Coleman, Huntington Beach

Growing up in Minnesota, Bruce dreamed of the blue Pacific, especially after watching a spearfishing segment on Sesame Street. Buying *Leveling Sprit*, a meticulously-restored 1957 woodie, was a dream come true.

Bruce, a contract software developer, didn't send a finalized crew list but we do know he plans on Bashing back north in December.

Alsumar — S&S 70

Ted, Bill & Mike Davis, Las Vegas

Built in 1934, *Alsumar* was lovingly

restored by the Davis brothers over a five-year period. "She's more than a boat," Ted says. "She's part of our family." Relaunched in 1996, the family has since put more than 25,000 miles under

*"She's more than a boat.
She's part of our family."*

her keel, most of it in Mexico. "Every year that we go down, we meet nice cruisers who did the Ha-Ha. This year we decided to join them."

A quick look at their crew list would seem to indicate that every member of their extended family is tagging along — Brother Bill, Vicky Davis, Steve Smith, Randy Pinkston, Jack Young and Ally Coppedge — with one notable exception: Brother Mike. "The biggest bummer about these trips is that one of us has to stay home to run the family construction business," explains Ted. Maybe the upcoming ride in next year's TransPac

will soothe his pain.

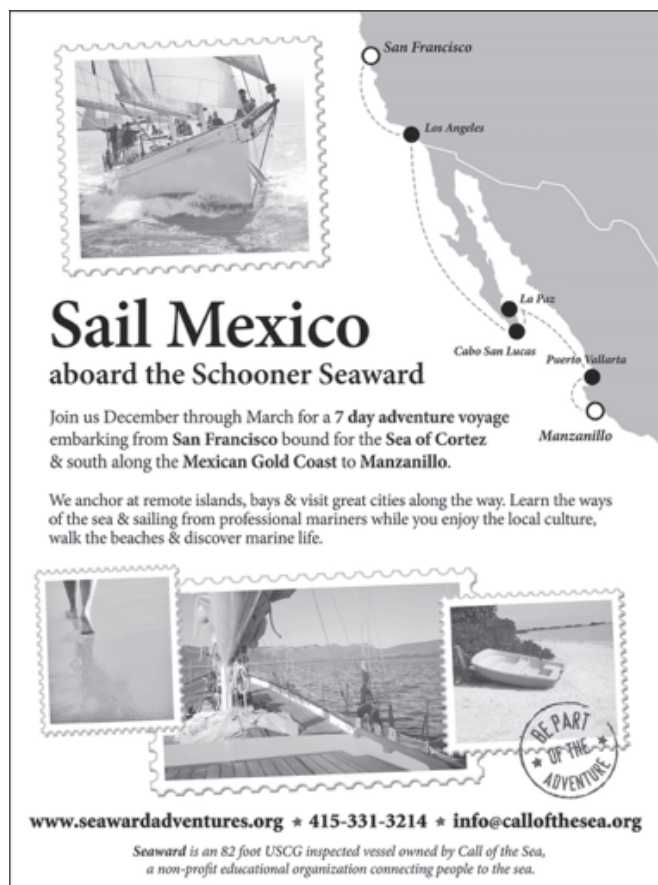
Safiyah — Union Polaris 36 Tony Lumpkin & John Dallen San Diego

"It's better to be an old man with rich memories," philosophizes Tony, "than a rich old man." Although doing the Ha-Ha is a guaranteed memory maker, we'd bet Tony already has some rich memories, having retired recently from a military career as a USCM pilot — at the young age of 32.

He bought this vintage cruiser only six months ago from a singlehander who soloed her up from Australia. Tony's cousin Jay, 22, will crew on the rally, and the pair will continue on to points south afterwards.

As the presses are ready to roll, we're forced to stop here, even though we're told that a few more late entries may still be headed for 'Ha-Ha World Headquarters'. Look for a complete post-rally report in our December issue.

— **latitude** / aet & ld



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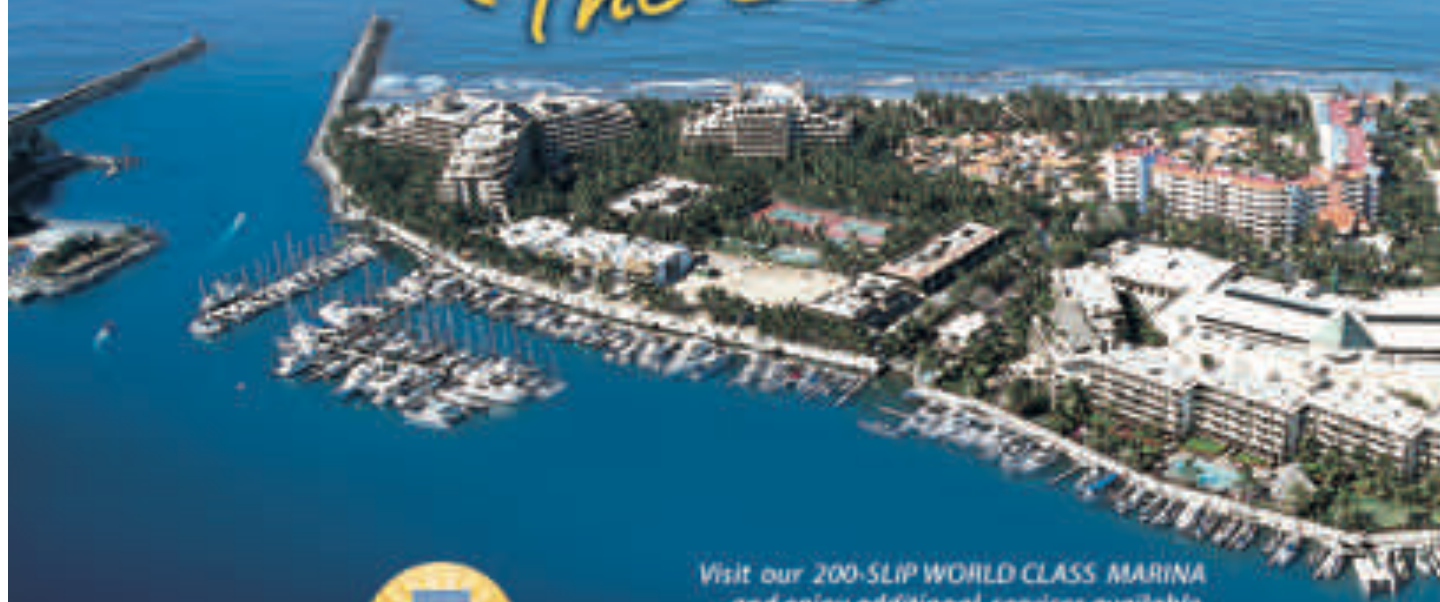
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THEY'RE OFF!

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Having started from San Diego on October 30, they are expected to arrive at Turtle Bay beginning November 1, at Bahia Santa Maria late on November 5, and at Cabo on the afternoon of November 9. The event will conclude with an awards party at Cabo Marina, November 11.

While en route, the Rally Committee — riding aboard *Latitude's* cat *Profligate* — hopes to send occasional event updates to 'Lectronic Latitude, hopefully with photos. Look for these reports at www.latitude38.com.

If you're disappointed you're 'missing the boat' this year, there's always next year. Baja Ha-Ha XIV will begin in late October, 2007. Check the Web site in January for the exact date.

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

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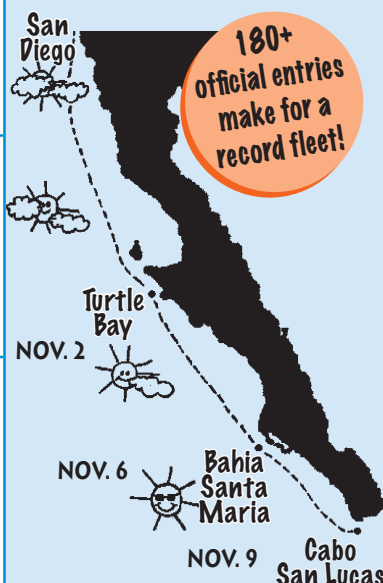
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ROUTE OF THE BAJA HA-HA RALLY



IMPORTANT DATES

- Nov 1** — Fleet begins arriving in Turtle Bay.
- Nov 4** — Start of Leg 2.
- Nov 5** — Fleet begins arriving in Bahia Santa Maria.
- Nov 8** — Start of Leg 3.
- Nov 9** — Fleet begins arriving in Cabo San Lucas.
- Nov 11** — Awards presentations hosted by the Cabo Marina.

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MAX EBB

Something was up at the marina, and it was not a good thing. All the parking spaces were taken, very unusual for this early on a Saturday morning. And there were crowds of people, tables set up and banners flying.

The parking wasn't really a big deal. There's an overflow lot just a few minutes walk away, and this time I didn't have any sailbags or other heavy gear to schlep. But what on earth was going on?

"International Shoreline Clean-up," was printed on the banner. "Well, that explains it," I mumbled to myself as I finally found a parking spot two docks away from my own gate. "Probably a good idea — our marina has collected a lot of junk along some stretches of riprap — but I have work to do on my boat this morning and nothing will get in my way."

Getting from car to boat proved to be the problem. The registration table was right in my path. Sitting behind it — and she had clearly spotted me already — was Roxanne Scholes. She was one of the organizers of the event, had been emailing me about it for weeks, and I had been studiously avoiding them for lack of a really good excuse to explain why I couldn't join in her noble effort.

"Good morning, Max. We're so glad you could volunteer today! Just sign in and we'll assign you a

section of the shoreline to help clean up. Here are the guidelines for logging what you find," she said, handing me a piece of paper, "here are your gloves, and here are your trash bags. Remember, if you find any needles or used con . . ."

"Hold it, hold it! I'm just on my way to . . ."

"MAX!" boomed an amplified voice from across the parking lot. It was hard to recognize over the distortion, but I finally spotted Lee Helm behind the microphone. I waved back at her.

"North side people, follow the blue markers," instructed Lee's voice over the P.A. "South side of the marina, follow

More stickum? Biodegradable? Made of fish food? What's the best eco-solution for required logo stickers?



LATITUDE / JR

— IT'S IN THE WATER

the red marks. West side beach follows the yellow arrows." She joined me at the registration table as soon as the crowd started to dissipate toward their assigned targets.

"Great turnout this year," said



Lee. "Max, which sector are you going to work?"

"Actually, I haven't signed up. I was just on my way to my . . ."

"That's cool, you can do the downwind side of the basin with me and Roxanne, and my friend Marina Green from the enviro science department.

That explained how Lee, a naval architecture grad student, had been roped into helping organize the local shoreline cleanup event. I knew that Marina was very serious about this — she had been out on my boat once for a beer can race, and she wouldn't let anyone throw so much as a scrap of orange peel over the side. It was too late for me to escape now.

"Do you really think this makes a difference, considering the global scope of the problem?" I asked Marina as we crossed the road to the strip of riprap that we had decided to work over.

"Of course it makes a difference!" she replied. "Every piece of plastic we pull out of the bay might save a fish or bird or marine mammal. Oceanic plastic pollution, especially the tiny fragments left by plastic trash as it breaks up, is becoming a very serious problem. It's starting to affect populations of pelagic fish and cetaceans, especially the krill-eating whales."

"But like, quantitatively, the amount we pick up doesn't really amount to much as far as the global problem is concerned," said Lee. "What we're doing is like, mostly a cosmetic thing and a consciousness-raising exercise."

"International Shoreline Cleanup took thousands of tons of trash out of the world's oceans last year," argued Marina. "That's significant."

"Consciousness-raising is very important," interjected Roxanne. "Especially for boaters, who are responsible for a very large portion of this trash we find in the Bay."

"That may have been true in the past," I said as we threaded our way through a parking lot full of SUVs and pickup trucks with empty boat trailers attached, "but it's been a very long time since I've seen a sailor throw trash in the Bay."

"They do it all the time," insisted Marina. "Look at all this garbage on the rocks: Soda cans, plastic bottle caps, Styrofoam . . ."

"Expanded polystyrene foam," Lee corrected as we started to climb down the riprap to the water's edge. "Styrofoam is a trademark."

"This kind of packaging is hardly ever even seen on a sailboat," I said as I pointed to a foam take-out dinner container. "This is all fast-food packaging. Lunch sandwiches are wrapped in paper. And sailors have the strongest vested interest in keeping the Bay clean and attractive. We just don't throw stuff overboard anymore."

"Well, a lot of it still blows off by accident," Marina argued.

"That has to be a tiny percentage of the total trash inventory," I said. "Maybe it's the powerboats. Or the fishing boats."

"I think most of this stuff comes down creek outflows," said Lee as she picked up a rusty metal shell that was once a car stereo. "If this was boat-related trash, there would be more hats and fenders in the mix."

"Even back in the dark ages," I said as I picked up an extra-large malt liquor can, "we always tore open our beer cans before throwing them over the side, to make sure they would sink."

"See? If you thought it was okay to throw trash in the bay a few years ago, I guarantee there are boaters who still think it's okay to do it now."

"The culture has changed," I insisted.

"The real culprits," suggested Lee, "are the municipalities that let trash find its way into the storm drains, or that don't allocate enough money to filter the creek outflows properly. It's like, a bad problem and there are people and institutions that should be held accountable but like, you can't really blame the yachties."

It was nice to be arguing on the same side as Lee for a change, but our position suddenly became tenuous at best. The next big piece of plastic trash we came across was the tattered remnants

"Even back in the dark ages, we always tore open our beer cans."

of a large dark blue sheet of plastic with the name of a high-end luxury watch manufacturer written across it in gold letters. Lee and I knew immediately that it could only have come from one source — a sponsored sailboat regatta.

"Look at this!" exclaimed Marina. "Corporate complicity in the destruction of the ecosystem!"

MAX EBB

"For sure," sighed Lee. "I was afraid some of those stickers would wash up here."

"You mean, you know where this came from?" said Marina accusingly.

"Fraid so," Lee admitted. "Big sailboat regatta. The sailing instructions made it mandatory to put one of these on each side of the bow. It was so windy that like, half of them blew off by the end of the first day."

"Well, this is a great PR coup for that watch company," commented Roxanne sarcastically as she struggled to fish out the big slimy sticker without dripping seawater all over herself.

"And they made it even worse on day two," Lee added. "The RC came around handing out more stickers to the boats that lost them on the first day so they could like, lose them again. They basically forced people to leave plastic litter all over the Bay."

"**Y**ou know, that sponsor had already lost all their points in my book,"

said Roxanne, "for sponsoring a race that blatantly discriminates against women."

"How so?" I asked.

"The body count crew limit," said Lee.

"If this was boat-related trash, there would be more hats and fenders in the mix."

"That really did suck. I would have had the tactician spot on one of the top boats, but they looked at their rating certificate and it said '10 crew maximum.' With no weight limit! Sheesh. The combination of a restrictive head count and no weight limit made it nuts to let anyone on board who weighed an ounce less than 220.

I mean like, every modern one-design class with a crew limit has gone to total weight, not body count, and it's not like the club wasn't set up to do weigh-ins."

"Maybe they were just going for simplicity by using the IRC default?" I suggested.

"They could easily have made it so they only would have had to do actual weigh-ins in response to a protest," Lee replied.

"Do you really think they deliberately wanted to keep women off the boats?" asked Marina.

"Never attribute to malice what can be explained by cluelessness," advised Roxanne. "Not that I forgave them for their cluelessness . . ."

"Now wait a minute," I said. "They did allow more than the crew limit number as long as the total weight was less than the allowable crew number times 180 pounds."

"Yeah, right," answered Lee. "Those

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— IT'S IN THE WATER

180-pound crew are little guys compared to the gorillas you needed on the rail to be competitive. No sale."

"How are we going to make them change this for next year?" asked Roxanne as she pulled a once-elegant, once-very-expensive silver high heel shoe out from between two rocks, allowed a small crab to jump out, and then tossed the shoe in her collection bag.

"Get them cited for illegal dumping!" said Marina. "We have to catch them at

it, but if those stickers peel off that easily . . ."

the fanny pack she had around her waist and pulled out some sort of small communication device.

"I can get to the US Sailing website from here, if the yacht club wireless is up today . . . okay, here it is: Not in the ISAF rules, but it's a USS prescription. Part of the 'Basic Principle' section that comes even before 'Fundamental Rules.'"

Lee passed her little machine to Roxanne, who read: "Equal

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A selection of the more interesting items collected during a recent clean-up event in the Bay.

"No, I mean change the crew limit to a weight limit," said Roxanne.

"There's a sailing rule against discrimination," said Lee as she unzipped



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viding an equal opportunity to all sailors to participate in the sport of sailing."

"That doesn't really do it for us," she said after handing the machine back to Lee. "There's nothing in those words that prevents a club from discriminating, and nothing that establishes a penalty. It's just a statement of policy by USS."

"Okay, I know it's in here somewhere," Lee mumbled as she hit some keys, scrolled through the document, and finally came up with a new USS prescription: "Here it is, Rule 76.1. US Sailing prescribes that an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, gender, sexual orientation, or age."

"Closer, but that rule is really about who can enter, not who can crew," I said.

"I disagree," she countered. "Here it is with just the relevant parts: '... an organizing authority or race committee shall not ... exclude a competitor ... for reason of gender or age.' That's not

limited to entries — that applies to all competitors. And like, I've been excluded based on my light weight, which is closely tied to both my gender and my age."

"But you weren't really excluded by the organizing authority," I argued. "You just weren't given a level playing field."

"Those 180 pound crew are little guys compared to the gorillas you need on the rail to be competitive."

"And we can take that to the bank," said Roxanne, slapping Lee's hand with a high five. "The race committee set the rules so that porkers have a significant advantage, and that effectively cuts young women out of the game. Same with certain ethnicities who, on aver-

age, have much lower body mass than overweight Anglos. So we can show that the crew limit effectively discriminates on the basis of race, gender and age."

"RReally, you two. The club never intended to keep women out of the series. If you asked them, I'm sure they'd say they encourage just the opposite."

"Well that might protect them from punitive damages," chuckled Roxanne, "but it won't save those troglodytes from being made to change their regressive policies."

"What about the plastic?" grumbled Marina Green, still hoping to turn some attention to the issue that bothered her the most.

"Well, those 'genuine imitation' copies of their watches are so popular maybe we should go on the internet and find some 'genuine imitation' stickers," suggested Lee with a smirk. "They look exactly like the real ones, and they probably work even better."

— max ebb



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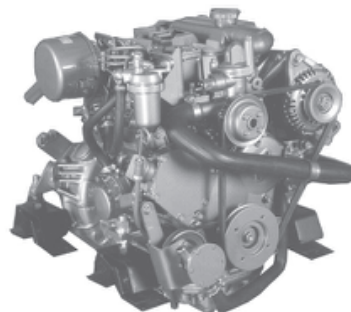
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THE RACING

The witching month brought all sorts of diabolical cleverness on the water, be it from winning skippers or Mother Nature. Some of the events contested as the season wound down were YRA's **Yankee Cup** and **Champion of Champions** races, an incomparable 30th-anniversary **Moore 24 Nationals**, the **Women Skippers Regatta**, and the **Ultimate Sail Fest/Sport Boat Invitational**, just to name a few. We've also compiled all the **Beer Can** final results that we could find, along with a nice seasonal potpourri of **Race Notes**.

Yankee Cup and Champion of Champions

The winners of the various HDA (Handicap Divisions Association) and ODCA (One Design Classes Association) were decided in September. You can read about the former in Part 1 of our Season Champions coverage elsewhere in this issue. But YRA takes it all one step further with a sort of 'world series' for each of those groups in October: the top HDA boats go head to head in the Yankee Cup, while ODCA winners race off (under PHRF) in the Champion of Champions. Both first and second place boats in each fleet are invited to attend, or if they can't make it, a 'designated hitter' can substitute. Traditionally held together as one big regatta with two starts, the Yankee Cup and C of C fleets raced three races on Saturday, October 14, off the Golden Gate YC in mostly sunny skies and light to medium breeze as the day wore on.

In the 8-boat Yankee Cup, Henry King's beautiful dark blue Frers 40 *Jeanette* tied on points with John Clauser

year ago. The ever gracious King attributes the fine performance to his crew and the many people who helped him get the boat up to speed, with a particular nod to John and Bobbi, "who gave us lots of help, inspiration, and competition."

In the Champion of Champions, Jeff Blowers and his *Naked Lady* crew bulletted every race to triumph over five other well-sailed ODCA boats to become the kings of the one design hill. Jeff was 'on a job in Iowa or somewhere' and not available for comment in the week following the event, but we can tell you he and the 'Lady's men' had a spirited season racing against Andy Macfie on *Hoot* — so spirited that we're still not sure which boat won: the local Olson 30 website says *Hoot*, while YRA's scoring gives the nod to *Naked Lady*. We'll sort it all out by next month when we feature the ODCA winners in the second part of our Season Champions series. We'll also answer the question on everyone's mind after Jeff 'unveiled' the spectacular naked lady tattooed on his back at the



and Bobbi Tosse's *Bodacious*, another one tonner (this one a Farr version), but won by virtue of their first place finish in the final race. It capped off a nice year for King and his crew, who went through some growing pains learning to sail the labor-intensive 20-year-old IOR machine in 2005 — including losing the mast a

Lady's men — 'Naked Lady's Jeff Blowers (center) shows his 'colors' at the Champion of Champions awards presentation.

awards ceremony. Was the boat named for her, or did she appear after the boat was named?

YANKEE CUP — 1) *Jeannette*, Frers 40, Henry King, 7 points; 2) *Bodacious*, Farr 40, John

Clauser/Bobbi Tosse, 7; 3) *Mintaka 4*, Farr 38, Gerry Brown, 13. (8 boats)

CHAMPION OF CHAMPIONS — 1) *Naked Lady*, Olson 30, Jeff Blowers, 3 points; 2) *Stewball*, Express 37, Caleb Everett, 6; 3) *Vivace*, Olson 25, Larry Nelson, 9. (6 boats)

Moore 24 Nationals

As incentive, *Paramour* owner Rowan Fennell and his tactician Will Baylis agreed to trade off driving duties at the 30th annual Moore 24 Nationals, held October 5-8 in Santa Cruz. As *extra* incentive, they agreed on the 'Yahtzee rule': if you roll a winner, you get to go again. We don't know if this agreement made the crucial difference with this talented crew, who had won the class PCCs back in



Above, here's something you don't see much anymore: dueling One Tonners. That's Henry King's Frers 40 'Jeannette' on the left and John Clauser and Bobbi Tosse's Farr 40 'Bodacious' on the right. Right, 'Jeannette' crew included (l to r) Betty Jane Luzietti, Ingrid Liebold, King and 'Dr. Laura' Watt.



May. But with a fleet this deep in talent, every little bit helped.

The weather forecast looked grim as 39 boats and almost 200 crew started rolling into town on Wednesday from as far away as Seattle, Lake Tahoe and Los Angeles. Crew flew in from Canada, Hawaii and even one from the Marshall Islands. Some of the predicted rain did fall, but spirits were barely dampened for this long anticipated 'reunion tour' of the little hot rod ultralight that started the whole 'fast is fun' movement back in the

'70s. And of course for the many sailors, old and young, who have contracted the dreaded MDS (Moore Dementia Syndrome) over the years, hey, a little rain never hurt anybody.

Even people who didn't have boats came to race. Two weeks before the Nationals, Kevin Durant's *Double Trouble* got T-boned and couldn't be repaired in time to race. When the class learned

about his situation, word went out. Before long, Susie Barber offered her *Imortality* to Kevin and his crew. Simon Walker didn't have a boat at all before he drove down to the Nationals. He'd purchased #70 sight un-

seen in Alameda a few days before, and picked up the newly named *A Moore Eh* on the way down. And Pepe Parsons, a top sailor in many fleets, drove 13 hours to Hood River, Oregon, by himself to pick up Morgan Larson's *Bruzer*, then drove 13 hours back so that he and his crew could participate. The word was out: This was a don't miss event.

All the regular gang was there, of

THE RACING



course — *Wet Spot*, *Mooragami*, *Eclipse*, *Mercedes*, *E-9*, etc. — but the event also drew some of the guys from the old days out of retirement, as well as attracting some of the great talent from other fleets and more than a handful of professionals. It was the biggest showing that the class had seen in years — second in numbers only to the 41-boat fleet at the 1983 Nationals — and was due mostly to the constant effort of class president

Some's good, Moore's better — spread, outtakes from the don't-miss 30th Moore 24 Nationals off Santa Cruz. Upper left, winners Rowan Fennell, Vicki Fennell, and 'Uncle Justis' Fennell (Will Baylis, not pictured, was the fourth) with the spoils of battle. All photos robhowe@offshorephotos.com.

and all around great guy Scott Sorenson. Scott has been relentlessly promoting this event for the last two years, calling everyone in the fleet roster, connecting derelict boats with new owners and working himself silly to get this event put together. And the hard work paid off. Everything was well done: the re-

gatta gear was awesome, there was a keg of beer waiting for the racers after they got off the water every afternoon, great food, great music— the whole nine yards. There was even a fire dancing show. People were so impressed that many called it the best regatta they had been to — ever. Lynn Wright's Tahoe-



ALL PHOTOS: ROBHOWE@OFFSHOREPHOTOS.COM

based *Apres Ski* had never touched salt water until she brought it down for the Nationals. She was so stoked that she has signed up for the 2007 Roadmaster Series.

Thank goodness weathermen are so unreliable, because the 'no-wind' part of the forecast turned out to be dead wrong. Thursday was the first day of racing (three races a day for three days, with two on Sunday) and it dawned

sunny and warm with big rolling clouds looming off over the mountains. The winds peaked around 8-10 knots, but there was enough for the all-volunteer race committee headed by Mike Gross to get things rolling. Friday the clouds were back but so was the wind, to about 18. The first two races were windward-leewards, with the third race on Friday a two-hour distance race up to Natural Bridges and back.

Going into the weekend, Bart Hackworth and his *Gruntled* crew held a two-point lead over Moore 24 legends Dave Hodges and Scott Walecka on *Adios*. Between them, these guys have more Moore 24 victories under their belts than anyone else. Two points behind them, *Paramour* held onto third. Saturday started with the long ocean course, and with the breeze filling to 22-25 knots, the fleet really got to pick up their skirts

THE RACING

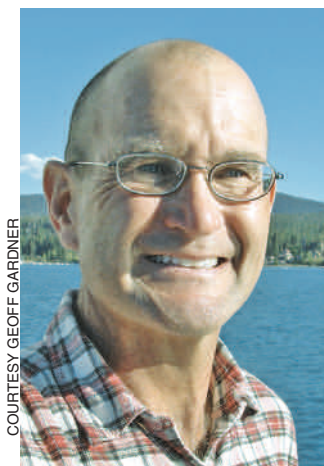
and do what they do best. Two more double windward-leeward courses finished off the day.

With the higher winds came some great stories for the bar. If you haven't already seen Tom Condy's incredible halyard retrieval story on *Sparrowhawk*, turn back to *Loose Lips* and check it out. Over on *Moore Amour*, Forrest Fennell (Rowan's brother) was having some fun of his own. As they were going downwind, a wave hit the boat and Forrest went over the side. With no one in the driver's seat, the boat started slewing back and forth, spilling people right and left before the last person left aboard could blow the spinnies halyard and go collect everyone. They were back sailing the next day with a special guest: Godfather of the fleet, Ron Moore. Between 1972 and 1988, more than 150 Moore 24s were built by Ron and his crew at the famed Moore's Reef boatyard.

The final day, as all final days should be, was clear, hot and windy. *Paramour* was in the



Above, 'Get Happy!!' crew do just that at the finish of the final race. Right above, an Ultimate 20 start. Right, Express 27 fleet heads home. Far left, U-20 winner Geoff Gardner of 'Ricochet'. Near left, 'Get Happy!!'s Brendan Busch. All photos Ralph Deeds except as noted.



COURTESY GEOFF GARDNER



catbird's seat, but just a point away was *Adios*. And *Gruntled*, *CAL* and *Bruzer* were all within striking distance. Going into the final two races, it was still anybody's regatta.

Paramour won race 10 which, counting her throwout 17th from Race 2, gave her an 8-point cushion in the final race. It was a good thing, because *Adios* took off in the last race like she was shot out of a cannon, rounding the top mark with a huge lead over the second place boat. *Paramour* rounded in 10th and you could almost hear the suspenseful music

in the background. *Adios* seemed to gain a boatlength or two with every puff, but Fennell, Baylis and the rest of the *Paramour* crew — Rowan's wife Vikki and 'Uncle Justis' Fennell — were able to pick off a few boats on the run, and a few more on the final beat to the windward mark — which by now was obscured by thick fog. As they have often done in this fleet over the years, anyone unsure of where the next mark was just followed *Adios*.

Also just like the old days, *Adios*

finished in a blazing reach, seemingly a mile ahead of anyone else. But *Paramour* had battled their way back to fifth, which was good enough to secure the National Championship. (Key fireworks here!)

After all the speeches and thanks and awards were given out, the fleet was only too happy to perform the final ritual of every Nationals: throw the entire crew of the winning boat into the water.

Here's to the next 30 years!

— vikki fennell and latitude 38
MOORE 24 NATIONALS 1) *Paramour*, Rowan Fennell; 2) *Adios*, Hodges/Walecka; 3) *Gruntled*, Bart Hackworth; 4) *CAL*, David Albright/Will Pax-



ton; 5) **Bruzer**, Chris Watts; 6) **Ruby**, Andy Manzi; 7) **Flying Tiger**, Vaughn Seifers; 8) **Tortuga**, Bill Erkelens; 9) **Pollo del Mar**, Scott Sorensen; 10) **Ngelw Fejj**, Shana Phelan. (39 boats)

A Regatta by any Other Name

The Express 27 guys called it their Nationals. The Antrim 27 and Ultimate 20 and 24 fleets called it the 'Ultimate Sail Fest' or 'U-Fest.' The Richmond YC, which hosted the weekend for all four fleets, called it the Sportboat Invitational Regatta (which is likely the name that will stick for next year). As a first-year event, the confusion was understandable. But whatever you called it, the weekend of September 29-October 1 was a good one, and, when it was over, three National and one Northern California Championships had been decided.

Racing was held in largely hazy but mostly decent wind conditions, with pretty steady 8-15 knot breezes throughout the series. The Express 27, Antrim 27 and Ultimate 24 fleets — all racing their Nationals — sailed seven races over three days, while the Ultimate 20s, sailing their NorCals, sailed five over two days.

Topping the 19-boat Express 27 fleet was Brendan Busch on the new-to-him *Get Happy!!*. As Junior Morgan's *Boojum*, this was the very first production Express out the door of Pacific Boats back in July of 1981. Brendan already had *Attack from Mars*, but was looking for another Express to sail while he did an 'extreme makeover' on *Attack*. However, when he found the boat that would become *Get Happy!!*, a lot of resto work

had already been done — plus it *was* good ol' #1 — so it was a no brainer to do the complete restoration on that boat instead. He barely got it done, splashing the boat down only a week before the Nationals.

Sailing with John Verdoia, Michael O'Callaghan, Baba Muller, James Hawkes (plus one-day-only crew 'Irish Dave' Keane and Chris Michini), *Get Happy!!* didn't win any of the seven races, but their consistent seconds and thirds were enough to prevail. But not by much. After two days of racing, there was a three-way tie for second between Will Paxton's *Motorcycle Irene* gang (the defending 2005 champs), Buzz Blackett's *New Wave* and Tom Baffico's *Baffett*. "Anything could happen," says Brendan, who adds, "I didn't sleep so well Saturday night." They had to get at least a fourth in either race on Sunday — and sewed it up with a third in the first race. "We raced the last race for the elusive bullet, but it wasn't to be," says Brendan.

Interestingly, *Get Happy!!* (as Soren and Liga Hoy's *Attitude Adjustment*) also won the '04 Nationals.

Over in the Ultimate 20 fleet — at nine boats the largest of the 'U' boat 'wolf packs' — Geoff Gardner's *Ricochet* shot straight bullets in all five races to win that fleet's Northern California Championships. (The U-20 Nationals had been held up in the Gorge back in June.) Gardner is a Lake Tahoe sailor, but the boat's not home much, as he participates in most of the far-flung U-20 season, which is much like that of the Moore 24 Roadmaster Series. Venues this year included Huntington Lake, Scotts Flat Lake and the San Diego NOOD Regatta. *Ricochet* often spends the fall in Richmond for the late season events such as this one and the Great Pumpkin.

Gardner sailed with Peter Dailey and his 15-year-old son, Riley, and Courtney Clarke, who he reminded us, is the head of Junior Sailing at the Tahoe YC. He was also quick to point out that Bryce Griffith, who topped the Antrim 27 fleet, is also a Tahoe alumni.

"It was pretty dang fun," summarizes Gardner, whose Bay sailing resumé goes way back to adventures with Tom Blackaller. "Richmond did a great job with the racing, the food, the band — everything! I hope they do this every year!"

The club liked the event, so that's currently the plan. Hopefully by next year they will have agreed on a name.

EXPRESS 27 — 1) *Get Happy!!*, Brendan Busch, 14 points; 2) *Motorcycle Irene*, Will Paxton, 17; 3) *Baffett*, Tom Baffico, 19. (19 boats)

ANTRIM 27 — 1) *Arch Angel*, Bryce Griffith, 10

THE RACING

points; 2) **Cascade**, Steve Reinhart, 10; 3) **Always Friday**, John Liebenberg, 13. (5 boats)

ULTIMATE 24 — 1) **Another Girl**, Tim Kelbert, 7 points; 2) (no name), Chris Kim, 13; 3) **Cookie Girl**, Nic Roosevelt, 14. (4 boats)

ULTIMATE 20 — 1) **Ricochet**, Geoff Gardner, 4 points; 2) **Cloud Nine**, Jim Carlsen, 10; 3) **Enigma**, John Buchanan, 16. (9 boats)

Women Skipper's Regatta

Twenty-seven boats signed up for the 26th Annual Women Skipper's Regatta, a fundraiser for the Tall Ship Semester for Girls, on October 15. As you've no doubt figured out, every boat in this event must be helmed by a skipper of the feminine persuasion. Men are, of course, welcome to crew but certainly are not required equipment, as the all-female crew of at least three boats can attest. One was the 1D-35 *Alpha Puppy*, on loan from owner Mark Witte.

"It was really easy for me to put this crew together," noted Ellen Hoke, the team's organizer. As a veteran 1D-35 racer, Hoke knew plenty of women who would not only be interested in the race but would bring tremendous skill sets as well. And 'bring it' they did. Even though they corrected out third in the spinnaker division, *Alpha Puppy* — with Kris Olszewski at the helm and Lindsay Cohen calling the plays — won line honors for all three scheduled races.

Cloudy skies, brisk temperatures and

As the crew of 'Alpha Puppy' shows, women sailors take racing every bit as seriously as men.



BEER CAN

The evening 'beer can' series all wound up in late September or early October. Here are results we could find on the net. If you don't see yours here, tell your yacht club to send them in or get them up on your website.

BAY VIEW BOAT CLUB MONDAY NIGHT CHAMPION OF CHAMPIONS

1) **Pollo Del Mar**, Santana 22, Arjan Bok; 2) **Windsong**, Intl. Folkboat, Paul Harris; 3) **Kai Maru**, Cal 29, John Jaundzems. (7 boats)

(The top three finishers in the Spring and Fall series sail off for the Champion of Champions. A total of 19 boats raced the two series.)

Complete results: www.bvbc.org

CORINTHIAN YC FRIDAY NIGHTS

J/105 — 1) **Bandwidth**, Leslie Richter, 9 points; 2) **Alchemy**, Walter Sanford, 11; 3) **Rabble Rouser**, Sue Hoescher Melanson, 15. (8 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher 40, Glenn Isaacson, 11 points; 2) **Jarlen**, J/35, Robert Bloom, 16; 3) **QE3**, Tartan 10, Tom Perot, 18.5. (16 boats)

SPINNAKER 1 — 1) **Ego**, Melges 24, Peter

Jesberg, 8 points; 2) **Full Throttle**, Melges 24, David Joyner, 9; 3) **White Fang**, Beneteau 40.7, Mark Howe, 9. (13 boats)

NON-SPINNAKER 2 — 1) **Smogen III**, Sarna 36, Julie Le Vicki, 6 points; 2) **Irresponsible**, Merit 25, John Coyes, 11; 3) **Andiamo**, SC 27, Mike Warren, 12. (4 boats)

CRUISING — 1) **Ka-Nina**, Catalina 34, Gary Stypulkoski, 13 points; 2) **Aria**, Grand Soleil 38, Dan Carrico, 14; 3) **Summer Sailstice**, Ranger 33, John Arndt, 17.5. (18 boats)

SPINNAKER 2 — 1) **Youngster**, IOD, Ron Young, 11; 2) **Abigail Morgan**, Express 27, Ron Kell, 14; 3) **Shenanigans**, Express 27, Bill Moore, 17. (18 boats)

NON-SPINNAKER 3 — 1) **Tension II**, Cal 20, John Nooteboom, 7; 2) **Chica**, Cal 20, Ted Goldbeck, 10; 3) **Sliante**, Cal 20, Bill Hughes. (8 boats)

SPINNAKER 3 — 1) **Big Wow!**, Rhodes 19, Tom Royall, 6 points; 2) **Dragonfly**, Rhodes 19, Kevin Cole, 10; 3) **Vague Unrest**, Rhodes 19, Phil Simon, 13. (5 boats)

MULTIHULL — 1) **Tuki**, ProSail 40 cat, Peter Stoneberg, 6 points. (1 boat)

Complete results: www.cyc.org

ENCINAL YC SUMMER TWILIGHT SERIES

DIVISION 1 (<126) — 1) **Aqua Nut**, Peter Aschwanden, 6 points; 2) **Phantom Mist**, Gary Massari, 6; 3) **Rascal**, Rui Luis, 8. (9 boats)

DIVISION 2 (126-150) — 1) **Wile E. Coyote**, Dan Pruzan, 4 points; 2) **Double Trouble**, Kevin Durant, 6; 3) **No Moore**, Bernard Saggese, 6. (5 boats)

COLUMBIA 5.5 — 1) **Jaguar**, Keith Rarick, 8 points; 2) **Maverik**, Bill Colombo, 11; 3) **Tenacious**, Heather Noel, 15. (4 boats)

DIVISION 3 (151-175) — 1) **Samba**, Bob Gardiner, 4 points; 2) **Blew By You**, Don Lucas, 5; 3) **Bewitched**, Laraine Salmon, 15. (3 boats)

DIVISION 4 (>176) — 1) **Pip Squeak**, Aaron Lee, 3 points; 2) **Lelo Too**, Emile Carles, 7; 3) **Tempest**, Hal Wondollock, 7. (5 boats)

DIVISION 5 (non-spinnaker) — 1) **Analise**, Paul Altman, 3 points; 2) **Bodrum Sunset**, David Ross, 5. (2 boats)

Complete results: www.encinal.org

GOLDEN GATE YC FRIDAY NIGHT SERIES

1) **Peaches**, Express 27, Grant Baldwin, 7 points; 2) **Crazy Jane**, Thunderbird, Doug Carroll, 16; 3) **Mustang**, (unknown), Joseph Krensava. (12



flukey winds reminded everyone that winter was just around the corner. The Knox/Yellow Bluff course, in the shadow of Sausalito's hills, also threw in some interesting wind oscillations which kept the racers on their toes.

Gail Ward acted as the PRO for this Sausalito YC Auxiliary event, the first time a woman has done so in the club's history. "Jeff Zarwell is the real PRO but he offered it to me," Ward said. "What a great guy!"

Ward reported that this year's race was a terrific success with only one real glitch: the results took two frustrating days to finalize. But, as Hoke pointed out, "results used to be sent through the mail — I guess we've gotten a little spoiled!"

Although *Alpha Puppy* ended up third on corrected time, we received word just before presstime that they would be the first recipients of a new perpetual trophy to be awarded at the club's annual awards dinner on November 5: the All-Women Team Perpetual trophy. And no, boats with men *dressed* as women (you know who you are) will not be eligible.

DIVISION A (spin) — 1) **306LP**, IOD, Jenny Dailey, 3 points; 2) **Jose Cuervo**, J/105, Stephanie Magruder, 9; 3) **Alpha Puppy**, 1D-35, Kris Olszewski, 10; 4) **Youngster**, IOD, Chris Sidner, 18; 5) **Xarifa**, IOD, Nadine Franczyk, 18. (13 boats)

DIVISION C (non-spin) — 1) **Q**, Schmacher custom, Janice Still, 3; 2) **Roxanne**, Tartan 30, Ray

KRISTA HILL

FINAL RESULTS

boats)

Complete results: www.ggyc.com

MONTEREY PENINSULA YC SUNSET SERIES

'A' FLEET — 1) **Bustin' Loose**, 45 points; 2) **Locomotion**, 51; 3) **Athena**, 53. (4 boats)

'B' FLEET — 1) **Pretender**, 54 points; 2) **Mas Rapido**, 93; 3) **Redux**, 118. (13 boats)

'C' FLEET — 1) **Impetuous**, 71 points; 2) **Bebop**, 79; 3) **Santy Anno**, 83. (10 boats)

SHIELDS — 1) **October**, 33; 2) **Carol**, 55; 3) **Stillwater**, 56. (5 boats)

Complete results: www.mpyc.org

OAKLAND YC SWEET 16 SERIES

DIVISION 1 (<150) — 1) **Golden Moon**, Kame/Sally Richards, 6.5 points; 2) **Mudshark**, David Fullerton, 14; 3) **Spirit of Freedom**, Bill Mohr, 17.5. (5 boats)

5.5 METERS — 1) **Tenacious**, Heather/Adam Sadeg, 6 points; 2) **Alert**, Liem Dao, 14; 3) **Krasny**, Kirueshkin-Stepanoff, 17. (7 boats)

DIVISION 2 (±180) — 1) **Lelo Too**, Emile Carles, 7 points; 2) **Wuvulu**, John New, 9; 3) **Joanna**, Martin Jemo. (4 boats)

DIVISION 3 (166-189) — 1) **Bewitched**,

Loraine Salmon, 8 points; 2) **Bandido**, George Gurrola, 9 points; 3) **Double Agent**, Robin Olliver, 16. (5 boats)

DIVISION 4 (Non-spinnaker) — 1) **Nightingale**, Dina Folkman, 7 points; 2) **Snarklet**, Thomas Charron, 12; 3) **Thumbs Up**, Ivan Orgee, 13. (7 boats)

MULTIHULL — 1) **Sea Bird**, Rich Holden, 9 points; 2) **Bad Boy**, Gary Helms, 13. (2 boats)

Complete results: www.oaklandyachtclub.com

SAUSALITO YC SUNSET SERIES

J/105 — 1) **Lulu**, Don Weineke, 7 points; 2) **Streaker**, Sam Hock, 8; 3) **Jose Cuervo**, Chiak/Sack/Youngling, 9. (5 boats)

DIVISION A (spin <100) — 1) **Vitrum**, Catalina 470, Dale Flaming, 4 points; 2) **Willow**, Centurion, Bob Braid, 8) **Origami**, Corsair 24, Stein/Pace, 13. (4 boats)

DIVISION C (spin >100) — 1) **Lynx**, WylieCat 30, Overto/Plumier, 6 points; 2) **Gammon**, Tartan 10, Jeff Hutler, 6; 3) **Voyager**, Beneteau 34.5, Steve Hocking, 14. (6 boats)

DIVISION D (non-spin <167) — 1) **Tom Cat**, Islander 36, Barry Stompe, 5 points; 2) **Strider**, Beneteau 39.3, Greg Fuller, 7; 3) **Queen Anne**,

Catalina, Phil Weinstein, 15. (5 boats)

DIVISION E (non-spin 167-200) — 1) **Roeboat**, Catalina 30, Rod Decker, 4 points; 2) **Loafer's Glory**, Tartan 30, Charlie Holmquist, 13; 3) **No Worries**, J/24, Leah Pepe, 13. (5 boats)

DIVISION F (non-spin >200) — 1) **Tackful**, Santana 22, Frank Lawler, 4 points; 2) **Elaine**, Santana 22, Pat Broderick, 8; 3) **Zingaro**, Santana 22, Dylan and Russ Skerrett, 14. (6 boats)

Complete results: www.syconline.org

SOUTH BEACH YC FRIDAY NIGHT SERIES

DIVISION 1 (<110) — 1) **Wonder**, Tom Paul, 31 points; 2) **007**, Bruce Blackie, 34; 3) **Jazzy**, Bob Turnbull. (12 boats)

DIVISION 2 (>111) — 1) **Highlighter**, Bill Hackel, 13 points; 2) **Jane Doe**, Bob Izmirian, 18; 3) **Northern Light**, Rod Neathery. (12 boats)

DIVISION 3 (non-spinn <147) — 1) **Acabar**, JY Lendormy, 18 points; 2) **Carmelita**, Chris Lewis, 22; 3) **Spirit of Elvis**, Lewis Larrier. (14 boats)

DIVISION 4 (non-spinn >148) — 1) **Star Ranger**, Simon James, 17 points; 2) **Pannonica**, John Lymberg, 25; 3) **Dancing Bear**, Raymond Hall, 39. (15 boats)

Complete results: www.southbeachyc.org

THE RACING

BEER CAN FINALS — CONT'D

ST. FRANCIS YC 45th FOLKBOAT WEDNESDAY NIGHT SERIES

KNARR — 1) **3 Boys & A Girl**, Chris Perkins/Hans Baldauf, 32 points; 2) **Svenkist**, Sean Svendsen, 33; 3) **Dubai**, Dewey Hines, 87. (21 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 32 points; 2) **Little Svendle**, Bill DuMoulin, 44; 3) **Nordic Belle**, Eric Kaiser, 55. (13 boats)

IOD — 1) **La Paloma**, Jim Hennefer, 23 points; 2) **Xarifa**, Paul Manning, 35; 3) **Youngster**, Ron Young, 41. (8 boats)

StFYC DEGNAN SERIES — 1) **3 Boys & a Girl**, Chris Perkins/Hans Baldauf, 134.05; 2) **Svenkist**, Sean Svendsen, 131.31; 3) **Polperro**, Peter Jeal, 91.34; 4) **La Paloma**, Jim Hennefer, 88.01; 5) **Little Svendle**, Bill DuMoulin, 81.75. (41 boats)

Complete results: www.stfyc.com

TIBURON YC FRIDAY NIGHTS

DIVISION 1 — 1) **Frenzy**, Moore 24, Lon Woodrum, 12 points; 2) **Bravo**, Pretorien 35, Aaron Wangerheim, 26; 3) **Preparation J**, J/30, Jerry Tostenson, 31. (10 boats)

DIVISION 2 — 1) **Galante**, Folkboat, Otto Schreier, 8 points; 2) **Red Hawk**, Hawkfarm, Sullivan/Guinn, 26; 3) **Wind Dance**, Cal 2-27, Ann Watson, 34. (9 boats)

Complete results: www.tyc.org

TAHOE WINDJAMMERS BEER CAN SERIES

1) **Snow Job**, J/24, Brian Goepfrich; 2) **Junkyard Dog**, Olson 30, Ross Groelz; 3) **Banana**

Republic, Moore 24, Kurt Rasmussen.

Complete results: www.tahoewindjammers.com

VALLEJO YC CHAMPION OF CHAMPIONS

'A' FLEET — 1) **Joker**, J/35, Gordon Smith; 2) **X-TA-C**, Olson 29, Bill Sweitzer; 3) **Somewhere In Time**, Schock 35, Tom Ochs. (3 boats)

'B' FLEET — 1) **De'gage**, Ranger 23, Ruszler; 2) **Summer Wind**, O'Day 27, Lynn Liddle; 3) **Fubar**, Santana 20, OchsFubar. (5 boats)

'C' FLEET — 1) **Last Chance**, C&C 34, (unknown); 2) **Lita-K III**, Catalina 42, Karuzas. (2 boats)

Complete results: www.vyc.org

Kuhn, 8; 3) **Tackful**, Santana 22, Cathy Stierhoff, 9; 4) **Elaine**, Santana 22, Jenny Johnson, 13; 5) **Auggie**, Santana 22, Sally Taylor, 15. (14 boats)

Other boats with all-female crews: **Tackful**, Santana 22, Cathy Stierhoff; **Alexandra**, Catalina 30, Lee Roberts.

Complete Results: www.syconline.org.

Race Notes

Oldies but goodies — the **Centennial**

Cup, held every other year by Encinal YC, is open only to boats from yacht clubs which have been around for a century or more. This year, the three-race series was contested in loaner Santana 22s on Saturday, October 14, off the old Alameda Naval Air Station. Clubs represented included the Corinthian, Seattle, Aeolian, San Diego and the hosting Encinal YC.

EYC, represented by Michael Andrews' **Bonito** won the day with two firsts and a second. The rest of the clubs finished in this order: 2) SDYC, **Maguro**, 5 points; 3) CYC, **Elaine**, 11; 4) Seattle YC, **Auggie**, 12; 5) AYC, **Anemone**, 13.

SBYRA (the South Bay Yacht Racing Association) wound up its season with Summer Race #7, hosted by Sequoia YC,

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on October 14. Eighteen boats showed up at the venue south of the Hayward-San Mateo Bridge. Highlights of the light air finale were 'locking horns' with another Sequoia YC race and getting trapped in the parking lot at channel marker 12. Here's how the season played out in overall standings:

SPINNAKER DIVISION — 1) **Paradigm**, J/32, Luther Ismirian; 2) **CL-2**, Cal 25, Dylan Benjamin; 3) **Wired**, Choate 27, Larry Westland. (10 boats)

NON-SPINNAKER DIVISION — 1) **Zingara**, Islander 36, Jocelyn & Steve Swanson; 2) **Dolphin**, Cal 2-30, Camilo Orjuela; 3) **Hot Ice**, C&C 110, Mike Haddock. (8 boats)

"Conditions were interesting," says Rob Macfarlane of the Singlehanded Sailing Society's **Vallejo 1-2 Race** on October 21-22. "It was certainly no Delta Ditch!" Right from the start it was a beat — close-hauled to the Brothers in an easterly wind, where the wind swung north and increased to 'fresh' proportions. It was tight, but many boats could lay the course on a single tack. It was fast, too, with all 66 singlehanders rafted up at VYC by 3 p.m. Lie-swapping at the bar was followed by a catered meal



Heart-pounding action at the Centennial Cup, where a yacht club has to be 100 years old to participate.

of Hawaiian opah, filet of beef and vegetarian ravioli. Sunday's doublehanded portion of the race started in very light wind out of the north, and boats carried spinnakers until hitting the dead zone in mid-San Pablo Bay. After everyone caught up an hour or so later, the 'second start' took off in another beat, which piped up to about 10 knots. Most racers had plenty of time to finish, put the boat

away make it home in time for dinner.

Vallejo 1-2 results had not been posted by the time this issue went out the door. You should be able to find them at www.sfbaysss.org.

Worthy cause — Eight boats and 50-some sailors participated in the second annual **Big Team Regatta**, jointly sponsored by OCSC and Group Experimental Learning (GEL). The event featured training in the morning for everyone from non-sailors to decent sailors, followed by racing in the afternoon and a party Fri-



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THE RACING

day night. Each boat was sponsored by corporate donations of \$1,000-\$5,000, and companies represented included Malcolm Properties, E-Trade, Herrero, Warmington Homes, PG&E, Hanson Bridgett, Lennar Homes, Booz Allen Hamilton and Treasure Island Community Development. *Malcolm Properties*, with Doug Cefali at the helm, won the racing portion, but this is one event where everyone won — \$40,000 was raised to support **Treasure Island Sailing Center's** many community outreach sailing programs.

It's no big secret that the anticipated breeze for the '08 Olympics in Quindao, China, isn't exactly going to be Fremantle strength. So when the powers that be were looking around for a good venue for **U.S. Olympic Pre-Trial** racing, they only had to look as far as Southern California in the fall. All classes (Star, Finn, 470 men/women, RS:X [sailboard] men/women, 49er, Tornado, Laser, Laser Radial, Yngling) were represented in Long Beach last month, racing in the predicted light air from October 11-29 (different classes raced different dates),

with a couple of heavy-air days thrown in for variety. The real Olympic trials will take place in the same venue a year from now to determine the final makeup of the U.S. Olympic Sailing Team (and Paralympic team). For more information on the event and who looked good, log onto <http://www.ussailing.org/olympics/pretrials/default.aspx>.

Over early — last month it was the Wells Fargo Private Bank Star Worlds that fell between the editorial cracks. This month, it's the equally prestigious **Allianz Cup Presented By Oracle** that kicked off a few days after this issue went out the door. The October 25-29 event, hosted out of St. Francis YC, is the only American venue on the World Match Racing Tour, the world's leading professional sailing series — which these days means many of the top America's Cup skippers were in town to compete on borrowed J/105s. The 16 teams in attendance included such glitterati skippers as Chris Dickson and Larry Ellison (*BMW/Oracle Racing*), Peter Gilmour (reigning ISAF World Champion), Dean Barker (*Emirates Team New Zealand*), Ed

Baird and Peter Holmberg (*Alinghi*), and Jesper Bank (*United Internet Germany*). The San Francisco venue is the fifth of 15 stops on the Tour, which winds up at the Monsoon Cup in Kuala, Terengganu, Malaysia, in late November, 2007. The new Match Racing World Champion will be announced next December.

Look for coverage of the Allianz Cup Presented by Oracle in the next issue and on *'Electronic Latitude*. You can also find out more, or follow the competition, at www.allianzcup.com.

Speaking of 'best of the best', voting closed on October 20 for the **ISAF Rolex World Sailor of the Year**. Each of the 121 ISAF Member National Authorities was invited to vote for one woman and one man who represent the pinnacle of world achievement in sailing in 2006. The women nominees were Paige Riley (USA), Dee Caffari (GBR), Dorte Jensen (DEN), Helena Lucas (GBR) and Daida Moreno (ESP). Men: Peter Gilmour (AUS), Sebastien Josse (FRA), Yves Parlier (FRA), Bruno Peyron (FRA) and Mike Sanderson (NZL). Winners will be announced at an awards dinner on November 7.



1 D 35

Upcoming 1D35 Races

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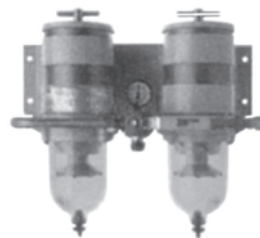


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WORLD

With reports this month on the wide variety of vacation sailing options available for **Solo Chartering**, a look at the bountiful migrations of **Whales Along the Coast**, the good news about **An Old Caribbean Friend**, and miscellaneous **Charter Notes**.

When No One Can Come Out to Play: Sailing Options for Solo Travelers

If you've been unsuccessful in your attempts to recruit friends and family for charter trips, this article is for you.

These days, in order to book a decent boat and secure reasonably priced air tickets, you need to firm things up far in advance. But getting solid commitments is rarely easy. Often, it's not that your potential shipmates wouldn't love to take a sun-kissed tropical vacation — "Oh, please, please take me with you!" — or even that they lack the funds — "Screw it. Hand me the credit card." Rather, for many people the biggest impediment to making travel commitments these days is that they are already so overextended they simply can't get away. So what's a travel junkie to do?

Our solution to this common dilemma is to simply leave the workaholics behind and join a scheduled charter trip that is booked by the cabin or the berth. Believe it or not, there are many such options with a wide variety of reputable companies who will virtually guarantee you a good time.

If you're not accustomed to traveling alone, you may have to force yourself to step a bit outside your comfort zone. But you may find that solo traveling has some unexpected benefits. Through a lifetime of travel, we've found that journeying alone is always more of an adventure, as you tend to meet people and experience things that you might have missed had you been traveling with a partner or in a group. Once you arrive at your charter boat of choice, of course, you'll be among

Think of how nice it would be to be snorkeling in the Grenadines this winter instead of being huddled up next to the furnace.



BEQUA TOURISM

like-minded souls who may become fast friends.

Here in the Bay Area, one of the easiest ways to grab a spot on a far-flung sailing vacation is to join an overseas flotilla (or special single-boat cruise) hosted by a local sailing school or 'club'. And no, you typically do not have to be a member in order to do so. A quick polling of local clubs revealed an enticing list of upcoming trips (*shown alphabetically*):

Cass Marina, (415) 332-6789 or (800) 472-4595:

- British Virgin Islands flotilla, Feb '07
- Greece flotilla, Jun '07

Club Nautique, (800) 343-SAIL

- British Virgin Islands flotilla, Mar '07
- US Sailing Offshore Psg course, BVI '07
- San Juan Islands flotilla, summer '07.
- Baja Ha-Ha, Sea of Cortez cruise & Baja Bash, fall & winter '07.

Modern Sailing Academy, (415) 331-8250 or (800) 995-1668

- Thailand, Feb '07 (ASA certification course)
- Greece, Apr '07 (ASA certification course)

OCSC, (800) 223-2984:

- British Virgin Islands flotilla, Feb, '07
- Kingdom of Tonga flotilla, Aug '07
- Greece flotilla, Sep '07

Spinnaker Sailing of Redwood City, (650) 363-1390

- British Virgin Islands flotilla, Dec '06
- St. Martin, St Barts & Anguilla flotilla, Apr '07

Tradewinds, (510) 232-7999

- Marina del Rey to PV race aboard the MacGregor 65 *Barking Spider* 3, Feb '07.
- *Barking Spider* 3 repositioning cruise, PV to San Diego, Mar '07.
- Sea of Cortez flotilla, July '07.

In addition to these offerings, a number of long-established charter firms offer one- and two-week bareboat flotillas in prime charter destinations in the Med and Caribbean. As many readers know, flotillas are extremely popular in Greece, Turkey and Croatia, primarily attracting Scandinavians, Brits and Ger-



mans. Consequently, joining one of these trips can be great fun — and a multicultural feast.

In the Eastern Caribbean, flotilla charters are offered during much of the year in the British Virgins and St. Vincent. Sunsail also offers flotillas in Koh Samui, Thailand. (Details and dates available online at: The Moorings, www.moorings.com; Sunsail, www.sunsail.com; Albatross Yacht Charters, www.albatrosscharters.com; and Olympic Yacht Charters, www.olympicyachtcharters.com.)

Individual travelers can also consider a broad range of 'adventure sailing programs' — language that usually implies that you will be allowed to and/or encouraged to participate in all the daily sailing chores, such as trimming sheets,

OF CHARTERING



SCHOONER ZODIAC

Schooner trips, such as those aboard 'Zodiac' (seen here), are fun for all ages. Camaraderie is a natural byproduct of working together.

standing watches and sometimes even helping out in the galley. Such trips are typically offered by owner/operators of a single vessel or small companies with several vessels. Some such trips focus on hands-on instruction, while others simply focus on fun and camaraderie. Still others offer a combination of sailing and scuba diving.

Naturally, the Internet is a great resource for researching adventure sailing options. We would caution you, however, to be wary of booking with firms which have no direct North American representation. Without it, you may have limited recourse should problems occur.

In the adventure sailing realm you'll

find such vessels as the S.F.-based, 82-ft schooner *Seaward*, which is offering trips in Mexican waters this season (www.seawardadventures.org). While not specifically instructional, *Seaward's* Mexico trips pay special attention to marine mammals and the maritime history of the region. (*Seaward's* trips are also marketed by OCSC.)

The former S.F. Bay pilot schooner *Zodiac* is a favorite adventure sailing option in Pacific Northwest waters. At 127 feet on deck, this two-masted gaff schooner is the largest commercial sailing vessel operating on the West Coast. She was built in 1924 to a William Hand design, and was painstakingly refit for charter work after retiring from work as a pilot schooner. Folks of all ages are welcome. (See www.schoonerzodiac.com.)

If you're interested in traveling farther afield, we can't think of anyplace with a greater concentration of traditional schooners than 'Downeast' Maine. As we frequently mention in these pages, a spectacular fleet of them operates three- and six-day trips out of Rocklin and Camden between June

and September. Some scheduled trips are timed with special events such as schooner races or music festivals. Although their traditional interior layouts don't allow for a great deal of personal privacy, such trips tend to be great fun, as well as culturally enriching, for both kids and adults. (More info on these trips can be found in the June '06 *World of Chartering*. Also, check the highly informative websites of the Maine Windjammer Association, www.sailmainecoast.com; and the North End Shipyard Schooners, <http://midcoast.com/~schooner/>.)

Part of the fun of these so-called Windjammers is that they are innately tied to the rich maritime history of the Northeast, as they are all either former coastal trading schooners or are carefully crafted replicas. Oh, and did we mention that each trip features a traditional Maine lobster bake?

On the subject of 'windjammers', we should clarify that the trips offered by the Miami-based firm Windjammer Barefoot Cruises — which are widely marketed through mainstream travel magazines — are a completely different animal. The four large vessels marketed under this name carry 64 to 122 passengers and are essentially sailing mini-cruise ships (www.windjammer.com.) While reasonably priced and undoubtedly lots of fun, their trips are vastly different from the authentically 'salty' experiences had aboard Maine schooners or vessels such as *Zodiac*.

Speaking of cruise ship-like sailing vessels, there is one such operation that is definitely worth looking into if you are in the market for a classy, upmarket voyage, but just can't bring yourself to book a berth on a typical cruise ship. The four-masted, 360-ft sisterships *Star Clip-*

"Which way, matie?" Joining a flotilla, such as this one in Tahiti, is the simplest way to break into overseas chartering.



BOB DIAMOND / SPINNAKER SAILING REDWOOD CITY

WORLD

per and *Star Flyer* were designed along the lines of traditional clipper ships, and they actually sail between ports in the Med, Caribbean and Asia whenever possible. Accommodations and services are top notch. The company's 439-ft *Royal Clipper* is a 'charter vessel' in a class of her own. Her five masts carry as many as 42 sails – and she really does use them. While active sailors might prefer a bareboat or schooner for an inter-island or coastal cruise, be aware that the *Star Clipper* fleet sometimes offers transatlantic repositioning trips, which, to our way of thinking, really would be spectacular. (See www.vacationstogo.com.)

The above trips notwithstanding, most 'tall ship' sailing experiences are focused on learning marlinespike seamanship skills and exploring exotic landfalls, rather than on elegant accommodations and five-star cuisine. One of the most highly regarded ships of this sort that we're aware of is the 142-ft brigantine *Soren Larsen*. As we've noted before in



SOREN LARSEN

No one is forced to climb the rigging aboard 'Soren Larsen' but most feel it's part of the fun. The view up there, of course, is spectacular.

these pages, this New Zealand-based tall ship offers a series of South Pacific legs annually to individuals of all ages, stopping at such exotic spots as Easter Island, Pitcairn, the Marquesas and Vanuatu. (See www.sorenlarsen.co.nz; represented locally by Ocean Voyages, (800) 299-4444.)

Information on a vast number of other

tall ships and their sail training programs can be found at <http://tallships.sailtraining.org>, although many offer programs for youth only.

When it comes to 'sail training' on modern vessels, few programs are more widely respected than those offered by Orange Coast College School of Sailing and Seamanship, specifically aboard the former Whitbread winner *Alaska Eagle*. Her South Pacific circuit this year will take her all the way to Australia, making landfalls en route to such storied destinations as the Cook Islands, Fiji and Vanuatu. Naturally, each leg can be booked separately. (See www.occsailing.com.)

The instructional voyages of John Neal and Amanda Swan aboard their Hallberg-Rassy 46 *Mahina Tiare* are also highly praised by our readers. Next summer they'll explore the west coast of Scandinavia, sailing as far north as Spitzbergen, then voyage south along the Atlantic coast and out to the Azores. (See www.mahini.com.)

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OF CHARTERING

Another offbeat program which we've plugged before is that of Swedish circumnavigator Lars Hassler, who offers spots for working crew next summer aboard his scuba-equipped Beneteau 50 *Jennifer*. She'll sail through the Suez into the Red Sea for a feast of sailing and diving, before returning to Greece. For itinerary info and photos see www.yacht-jennifer.nu.

Although your head may be reeling from so many choices, we've actually only scratched the surface of all the opportunities for individual sailors to get out on the water in far-flung destinations.

We encourage you to look into any or all of these options and listen to that adventurous voice inside your head that's saying, "Do it!" Who knows, after returning home and telling your could-have-been chartering partners about all the fun they missed, they might be eager to commit the next time you invite them.

— latitude/aet



LONG BEACH MARINE INSTITUTE

Because 'baleen whales' such as grays are filter feeders, they cruise in relatively shallow waters close to shore.

Checkin' Out the Migration: A Whale of an Idea:

If it normally takes something pretty special to get you out on the water during the winter months, consider this: It's estimated that more than 20,000 gray whales migrate up and down the California coast each year between December and April, and, because they are a shallow water species, most of them travel within a few miles of shore.

Sure, whale watching vessels oper-

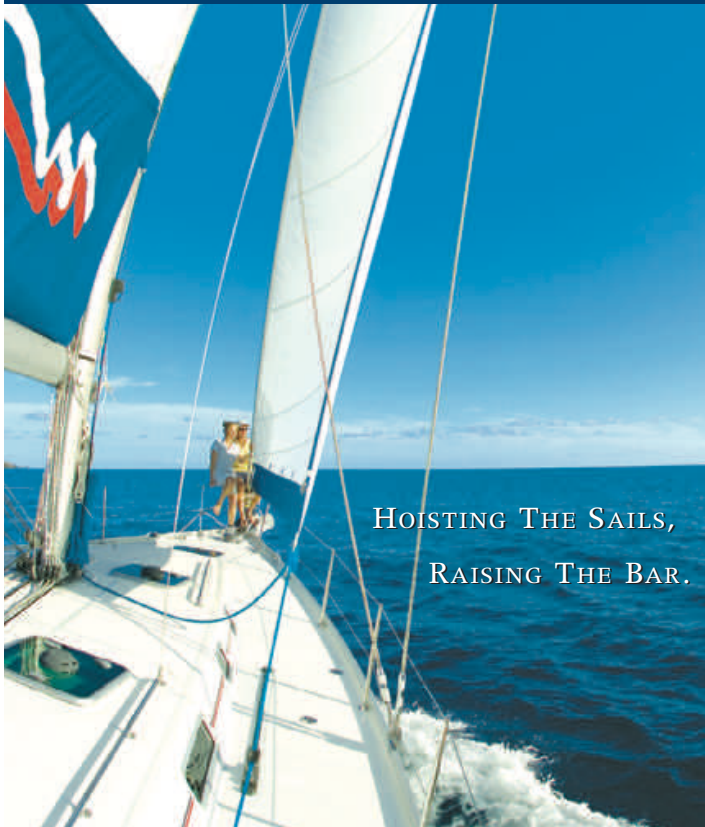
ate out of many ports along the coast, but wouldn't you much prefer to observe these gentle giants from a silent, fume-free sailboat? Of course you would, which is precisely why you should plan a whale watching sail or two this winter.

Most rental boats sit idle on winter weekends, so you'll likely have your pick of the fleet in San Francisco Bay, Santa Cruz or Monterey.

For S.F. Bay sailors, we're told that the waters off Point Reyes are an ideal spot for sightings, as, according to one research organization, the vast majority of southbound grays pass within a few miles of the Point during the first half of January. When sailing out of Santa Cruz, it's suggested that you head north towards Davenport where the coast juts out a bit. From Monterey, head out past Pt. Pinos, as most grays pass fairly close to it.

While most whale types have separate populations in different places, almost the entire species of grays (es-

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WORLD



LIGHTHALL CHARTERS

"Check it out! Orcas!" Gray whales are often sighted, but charter skipper Scott Lighthall once spotted a pod of Orcas off Santa Cruz.

chrchtius robustus) makes the annual migration from its summer feeding grounds in the Bering Sea area between Russia and Alaska, to the calm lagoons of Baja. Then in spring they make the long swim north again. This 12,000-mile round trip is thought to be the longest migration of any mammal. Cool, eh?

We think so. Perhaps even cool enough to get your normally apathetic

kids interested in accompanying you on a winter-time 'nature sail'. Hit them with a few more noteworthy facts, and promise to bring along a couple of thermoses of cocoa and they'll buy into the idea for sure: Explain to them that migrating gray whales have a predictable breathing pattern. Typically, they'll blow three to five times, raise their flukes, then submerge for three to five minutes (occasionally as long as 15). Explain also that, unlike humans, gestation in gray whales takes 13 to 14 months, and newborns are typically around 14 feet long and weigh roughly 1,000 pounds. Ouch! (And you women thought human childbirth was tough!) Adult grays, by the way, grow to be from 35 to 50 feet in length, weighing between 20 and 40 tons. They feed primarily on small zooplanktonic crustaceans, fattening themselves up in

Alaskan waters for their long migratory swim.

Since mating and calving (a year later) occurs mostly in the Baja lagoons, the female grays literally swim 12,000 miles while pregnant. Amazing.

This brings us to one cautionary note. It goes without saying that it's unwise to get too close to these or any whales. Hey, they 'need their space' too.

A wide variety of other whale species are occasionally spotted off the California coast, including humpbacks and even orcas, but the gray whale's migratory pattern makes it by far the most predictable.

— latitude/aet

Friendship Rose: The Pride of Bequia Is Still Going Strong

Having spent many happy days sailing Caribbean waters, we were saddened to hear, some years back, that the well-loved 100-ft schooner *Friendship Rose* had been retired after many years of service ferrying people, produce, dry goods, mail and animals from



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OF CHARTERING

St. Vincent to the tiny island of Bequia, in the Windward Antilles. Even though modern motor vessels were faster, and arguably more efficient, there was something so wonderfully 'old Caribbean' about those crossing aboard the *Rose*.

She had, after all, been hand hewn from local timber right on the beach at Bequia's Friendship Bay in 1966, using

The time-honored craft of traditional boat building is still alive in the Grenadines. Sloops such as this one are still raced actively.



BEQUIA TOURISM

traditional techniques that had been handed down from generation to generation. Although she originally sailed without an engine, local folk legend holds that one was finally added after she was becalmed for several days while carrying a load of manure! While that tall tale may be questionable, it is true that more than a few babies were born aboard her en route to the St. Vincent hospital.

Fortunately for all of us who have a nostalgic affinity for such traditional sailing craft, the *Rose* was purchased in 2000 by a big-hearted couple who now run daysails for "discerning tourists" aboard her to Mustique, the Tobago Cays and St Vincent — the latter two having been used in Disney's *Pirates of the Caribbean*. (The set for Port Royal can still be seen at St. Vincent's Wallilabou Bay.) Looking to be a cut above the competition, trips on the *Rose* these



FRIENDSHIP ROSE

The mighty schooner 'Friendship Rose' has retired from the ferry biz and now offers daysails to neighboring islands.

days offer snorkeling, fine cuisine, as well as wine and cool libations all day long. Also, the last we heard, she was still being captained by Calvin Lewis, one of the three original builders.

So next time you're in the area, consider taking a ride on the *Rose* to support this piece of nautical history. See www.friendshiprose.com for info.

Charter Notes

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SAILING CHARTERS

WORLD OF CHARTERING

Lagoon's new 420s were to be powered by twin electric motors. At least a dozen will soon be completed and several of them are destined for Caribbean charter fleets. Horizon Yacht Charters, The Catamaran Company and TMM all expect brand new 420's to be delivered by March. In fact, Kent Benedict of Santa Cruz, a frequent charterer and occasional *Latitude* contributor will be the first client to sample TMM's 420. He's promised to give us a report upon his return.

"It will be interesting to see how they work in charter," says **Barney Crook, founder of TMM**. "Unfortunately," he continued, tongue in cheek, "the 420 at the Annapolis Boat Show could not go out for demo days as it broke down!" Ah well, Murphy's Law undoubtedly applies to electric-powered boats also.

Seriously, though, electric-powered production boats are big news for both charterers and private owners. The "electric power drive" systems, developed

by **Solomon Technologies of Florida**, have only one moving part, and



LAGOON AMERICA



Lagoon's new 420 cat is powered by twin electric motors, making it quieter, cleaner and cooler than previous designs.

they are **silent-running and odor-free**. Consequently, **maintenance costs** are expected to be much, **much lower**, as there are no renewable parts to replace such as filters, pumps and gaskets.

The 420's 10 kW motors are connected to props by "straight shaft transmissions." Two sets of six batteries are charged by a 13.5 kVA genset which runs on diesel or shorepower. When under sail, the freewheeling of props will also generate current which can be stored.

And, assuming the genset is well ventilated, cabin temperatures should be substantially cooler than on diesel-powered models. If you've ever had to run a diesel for two hours a day in the tropics just to charge the fridge, you know why

this is exciting news.

Fontaine-Pajot and other manufacturers are also experimenting with Solomon's systems and, no doubt, monohull manufacturers are also taking note.

Beyond the obvious advantages in the charter trade — where long spells of motoring are rarely required — this new technology could also be a boon to cruisers who are eager to go green. It is theorized that battery-charging needs could be met by solar panels and wind generators, relegating the onboard genset to backup status.

Charles Chiodi, founder of **Multihulls Magazine**, was recently quoted as saying, "The electric propulsion systems being produced by STI (Solomon) will be the biggest power revolution the marine industry has ever seen."

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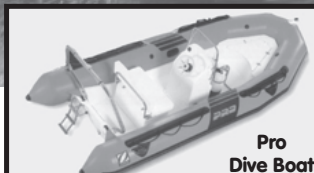


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CHANGES

With reports this month from **Pacific Wind** on coming south from the Northwest; from **Swell** on nasty boat jobs in Costa Rica; from **Sea Bear** on heading from Maine to the Caribbean; from **Cadence** on a cat buy-back in the Philippines; from **Witch of Endor** on the loss of **Viva!** and new boats for Steve and Bob; and **Cruise Notes**.

Pacific Wind — Sceptre 43 Steve & Lori Dana South From Canada (Mill Valley)

After two years of occasional cruising in the Gulf and San Juan Islands and around Vancouver, we departed Vancouver in late September for our boat's temporary new home in Sausalito. Fortunately, we talked J.T. Meade, our friend and mentor from the Modern Sailing Academy, and Barry Ruff, who currently works for Sceptre Yachts, and who has lots of offshore experience, to accompany us. In addition to teaching us a lot about offshore sailing, they were hilarious companions.

When planning a trip south from the Pacific Northwest, it's always a trade-off between sailing well offshore or 'stealing bases' by harbor-hopping down the coast. Most mariners prefer staying close to shore and harbors of refuge when northbound against the prevailing weather, while some southbounders prefer the more direct offshore route, which has less fog and traffic, but has a greater possibility of stronger winds and bigger seas.

Thanks to the National Weather Service predicting hazardous sea conditions, along with great routing recommendations from Commander's Weather, we delayed our start from Neah Bay by a day before jumping off for Cape Flattery. And as it would turn out, we ended up motoring more than we would have liked

Having arrived from the Pacific Northwest, Lori and 'Pacific Wind' will spend one year on the Bay before heading south to Mexico.

in order to outrun some fronts.

Finding ourselves temporarily weath-erbound in Eureka, we took a cab to a lecture and slideshow by J. Michael Fay and Michael Nichols at Humboldt State University. The former is a *National Geographic* 'Explorer-In-Residence', while the latter is a *National Geographic* photographer. The presentation was of a 2,000-mile "mega-transect" they did of Central Africa. Thanks to their efforts, over a dozen national parks have been created in three different countries. Their land experience was such a counterpoint to our ocean passage.

After the presentation, we did a little exploring ourselves — of Eureka's rejuvenated waterfront district, which now features excellent restaurants such as Hurricane Kate's and Avalon, and some good bars. It turns out that Eureka is a fantastic place to stop before tackling Cape Mendocino, one of the most unpredictable spots along the coast.

Because of thick fog, we had to rely on radar to navigate from Bodega Head south to just before the Golden Gate Bridge. The fog lifted just as we approached the Gate. The end of our 10-day trip was an emotional moment for us, as it confirmed the end of our great cruising in the Pacific Northwest. On the other hand, it was a gateway moment to our sailing in warmer climes. For this year we'll be doing the Ha-Ha aboard John and Christine Graff's Valiant 42 *Itsabout*. And next fall, we'll be using the Ha-Ha as the start of our seven-month sabbatical to the Sea of Cortez and mainland Mexico. Thanks to a chance meeting

with the Grand Poobah in a sushi restaurant, we've already been assured that *Pacific Wind* will be entry #1 in the '07 Ha-Ha.

— *steve & lori*
10/01/06

Readers — The Danas are correct. As long as they confirm their Ha-Ha entry just prior to May of next year, they



will be #1 on the Ha-Ha XIV list. Anybody looking to be entry number two will have to figure out what sushi restaurant the Poobah frequents.

Swell — Cal 40 Liz Clark Dad Comes To The Rescue (Santa Barbara)

Ahhhh, Puntarenas, the lovely city by the sea. It's tucked midway up the armpit of Costa Rica's Gulf of Nicoya, and has a lot in common with an armpit — it's always sweaty and hot, and there is usually a pungent aroma. Puntarenas sits on a 50-yard-wide spit of land, with a river on one side and the gulf on the other. The Costa Rica YC, where I left my boat for the rainy season, is up the river about three miles inland from the end of the peninsula. The restaurant and facilities are on one side of the river, and the boatyard is on the other. Between them float a variety of moorings and detached docks.

The town itself has a rough edge — more 60 grit than 120 grit. It's a bus-





For some young women, it's important to have plenty of fashionable shoes. For Liz Clark, it's more important to have a quiver of boards.

ting conglomeration of *ferreterias* (hardware stores), street vendors, seafood wholesalers, and an odd amount of both shoe stores and bars for locals. The only reason tourists come here is for the ferry that shuttles cars to and from the Nicoya Peninsula. I've been here long enough to know my way around town, and I have a favorite hardware store and a favorite lunch stop. Other than not being able to swim off my boat — the river is horribly polluted — and the bus drivers who often blatantly refuse to stop and pick me up, this place has actually grown on me. It's not the paradise people think of when they picture Costa Rica, but there's something raw I like about it. I watch the fishermen go in and out on the river in all sorts of strangely concocted vessels. The same people work at the marina every day. I love everyone here except for one sour receptionist and Carlos Chinchilla, the manager. Nonetheless, I've had my ups and downs here during the last

month.

"Dad?" I said over the phone, straining to hold back my tears. His voice alone made me feel better. "I'm doing all right," I lied.

"I'm coming down," he said.

"What?" I couldn't have heard him correctly.

"I'll be there Wednesday night," he repeated firmly. "I already booked my ticket."

With those words, relief hit me like a wall of whitewater on a poorly timed duck dive. I was overwhelmed with projects. At the rate I was going, I'd soon have to apply for residency in Costa Rica. The thought that my dad would arrive in a few days revived me, and the next morning I hit the boatyard again with full force.

Dad showed up late on August 30th, having earlier driven to three West Marine stores in Georgia, and having endured an extra hour of dead-stopped traffic on the long taxi ride from the airport. When he walked through the door of the hotel room, I leapt into his arms with joy and relief that he'd made it safely.

For the next six days we worked like dogs. The combination of our personalities produces an efficient, yet quality product. He leaps into projects with speed and confidence, while I more cautiously calculate and fuss about details. We scribed and taped the new waterline,

When you're young, supportive parents are extremely important. Liz's dad was right there when she needed him the most.



COURTESY SWELL

CHANGES

painted the first turquoise stripe, then a blue stripe, and then rolled two thick coats of bottom paint on *Swell's* underside. We came up with a more than sufficient temporary solution to the icebox insulation, and managed to fix the copper lightning plate to the hull. The work was grueling, dirty and hot, but dad never complained. Even when both our shirts were soaked through with sweat and the no-see-ums were swarming, he'd beam me a grin from his paint-stained face. We'd return to our hotel room each afternoon looking like two rescued coal miners.

Dad was totally content at the Costa Rica YC, although I felt guilty that Puntarenas was all he'd see of Costa Rica. It was more time than we had spent together in as long as I can remember — precious time that we never seemed to find back in the States. He told me stories of his childhood, and we shared our thoughts on the state of the world, love and life. As we watched *Swell* descend into the water on the day before he left, I felt we'd accomplished as much on the boat as we had in our relationship. If it wasn't for him, I'd probably still be sitting under *Swell* in the boatyard, contemplating whether or not to drill that hole for the lightning plate. I cried the morning he left, but they were happy tears. It was a week I'd remember forever. Thank you, Dad!

With *Swell* floating again, there was no reason not to move back aboard. By the mess strewn about the cabin, it looked like I'd just survived a hurricane. Nonetheless, I was eager to sleep in my cozy berth up forward, so I ignored the explosion of gear and focused on clearing

Punatarenas, the narrow spit of land, is fronted by the Gulf of Nicoya on one side, and backed by the river where the boats are moored.

an area to sleep on. I hauled my board bag and the sails out, and dragged the cushions in. As I WWF-ed the awkward foam into place, I saw a flurry of ants run up the bulkhead! There were too many to ignore, so I yanked the cushions back out again, and crawled up to investigate.

An uneasy feeling came over me as I stuck my finger in the hole to lift the hatch of the storage area below the berth. The moment I did, ants of all sizes rushed out in a terrified dash around me and the cabin! Along with them came the fierce odor of rotten food, like the smell of a dumpster behind a restaurant. The ants and the odor closed in around me, and I rose up on all fours like a frightened cat. Water had leaked into the lockers and rusted out the cans of emergency food stored there. The ants had discovered the feast, and had thrown a raging ant party. After digesting the idea that I would be back in the hotel that night, I donned some latex gloves and went to work removing the contents of the lockers. I held my breath while pulling out can after rusty can of soup, beans, peaches, corn, tuna, and peas, and tossed their decaying, half-eaten contents into a trash bag. After systematically removing load after load the awful smelling stuff, I scrubbed out the lockers with bleach and Comet, and left the area to air out for the night.

The stench lingered the next morning. I was not about to let the odor become permanent crew, so my next line of defense would be paint. I had to remove the holding tank in order to access the entire area that had been contaminated. The holding tank stores raw sewage when in an anchorage or marina, where you don't want to flush sewage straight into the



water around you. I'd been meaning to clean the tank out anyway, as the previous owner had sold me the boat with a surprise bonus — 45 gallons of his very own sewage in the holding tank.

The hole where the tank emptied was a flawed design. Being three inches up from the bottom of the tank, it made it impossible to ever thoroughly remove the bottom three inches of sewage. I disconnected the hoses leading to and from the tank, but then realized that I couldn't remove it without the bottom three inches of poowater spilling out. So, I dug out my hand-pump and a bucket. I extracted that last three inches pump by awful pump. At one point the hose flew off the pump and sprayed poowater all over me and the floor. It was not pretty, nor was I at the end of that day. But I succeeded in emptying the tank and laying a fresh coat of primer in each of the forward lockers. Three days later, after the second coat of paint had dried, I had sealed the holes where I believed the water was sneaking in, thoroughly flushed the holding tank, fastened the wooden cleat back in place, and repacked the lockers — minus 50 or so pounds of



LIZ CLARK

IN LATITUDES



COURTESY SWELL

The beauty of singlehanded. When there's a grim task to be done — such as removing cans of rotting food from the forepeak — there's no argument about who is going to do it.

canned food. Ants wandered throughout the boat, diligently searching out supplies and a place for their next party.

Having tackled that beast of a project, I needed to surf. Jean Luc, a friend from another boat in the marina, was nice enough to let me use his car. So after stalling a dozen or so times — the old beast died every time the rpms dropped to an idle — I pulled onto the main road and was off and running towards Boca Barranca. When I showed up, the waves were barely shoulder high. A sloppy chop bounced across the milky brown water. A couple local kids rode up on bikes and we started talking.

"Es mejor alli," the taller kid said, pointing south across the bay.

"Sí?" I responded, "Quieren ir?"

Without hesitation, they stashed their bikes and loaded their boards. I knew where we were headed, as I'd surfed there a few years before, but the local boys would be good company and give me allies against thieves and creeps.

So we drove around the bay, laughing every time the car died, and exchanging names, ages, and stories. Jerry, 20, had a tall and lanky frame. What he lacked in girth he made up for in hair. The bushy puffs of his curly afro held the backwards hat high on his head. Weiner, freshly 17, was just a little taller than me, with broad shoulders and a wiry build. They were your typical surf rats, so we had plenty to discuss about the local waves and conditions.

I caught my first glimpse of the spot as we crawled up a chainlink fence to shortcut the walk to the beach. It was twice the size of Barranca and sheltered from the wind. A small crowd sat where the swell bounced off the jetty and wedged into a hollow right peak. I hadn't surfed much in over a month, nor could I even swim at the marina, so despite floating trash and the muddy color, the water felt like a baptism. After a few chunky drops, I was back in my groove.

Jerry paddled over and explained that there was going to be a local contest that afternoon. About an hour into our session, a group of older surfers arrived with a cooler of Imperials, an airhorn, and a stack of colored rashguards. They called me out of the water and handed me the

pink jersey. Honored at the invitation, I surfed two 20-minute heats against the local boys. In the second round, everyone was on the inside when a set wedged up in front of me. I swung around, got in early, and stalled. The lip fell over me and I pumped toward the light at the end. I didn't make it out, but it was enough to earn the respect of the group on the jetty. Afterwards, we toasted with icy cold Imperials under the pastel swirls of the cloudy evening sky. Until one persistent guy repeated an invitation to dinner that I'd tried to ignore in the water, I almost forgot that I was the only girl among the group of 15-20 surfers. I politely, but firmly declined. Jerry and Weiner both shot him a glare at once.

When I made it back to the marina, I returned Jean Luc's keys and excitedly launched into the story of my afternoon. Midway through my rambling, I lost my balance in a wave of dizziness. My stomach suddenly rose into my throat, my limbs tingled, and a cold sweat beaded on my forehead and neck. I rushed up the steps and just got to the boat's rail in time to projectile vomit off the side and onto the dock. Shocked, I hosed off the dock in the twilight and apologized to Jean Luc.

I thought back on the day, and realized that in my rush to go surfing I'd only eaten a few crackers with peanut butter and a banana. What could possibly have made me so sick? Before I knew it, the feeling came again, and I was curled over the wooden rail of the dock in the pouring rain. Jean Luc was brave enough to offer me his raincoat for the trip back to Swell. I made my way through the obstacle course in the cabin with a bucket, and **Liz, enjoying some coconut milk from the source. It's after she drank some from a plastic bag that she became so terribly ill.**



SHANNON SWITZER

CHANGES

collapsed in a heap on the berth. Every 10 minutes for the next few hours, my body would convulse, and I'd violently purge a dribble of green bile into the bucket. When I thought there was no way anything could be left inside me, the ferocious sickness had me hunched over the edge, white-knuckling the pillow again. Aside from thinking I was going to die, the extreme low tide left *Swell* leaning over in the mud, so for the second half of the night I slept on the wall of the forepeak.

When my eyes cracked open the next day, the sun blazed high in the sky. I mustered the energy to lift my weak, sweaty body from the berth, and teetered outside for some fresh air. I squinted into the brightness of midday and sipped some water. Jean Luc appeared in his dinghy to see how I was feeling.

"So, you drank from a plastic bag yesterday," he said with his thick French accent.

"What?" I winced, confused and not quite ready for conversation.

"Did you drink something from a bag yesterday?" he repeated more softly, after observing my fragile condition. "I found an empty bag in the car." I then remembered the bags of cold coconut milk that Jerry had brought out when they'd stashed their bikes. I'd slurped mine down and thought nothing of it.

"I think that's why you got sick. You never know if the people wash their hands or what when they prepare those," he said. Somehow I felt better for having an idea of where I may have contracted the nasty bug. No matter how thirsty, I have been quick to pass on the cold bags of liquid ever since.

It took me a whole day to recover.

The not-so-sweet part of cruising — trying to troubleshoot the refrigeration compressor while on the yard in the fetid tropics.

but soon I was cracking away again at turning *Swell* back into a home. The day before my dad left, we'd turned on the refrigeration system to hear the compressor make a feeble groan and then die. After a series of troubleshooting steps and long-distance calls to technical support, the folks at Glacier Bay insisted upon sending me a new unit immediately. Despite their timely shipment of the package, 'immediately' in Central America is a grey term, so once again I conceded that *Swell* wouldn't be leaving Puntarenas for a while.

Getting the compressor was an ordeal I'll have to explain next month.

— liz 09/06/06

Sea Bear — Wittholtz 37 Pete Passano And Marina Heading Back To The Caribbean (Northern California / Maine)

Think life has to be dull and predictable after you turn 70? Then you're not like 76-year-old Pete Passano, who along with Bob van Blaricom, built his Wittholtz 37-ft *Sea Bear* in the creek behind the San Rafael Civic Center back in the '90s. Following the completion of the boat, Passano sailed the Southern Ocean from New Zealand to Cape Horn, crossed the Atlantic nine times in eight years, and has cruised up and down the Caribbean, and as far north as Ireland and Newfoundland. So what do he and his sweetheart Marina have planned for this winter?

"After 16 months on the beach, listening to the daily horror in Iraq and the pathetic drivel coming out of Washington, Marina and I are itching to get to sea again. At least Neptune tells it like it is. We expect the peace and tranquility will be a refreshing and welcome change. We are departing tomorrow from Wiscasset,

Maine, heading for the Caribbean. We're not going down the coast this time, but heading straight in the general direction of Bermuda, and then on down to somewhere in the Windward or Leeward Island chain. We're undecided where we're going to stop, but we'll have plenty of time to make



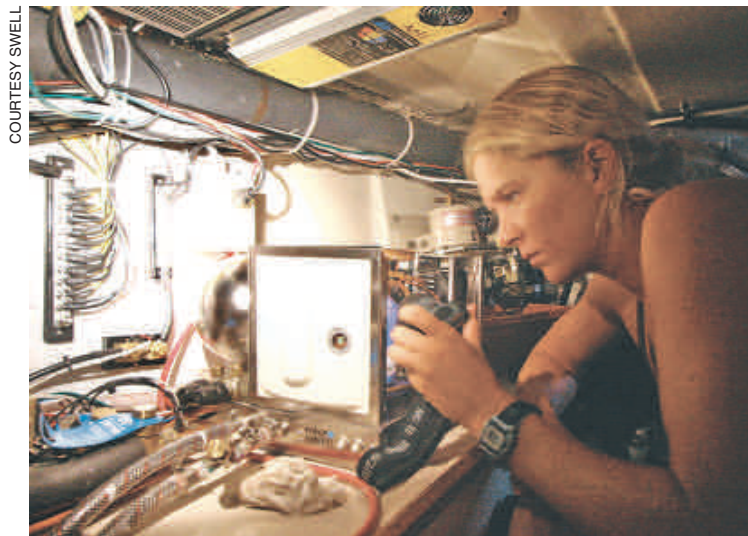
that decision. You will hear from us again when we make landfall, but it could be as long as three or four weeks. *Sea Bear* is ready, too. A set of new diesel injectors has Tu Lung Bang running with new enthusiasm. All other systems have been carefully gone over, and are ready for sea. About three days out, we'll be celebrating *Sea Bear's* odometer turning 100,000 miles."

— latitude

Cadence — Apache 40 Cat Frank Leon Subic Bay, Philippines (Monterey)

Having a little bit of money and not a lot of time, I retired this year, got a mohawk haircut, and returned to the sea again. The first and only time I'd written *Latitude* — until last month — was 12 years ago on a passage from New Zealand to Vanuatu. The topic covered was a midwatch discussion about why seagulls have such nasty dispositions and the reasons why that Last Supper would have been a difficult photo op.

Anyway, last month's report came



COURTESY SWELL

IN LATITUDES



LATITUDE/RICHARD

Spread; Pete and the Marina in the Caribbean. Inset top; Why they left Maine. Inset bottom; Frank Leon's former employer.

a little bit out of the blue, so I'd like to provide some historical context and offer a report on what I've been up to since. Shortly after writing to *Latitude* 12 years ago, I ran out of money and put my cat up for sale. When I finally sold *Cadence* to a friend in Guam in '95, I had about \$50 to my name. Fortunately, I was able to return to a job I had had in an offshore oil business belonging to a certain king of a Middle Eastern country. I won't mention any names, but he was as goofy-eyed as Marty Feldman, and his image appears on every bit of currency and postage stamp in that country, and on that national television every night. Perhaps these aren't very good hints, as they could also apply to three or four other kings of Middle Eastern countries.

I kept in contact with the owner in the intervening years, and he kept sending Christmas photos of the boat in exotic places. As both our circumstances changed, I made an offer to buy the cat back, and it was accepted. As a result,

the former owner, along with my family and me, sailed *Cadence* from Japan to Guam in November of last year. The former owner and I then signed the transfer of ownership papers at the same table at the Marianas YC that we'd used on my previous 'happiest day'. I'm not sure, but I think my friend was down to about his last \$50 before the sale. Is there a pattern here?

I'm guessing that there were probably 40 or 50 Apache catamarans built in England in between '72 and '75. They are a larger version of the more popular Iroquois 30, one of the earliest production cruising cats ever built. Both models are simple, strong boats with strikingly beautiful lines. And like most multihulls, they are sea-kindly and safe if not overloaded.

We departed Guam in February for the Philippines by way of Ulithi Atoll and Palau. We found Palau

to be a paradise with lots of challenges. Like most of the smaller Pacific islands, it is being threatened by development, overfishing and pollution, but politically it doesn't seem to have a steady hand at the wheel. Some years ago, the country's official policies explicitly discouraged cruising boats through high entrance fees and duties. That has changed. Although the ship of state still seems to lack direction, yachties are now appreciated as a form of low-impact, high-dollar tourism.

As for the islands themselves, picture an aquarium that is 30 feet deep, 50 miles long, and 20 miles wide — complete with the treasure chest and sunken ship bubble. Then add monkeys, World War II wreckage, pot farms, jellyfish that don't sting, and impossibly perfect islands for gunkholing. That's Palau.

The cruiser hangout is Sam's Dive Tours, which is located on the waterfront. When we dinged in, one of the skippers was demonstrating the proper technique for drinking tequila. A rather Rubenesque lady divemaster had volunteered, and was lying on her back on the bar with a shot of tequila in her navel, a slice of lime in her teeth, and a pinch of salt in the nape of her neck. I don't remember how the evening ended.

Thirty-two years of neglect and deferred maintenance for *Cadence* pushed us on to the Philippines to seek out a yard in which to do a major refit. We looked at several marinas and yards, including Nigel's place at Bonbonon, which is the typhoon hole at the south end of Negros Island. It was very nice, but a little too remote. The yard at Mariveles was too industrial, and the one at Mayamaya was nice but too expensive. We finally hove to at Watercraft Ventures at Subic Bay at the end of April.

Watercraft is a modest yard on the site of what used to be the massive U.S. Navy base. Watercraft has the standard

With tropical temperatures and blue water, the Philippines has much to offer the adventurous cruiser.



TARMO SOODLA, WWW.OURWORLDTRAVELS.COM

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20-foot-wide Travel-Lift, lots of space, and very reasonable prices. It's funky in a nice way, meaning it's not so clean that you can't find a stirring stick or an odd piece of wood, and there's a derelict boat or two to give it character. In addition, the folks are friendly, relaxed and helpful, and security — always a concern — seems to be adequate. The sari-sari store out front sells cold beer for 50 cents, and it has a karaoke machine outside under a nipa hut. At quitting time on Friday afternoons, it takes 45 minutes and three beers to walk from the gate to my boat. I like it.

We assumed that a three-month project would take twice that, so at this point we're right on schedule. The first thing we did was open up the blisters on the hull and rebuild the rudders. When the rains started in June, we moved to the interior.

It rained and rained and flooded through July and into August. These were torrential rains that lasted for hours, and came down like the hardest bathroom shower you've ever taken. The rain brought down trees, knocked out the power, and flooded streets — all of which is normal for the Philippines during rainy season. Then, on August 28, it seemed as though someone turned the faucet off and it's been mostly sunny ever since. The locals, however, don't think the rain is over, but rather that we've having an Indian summer kind of interlude. Just the same, work is continuing feverishly on *Cadence*.

If anyone is considering having boat work done here, I would like to advise them of a few peculiarities of the place. First, there is widespread poverty. Subic was a prosperous place until the U.S. Navy pulled out in '94. The circum-

Some parts of the Philippines are idyllically beautiful, while many others are crowded and messy urban areas.



stances of the departure of the largest employer in the country at the time are still being debated in the newspapers. "Sovereignty? You can't eat sovereignty", is a typical line of argument. Subic Bay now has a threadbare look to it, as the bright neon lights of the discos and bars on Magsaysay Street have long since been turned into storefront dental offices, seedy internet cafes, and headquarters for evangelical groups of various persuasions. There also seems to be a

market for recycled inkjet cartridges and massage therapy. The *Economist* magazine uses the 'Big Mac Index' as a measure of a country's economy. Here a Big Mac — not including the Meal Deal — costs about \$1.30 U.S. By contrast, it would be \$5.80 U.S. in neighboring Japan.

Epoxy resin, fiberglass cloth, fillers, bottom paint and marine plywood are all

This photo is not typical of Subic Bay, but it is typical of the beauty one can find in the more remote parts of the Philippines.

reasonably priced at about one-half to two-thirds of California prices, as these things are manufactured here. Boat fittings, engine parts, instruments and everything made overseas is twice the California price or needs to be shipped in. Shipping isn't that big a deal if it can be sent via FedEx, as they have a big hub at the Subic Bay free port, and several vendors will accept your 'duty free' package for a small fee. This fee is usually less than the sales tax you'd have to pay back home. Anything that can't be mailed — namely hazardous materials such as your favorite bottom paint and replacement EPIRB batteries — or is oversized can be a problem.

But the biggest bargain here, and the biggest draw for doing a refit in the Philippines, is the cheap labor. The daily wage for an unskilled worker is about \$6 — a day! A skilled carpenter or painter might make twice that. Why this should be the case was discussed late one afternoon when a power outage shut off



IN LATITUDES



TARMO SOODLA, WWW.OURWORLDTRAVELS.COM

the karaoke machine. The most sensible explanation offered had a Marxist slant. When the nation-state replaced the feudal dukedoms after the plagues ravaged Europe in the 1300s, each man became a free agent to sell his labor. But modern times have shown this freedom is incomplete, as each man is still a serf to his nation because his labor is confined by his nation's borders. Today, the components of the Big Mac can move freely between the slaughterhouse in Costa Rica and the restaurant in the Ginza. And capital can move even easier. But every Filipino needs a passport and a visa — very significant hurdles — in order for his labor to reach a free market. Perhaps this is why the anarchist types show up at the IMF and at the World Bank meetings.

Speaking of karaoke, if it ever becomes an Olympic sport, you can bet the Philippines is in for the gold, silver and bronze. The karaoke machine is everywhere. You drop your 5-peso coin in, take the microphone, and for the duration of whatever sappy love song you wish to torture, the audience is yours. I've heard so many sad renditions of I Did It

My Way that I could, well, walk out. And whoever the whiny little bastard is from the '70s who sang "a total eclipse of the sun . . . when we touch, the honesty's too much" — he should be shot on sight. Just the same, I've seen the work crew, after hours, drinking beer and singing karaoke in the pouring rain. With all the puddles, it's a wonder nobody gets electrocuted. Finally, Abba, Kenny Rogers and the BeeGees are popular here, not because there's a retro revival, but because they never went out of popularity.

An unfortunate sideline to the depressed labor market is the sex industry. Nobody asked me but, personally, I'm a libertarian. I think most of the sex is sordid and farcical, but I also believe that shutting it down causes more problems than it creates. Without question, though, the pedophile business is abhorrent and criminal. Unfortunately, this industry is open and thriving on some remote island resorts. And for the equal rights folks, I can confirm that even businesses catering to lesbian pedophiles are thriving. It's been said that the Filipino culture is the result of "500 years in a convent, and 50 years of Hollywood." There is more truth to that than one might think.

But back to boat business. The crucial point of a refit in the Philippines to hire the right workers. I asked around and hired a fellow named Victor on a recommendation. He's a quiet, unassuming guy who has had an impressive career on some high-profile jobs, notably with the U.S. Navy shipbuilding facility for 17 years and later with the Clipper Challenge around-the-world fleet when they put in here to have their keels reattached.

I was a bit apprehensive when Victor showed up the first day with his cousin Joe. Between them they had a small bag of tools, including a couple of chisels, a saw, screwdrivers and a Skilsaw. I thought it was a good sign that they arrived five minutes early. With a rough idea of the decking, bulkheads and

cabinetry to be built, he gave me a list of materials to go buy. While I was gone, they went through the scrap pile and built a table for their Skilsaw out of my old icebox and a piece of plywood.

Electrical power was a bit of a hurdle. With 110-v on the boat and 220-v in the yard, we have a duplication of tools and power cords all using the same U.S. style plug. It's been a challenge to keep them separate. I can tell you getting the power cords wrong is about as bad as putting a 12-volt battery charger on a 6-volt battery. My major worry, though, are the power cords themselves. A hundred feet of the skinniest 16-gauge wire is supplied by the yard as a drop box. It's casually placed into service to drive a grinder, a radio and a fan. What's more, it is cut and taped in several places, and the plug gives a bit of a shock when it's plugged in. My neighbor has had one electrical fire already — amazingly, the grinder kept working the whole time — with no sign of a circuit breaker tripping.

Despite the obstacles, Vic does amazing work, and he's accustomed to doing more with less. He built a beautiful scarf joint in a 2' by 3' piece of half-inch plywood rather than let it go to waste. And his joinery work, done with a chisel and

Having worked on U.S. Navy ships for nearly 20 years, Vic is the perfect guy for the 'Cadence' refit. Labor rates in the Philippines are low.



CHANGES

a router, is as tight as any machine-made joint.

Haggling here in the Philippines is a life skill to which most of us from the U.S. are unaccustomed. However, it must be mastered in order to get anything done. I'm still learning the tricks, but have been developing a style where I smile a lot and tell the seller they don't have exactly what I'm looking for. "I might be able to make it work if the price was a little less, maybe (insert here less than half of what the initial offer was)." Always expect a counter-counter offer, and if you can agree at about half or a little more, consider it an honorable deal. Then, when you realize you are bickering about pennies for the sheer sport of it, consider yourself a master. I myself am far from it, as I don't have the patience. I was told by a British yachtie that Americans tend to upset the local pricing scheme by failing to haggle properly, or even, god forbid, by tipping for service. I don't mean to disparage the fine people of the Misty Isles, but a local told me later not to worry because, "Brits are so tight that when they fart only dogs can hear it."

If the weather holds, we may just get back in the water in a couple weeks. From there, we'll leave Subic Bay with the dry season coming on, but with only the vaguest plans. An easy sail away are Palawan, Borneo, and the billion islands of the Sulu Sea. My best guess is we'll be staying in this neck of the woods for a while.

—frank 05/10/06

Witch of Endor — CT-41 Steve Cherry A Year After Hurricane Beta (San Diego)

It's been an eventful year for me and *The Witch*, as well as my cruising buddy Bob Willman and his late *Islander 37*

Steve, who has been working and living on boats for most of his life, as seen enroute to Ensenada in 2000. He's come a long way.



COURTESY WITCH OF ENDOR

Viva! Not all of our report from a year ago was published, so I'd like to take this opportunity to flush it out.

Bob and I spent quite a bit of time with our boats in Cartagena, Colombia, having fun and getting a bunch of yard work done at reasonable prices. Then we had a pretty nice sail — only the last half-day of it was bumpy — up to Isla Providencia, where we anchored off Catalina, the island's main town. It's a most friendly place.

The wind blew out of the west for about six weeks, which the locals said was very uncommon, because they are usually subject to the very reliable easterly trades that blow across the Caribbean. We kept looking at the weather charts, and there was a low right over us, day in and day out. We got used to it, and it wasn't really a problem, as the normal anchorage was just a little more roly and choppy than usual. And the unusual weather didn't stop us from enjoying the town, the island, and the people. By the way, we were initially greeted by LCDR German Guzman, the port captain, who is head and shoulders above all of the rest of the port captains we've ever met. Actually, he's tied with the port captain at Bahia de Caraquez, Ecuador. Guzman and his staff were most accommodating, and in view of the ensuing events I'll soon describe, very helpful. For one thing, he allowed us to use his dedicated internet link to stay in touch with the folks back home.

Near the end of October, the weather charts showed the low in place near Providencia one day, gone the next day, and back again the third day. 'What the heck?' we thought to ourselves. Then came hurricane *Beta*! This was pretty strange, as *Beta* formed way down in the southwestern corner of the Caribbean Sea not all that far from the Panama Canal. Not many hurricanes form down there. We couldn't run and take refuge at Boca del Toros, Panama, because it would have taken us through the center of the hurricane. And we certainly didn't want to run north around Gracias a Dios, which is where *Beta* — if it followed hurricane 'rules' — would be headed.

Beta originally put her sights on Isla San Andreas, but then gave it a reprieve — and center-punched us at Isla Providencia! We did what we could to prepare, putting out a bunch of anchors and stripping all the stuff from our boats before going ashore. We were taken in by a local family — Casimir, Ludsmilla, and their sons Dustin and Dulstin — at the dry end of the town *muelle*. I left an



anchor light burning on the *Witch* so we could watch — with white knuckles — as the wind and waves built. When dawn broke, there were only two of the three boats left in the anchorage — *Vaquero*, a CT-41, and the *Witch*. Tragically, Bob's *Viva!* had gone up on the rocks.

It wasn't until that first light that we also realized that a couple of local bad boys had gone out in the height of the storm to loot the grounded *Viva!* As she pounded on the beach, they stripped most of her electronics and other portable stuff. The local cops eventually busted two of their accomplices, but nothing ever came of it. All we were able to recover for Bob were a couple of tool boxes and a bottle of soy sauce. The authorities were proud of this recovery, so they even made Bob sign for the soy sauce!

We removed whatever else could be salvaged from *Viva!*, which was not insured, then Bob signed her over to the Colombian Navy. We loaded the stuff into the *Witch* and *Slowpoke*, another boat headed for the Rio Dulce. When we got to the Rio Dulce, Bob sold some of it at a

IN LATITUDES



LATITUDE/RICHARD

Cruiser Quiz: This boat is side-tied a few miles from one of the great cities of the world. Can you name the city and the nearby islands?

swap meet, and put the rest in the *Witch* for shipment to Florida and ultimately to use in whatever boat he got next. While we were in the Rio Dulce, a broker in St. Maarten advised me that a Vagabond 47 I was interested in down in Carriacou was finally priced right, so I bought *Mystique*, and would soon rename her *Witch of Endor*. The plan was to bring both the new and old *Witches* up to Jacksonville, transfer my gear from the old boat to the new boat, sell the old one in Annapolis, then continue cruising on the new one.

I want to let everyone know that the folks of Isla Providencia — except for the looters of Bob's boat — were the kindest, friendliest, most supportive folks I have ever met. Their island, their homes, and their daily lives were turned upside down by hurricane *Beta* — they hadn't been hit since '61 — but they still had time to help Bob in his time of need. The locals cared about the wildlife, too. For example, the folks who ran the little local restaurants put out boiled rice

and bread for the birds who flocked to town because the hurricane had blown away all of the seed pods from the trees they had previously lived in. I can't say enough about the people of that island, and therefore strongly recommend a stop to any cruisers headed north or south in the Western Caribbean.

So much for old business, here's what we've been up to in the last year: Bob and I flew to Carriacou, brought the new *Witch* to Fort Pierce, Florida, by way of St. Maarten and the Dominican Republic, then returned to the Rio and brought the old *Witch* to Florida by way of Belize, Isla Mujeres and Key West. Bob got off my boat in Florida, found a catamaran — I don't know what kind, as they all look alike to me — in the islands, and bought her. At last word, he was cruising the islands of Venezuela.

I took the old *Witch* up the ICW to An-

napolis, where she is laying at the Bert Jabin Yacht Facility and listed for sale at Noyce Yachts. My new *Witch* is on the hard at Indian River Boatworks in Fort Pierce getting some much-needed TLC after spending her life in the harsh tropical conditions of the Caribbean. I expect to launch her in the spring, then head down to Cartagena to get her painted. After that, I'll work my way back to the Canal, the Pacific Coast of Mexico, and Central and South America.

It's been a very active year for Bob and me. Prior to that, our pace had been very slow, as in something like a month at each island we visited in the Perlas Islands being just right.

— steve 10/05/06

Cruise Notes:

"Cruising is a great plan for retirement," writes Betty Truce of Los Gatos. "Our cruising life started at age 65 when we bought a new Maxi 9.5 from Pelle Peterson we named *Odyssey*, and took delivery of her in France. We spent 12 seasons doing coastal sailing in the Med, our longest passage out of the sight of land being four days. Our season would start in late April and end in October. We'd spend the winter months at our home in California. There is so much history in the Med, from the castles of Spain, to the Greek and Roman ruins, to the Turquoise Coast of modern Turkey — the latter being a cruisers' dream. It's not always easy sailing in the Med, as the winds aren't as constant or as predictable as in other parts of the world, but our years of racing and cruising the Bay aboard our Ranger 23 *Betty Ann* were great preparation for the unexpected blows. The Med is a great place to cruise for those who aren't really interested in long distance bluewater sailing. My hus-

There are lots of great places to cruise — such as La Napoule, France — in the Med. Better yet, many of the anchorages are free.



LATITUDE/RICHARD

CHANGES

band and I liked the fact we could always have a drink aboard at 5 p.m. followed by a meal ashore."

Betty and her husband are both 90 years old now. They continued to sail on the Bay until five years ago, when her husband was stricken with arthritis. Betty has promised to put together some tales of their adventures in the Med. We're looking forward to publishing them, as we believe she's correct. For those who don't mind the crowds, and know how to live simply, the Med is a fabulous place for retirement cruising.

You'll note that in one of this month's *Changes*, Pete Passano and Marina of **Sea Bear** didn't seem to have any qualms about sailing a course that will take them through the center of the **Atlantic / Caribbean hurricane zone** — despite the fact that hurricane season won't be over until December 1. It might have something to do with the fact that the Atlantic / Caribbean has had a very quiet hurricane season this year — five hurricanes and four tropical storms — far below what was predicted by all the experts. Furthermore, none of the hurricanes were over category 3. We don't



BLESSED BE!

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know about you, but when experts can't accurately predict the severity of a hurricane season two months in advance, it rattles our confidence in their ability to predict what the weather and climate

will be like in 50 years.

For the record, **Mexico** has had nine hurricanes — including two category 4s and one category 5 — this season, as well as six tropical storms.

One of the really crummy things that can happen to you after completing 2,992 miles of a 3,000-mile passage from Mexico to Hiva Oa in the Marquesas is your mast falls down. Unfortunately, that's what happened to Jessica Stone and Mike Irvine, who were just eight miles from landfall aboard Stone's Seattle-based Morgan Out-Island 41 **Blessed Be!**, when the mast folded in half. The cause of the failure was a chainplate bolt that had corroded through. Stone had had the rig checked by professionals twice in recent years, but neither could have seen the damage to the bolt because it had been fiberglassed over as part of the original manufacturing process.

Stone was able to limp to Dominique Goche's Raiatea Carenage. In six weeks, Dominique and his crew were able to drop Stone's Perkins 4-108 diesel engine onto concrete from eight feet in the air — oops! — replace the bell housing

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IN LATITUDES

that had gotten cracked in the fall, and sleeve the mast to stronger than new. "Dominique and his guys are wonderful," says Stone. With provisions aboard, the engine running, and Stone ready to set sail again, the engine suddenly developed some other severe problems. As a result, Stone had to return to her writing and teaching at the University of Washington. Now that the engine is repaired and *Blessed Be!* is ready to go again, Stone is unsure about what to do next. Should she sell the boat, continue cruising, or sail the boat back to Seattle? If you've got any advice, she says she'd love to hear from you at svblessedbe@gmail.com.

By the way, a little corrosion can lead to major and expensive failures, so no matter if you're about to set off on a long passage, or have just completed one, now would be a good time to look around your boat for rust in the wrong places. As for critical bolts that have been fibreglassed over and are weeping, you may want to consider biting the bullet by digging in and finding out what you've got under the fibreglass.

"The cedar boardwalk at Hot Springs

Cove, Vancouver Island, looks like a serious northern rival to the famous breakwater at Horta in the Azores," report 'accidental cruisers' Lance Batten and Susie Bowman of the Berkeley-based Beneteau 40 **Eaux Vives**, which is in the Caribbean. "The boardwalk is decorated with carved boat names, carefully crafted boat art, and visiting dates.

The walkway extends for over a mile through the rainforest to the hot springs on the point. The park is only accessible by boat or seaplane, but is a popular stop for those traversing the chilly west coast of Vancouver Island. Frances Brann brought **Snow Dragon II** down from Alaska to her new winter port of Victoria — in front of the Empress Hotel and across from Parliament, no less! — and



COURTESY EAUX VIVES

A long way from the heat of the Caribbean, Susie Bowman carves 'Snow Dragon's' name in the boardwalk at Hot Springs Cove.

borrowed us, the crew of *Eaux Vives*, for the Port Hardy to Victoria leg of the trip. Although it was the polar opposite of the Caribbean cruising that we've been doing for the last several years, it was good fun hiking in temperate rainforests. British Columbia is a fabulous cruising area with much wildlife, plenty of isolated anchorages, and some very good sailing along the Pacific coast. It just requires a

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touch more in the way of clothing than does the Caribbean."

The **Dockwise Yacht Transport's** Spring 2007 sailing schedule has just been released. The route that's probably of most interest to *Latitude* readers is the one from La Paz to Vancouver in May. It would allow you to enjoy a full winter season of cruising in Mexico, and then have your boat waiting for you in the Pacific Northwest at the start of the summer season up there. Since space is limited, we recommend that you contact Dockwise now at www.yacht-transport.com to make a reservation. There's also a La Paz to Vancouver run in early March, but that's just when the Sea is starting to get good, and up in the Northwest it might as well still be the middle of winter. Many *Latitude* readers have used Dockwise's service. Generally speaking, they've been quite pleased — except for what they consider to be inadequate pre-pickup communication between Dockwise and the customers.

"**El Cid Marina** in Mazatlan is a very safe and secure hurricane hole," report Phil and Jana Graves of **Sea-Mint**. "Due to the high buildings surrounding the



LATITUDE/RICHARD

Harbormaster Geronimo Cevallos and his staff got great marks for their hurricane preparations at El Cid Marina in Mazatlan.

marina, the winds were less intense than elsewhere during hurricane *Lane* in September. The marina was built with heavy weather in mind, so the pilings are higher than at most other marinas

in Mexico, making them less susceptible to storm surge. We also want to thank Harbormaster Geronimo Cevallos and the marina security for their careful preparation in anticipation of the storm. They went from boat to boat checking lines, tightening lines, and even adding lines for absentee owners. In addition, anything moveable that could cause damage — trash containers, resort chairs, and so forth — was moved into storage. Dock box lids were tied down, dock gate doors were tied open for emergency access, and the number of security staff was doubled. As 20-year veterans of cruising in Mexico, we recommend El Cid for a safe summer home."

"We're going to have to pass on the Ha-Ha this fall," report Randy and Ramona Garrett of a boat we believe is named **R3**, from a hailing port we're not sure of, "as we still have a couple things to fix on our boat. But we're thinking about leaving the area in the spring to cross the Pacific, and have talked to a few other people with the same idea. Have you given any idea to organizing a **Puddle Jump** starting up here in the States?"

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Although most Puddle Jump boats start from Puerto Vallarta, there's no set time or place from which to begin. As such, you can start from anywhere on the West Coast from Vancouver to Ecuador, and it won't be a problem. As next year's group starts to get organized in January and February, we'll make sure we let everyone know how to contact the group organizers to be part of all the radio skeds, news and other fun.

Rick and Jenna Fleischman of the Alaska-based Catalina 50 **Bob** report that their sailing season has ended, and that they have headed to Baranof Wilderness Lodge, 90 miles from Sitka, where, for the third year in a row, they will be the winter caretakers of that facility. "We had another great summer of sailing in Southeast Alaska," the couple report, "although it was one of the wettest summers that we can remember. Nonetheless, the fishing and wildlife were great. In fact, it was an exceptional year for viewing bears, as many of them were working the beaches and streams." The couple have just completed the first year of a 10-year permit that allows them to

take charter guests into Glacier Bay National Park.

"Once again the major fundraiser for the Club Cruceros/ Fundación Ayuda Niños La Paz, A.C. will be held in the parking lot of Marina de La Paz (as usual) on Sunday, December 4, from 9 a.m. to 3 p.m.," reports Mary Shroyer of Marina de La Paz. "This bazaar and auction — locally called the **Subasta** — raises money for the programs of *Fundación Ayuda Niños*. For example, it provides breakfast three days a week for 60 kids, lunch five days a week for 100 kids, and helps cover the cost of keeping 150+ students in junior and senior high school. We accept donations of all kinds for the bazaar and auc-



COURTESY BOB

Rick and Jenna Fleischman of 'Bob' report this was an excellent year in Canada for spotting bears on the beach.

tion, as well as money and labor on the day of *Subasta*. If you have room in the bilges for things like chewable vitamins, toothbrushes and toothpaste, kid's underwear, or small gifts for the Christmas party, great."

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in La Paz, and we encourage everyone to support it. Lauren Spindler, Honcho of the Ha-Ha, has donated \$1,000 to the *Subasta* in the name of this year's Ha-Ha participants. Other great causes getting \$1,000 donations in the name of Ha-Ha participants will be **Zihua SailFest** in Zihua at the end of January, and the **Pirates For Pupils Spinnaker Run** at Punta Mita in March. One of the great things about Mexico is that just a little bit of money can make a big difference in the life of a child.

Shari Bondi, a former Canadian cruiser who married a Mexican fisherman who lives at **Bahia Asuncion**, which is just south of Turtle Bay, has some advice for southbound cruisers:

"Remember to keep your radio on Channel 16 in case a fisherman wants to warn you of a drift net or something. But don't chat on 16, as everyone on the coast monitors it. Also avoid channels 10, 12 and 14, as these are used extensively by the fishermen, at least in the Asuncion area. The upper channels — such as 68, 69 and 72 — are good for cruisers, as they aren't used much. I also want to remind everyone that it's a



Almost everybody loves fresh seafood. But remember, a good deal is one in which everyone — including the fisherman — benefits.

serious offense for fishermen to trade or sell lobster, and they can lose their jobs if they do it. So if you do buy lobster from them, please be fair to these hard-working guys, as each lobster they give you

costs them \$3 out of their own pocket. So be generous, but **never** mention such transactions on the radio! What to trade for seafood? I suggest things like lures, hooks, line, old Beatles and Creedence Clearwater Revival cassettes, and Spam — they love it! But please, no porno, as Mexican women have enough problems as it is. When you ask what the fishermen want in return for seafood, they usually won't come right out and say anything, other than to maybe ask for a beer. It's just not their style to bargain, so remember that it's up to you to be generous and make the trade fair."

We're glad Shari brought up the subject of lobster. Although it's illegal for someone other than a Mexican to have a lobster anywhere but on a plate in a restaurant, this law is broken about as often as the California highway speed limits. Let your conscience be your guide as to whether you want to participate in the trade — you'll be approached — and that you are paying a fair price. In fact, once you've come to an agreement, always throw something in "*para los niños*".

Bondi, a big booster of Asuncion,



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also had this to say: "The best place to anchor at Asuncion is close to the *pangas* anchored just inside the west point. Nose in toward the cliff just inside the bay from the *pangas*, and drop your hook in 20 feet of water fairly close to the bluff. This is where the *pangas* unload, and it's a calm and safe place to land and stow your dinghy. The GPS coordinates for this spot are 27.07.810N and 114.17.371W. If you are coming in at night, just call us on the radio and we can help guide you in. If you are late leaving Turtle Bay, another anchoring option is San Roque, which is just north of Asuncion. There is a deep, sandy bottom close to shore, it's easy to get in and out of, and there is an excellent place to land the dinghy — again, where the *pangas* unload their catch. Just watch out for lobster traps, as they are all over the coast — up to seven miles out and in as much as 240 feet of water, especially in November."

Whales@intecnet.com.mx is the email address for Bondi, who can answer all your questions about Asuncion.

As we've reported several times,

Singlar, which is part of Fonatur, Mexico's tourism development agency, is developing 11 small marina and boat support complexes, mostly in Baja, but also as far south as **San Blas**, which is halfway between Mazatlan and Puerto Vallarta. According to Jack Grenard of Carefree, Arizona, Capt Norm Goldie, the somewhat polarizing American ex-pat who has been living in San Blas for 30 years, gives the project high marks. He paraphrases Goldie's review as follows:

"It's a small marina, with only 17 slips, although it's capable of accommodating boats to 100 feet. It's being constructed



LATITUDE/RICHARD

San Blas is a likeable little place with a nice central plaza, but it should benefit from the economic stimulus a marina will bring.

of the finest materials, and the concrete foundations and footings are complete overkill. And I know something about excellent construction, having been in charge of building structures to 60 stories in New York City. The bathrooms are beautiful, and the hot water showers will

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be near the dockside. Other services and amenities will include a private marina pool and a jacuzzi, a restaurant, store, fuel dock and stringent security. In addition, there will be a launch ramp, a 50-ton Travel-Lift, and repair services for hulls, engines and boat systems. I have been assured that the slip fees will not exceed 10 pesos — about 92 U.S. cents/ft/night. The marina has been built primarily for cruisers in transit, whose crews would like to rest and enjoy the oldest port on the west coast of all the Americas. Vessels have been active here since 1530! In addition, there are many good side trips available, and lots to see here in 'the Tahiti of Mexico'. The marina will be operated by Lic. Rodrigo and Lic. Ana Karina. They will do all possible to make everyone's stay a pleasant experience. The beautiful marina was built for cruisers, and I hope they will use it."

Earlier this year we visited **San Blas** for the first time in about 10 years. It's a charming but somewhat isolated little place with a unique history and great wildlife. But it was looking more ragged than we remembered it from previous

visits. Based on Goldie's report, and the work we've seen being done on some of the other 10 new Singlar facilities in Mexico, no expense is being spared. In the case of San Blas, it sounds as though the marina could be a little showplace for the region. Our only concern is whether there will be enough demand for the slips and services to sustain the facility. We can imagine that there would be some demand for 17 slips, although at close to \$1/ft/night, we fear that many cruisers are going to elect to anchor in the river or down at Matanchen Bay — just as they always have. But we're not convinced that there will be anywhere near enough business — or skilled labor — for the Travel-Lift and the engine and boat repair services. But you never know, for if the locals can generate an entrepreneurial spirit toward services such as painting, both above and below the waterline, woodwork, and other basic boat work at the ultra competitive prices that are found in some other parts of Mexico,

it could actually become a boatwork destination of sorts. In any event, we hope the little marina will turn out to be a big success for San Blas, creating jobs and generating income.

If you're headed toward San Blas, you can contact Norm Goldie at NSGtalmud@hotmail.com for information. Another good idea is to use **Google Maps**, prior to entering the river, to view San Blas from overhead. Indeed, printing out Google Maps for all the places you intend to visit, and putting them in a binder, is a great idea.

Mike Wilson, marine engineer and refrigeration expert in Mazatlan, tells us he's walked by the **Singlar** facility in **Mazatlan** that's been under construction for the last year or so, and that he's impressed. "The facility they are building is absolutely world-class — really excellent. In addition, they've got a 100-ton Travel Lift. They are really doing it right."

Wilson, like Antonio Cevallos of Marina Mazatlan, says people won't believe what's been happening to the Marina Mazatlan area at the north part of town,

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IN LATITUDES

as development has just exploded. "Adjacent to our marina, they are starting a Crown Plaza Hotel, the first nine holes of a golf course, a 30-acre shopping center, and a gated complex for 400 houses. About 80% of the condos in the towers that have gone up behind the marina have been sold, and the inertia is such that local and foreign investors have started building more condos near the marina complex but outside of its boundaries. From where I stand, I can count seven high-rises as tall as 25 stories."

It's not your father's Mazatlan, is it?

And lest we leave out La Paz, Neil Shroyer of Marina de La Paz says the 40-slip **Singlar Fidepaz** in that city also seems to have been done right. "With the government having spent \$4 million for just 40 slips and the other facilities, it better have been done right. I even heard a rumor that the place has a rooftop swimming pool."

"Talk about an email a long time in coming," writes Kay Rudiger, who did various jobs for *Latitude*, "we've been here two years to the day and only

now got around to it! 'We' being Jeff Ames, myself, and **Native**, our Freya 39. What prompted me to write is your report that the late Richard Steinke's **Isobar** is coming to Seattle from Thailand. You may remember that I joined Steinke and some others aboard **Isobar** for a cruise of the 'lost coast' — north of San Francisco — back in about '89. It was an unbelievably wonderful trip. So I'm looking forward to seeing the boat again, and helping Jessica, Richard's daughter, with her in any way that I can. As for Jeff and me, we live in Edmonds, which is sort of a Southern Marin kind of place, with artsy folks, a big marina,



COURTESY NATIVE

After years in the Bay Area, Jeff Ames, Kay Rudiger, and their Freya 39 'Native' are enjoying the cool and green of the Northwest.

a big ferry terminal, and a great view of the Olympic Mountains. The Seattle area has really grown on us as a wonderful place to live and explore."

Circumnavigator Tom Scott, who is originally from Menlo Park, and who did a long singlehanded circumnavigation

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about 10 years ago aboard his Folkes 39 **Nepenthe**, was briefly back in town from Malaysia recently. Alas, we never got a chance to see him. Nonetheless, he wants his old friends to know that "I'm alive, well, and living the life of luxury and ease on Langkawi, Malaysia."

It won't be until the December issue that we'll be able to run Merrill and Lee Newman's report on their trip aboard their Santa Cruz-based Valiant 40 **Jenny Wren** from California to the Western Caribbean. But at the end of their *Changes* they wrote: "We plan to leave Guatemala's Rio Dulce in January and head for the Eastern Caribbean. It seems reasonable to assume that we can sail to Grand Cayman Island or perhaps Jamaica, but from there would it be best to go through the Windward Passage in order to work the north side of the Dominican Republic to the Virgin Islands, or to stay on the south side of the Dominican Republic and then head for Antigua and Guadeloupe?"

Our response was: "When it comes to a 2,000-mile trip from the Rio Dulce to the Eastern Caribbean in January,

you've got three things going against you: 1) You'll be going directly into the wind and seas almost the entire way. 2) There will be a strong current against you almost the entire way. And 3) January is perhaps the worst month of the year to attempt such a trip, because historically it's when the 'Christmas winds', aka the reinforced trades, tend to blow the hardest and most often."

But just to be sure about our response to the inquiry, we contacted Canadian **Herb Hilgenberg**, who has been the guru of weather routing for cruising boats in the Atlantic and Caribbean for countless years, and posed the question this way: "A couple in a Valiant 40 want to try to make it from the Rio Dulce to the Eastern Caribbean in . . . gulp . . . January. They want to know if they should try to make it to Jamaica and then up through the Windward Passage, or to the DR and then try to lay Antigua or Guadeloupe. I know the latter notion is just plain nuts, and they'll probably end up in Aruba.

But do you think they'd be better off riding the Gulfstream up to Florida and then either try to circle above the trades or do the 'Thorny Patch', or should they simply try to work the south coasts of the DR and Puerto Rico?"

Hilgenberg's response: "I agree with your assessment. I've known of large motoryachts having problems getting from the Western Caribbean to the Leewards during the winter months. Anything is possible, but as you stated, if somebody has lots of time, there can be one and two-day windows for short runs between Caribbean island anchorages of Cuba, the Caymans, Hispaniola and Puerto Rico — but they might have to wait weeks between the windows. Going via the Florida passage, and then the Bahamas, would probably be the more enjoyable route, with many more opportunities for laying over."

"We're thinking about going through the Panama Canal, and then the Atlantic to the Med, at some point in the future," write Doug and Jo Leavitt of the San Francisco-based Jeanneau 43 **Jenny**.

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IN LATITUDES

"Can you tell us the best time to go through the Canal, and which route is the preferred one to the Med? We assume that the Azores would be a good place to stop for refueling, resting, and so forth. We'll be heading to Zihua for SailFest in February to help out there again, but may want to take off for the Med in the next window after that."

You can transit the Canal any time you want, the issue is getting across the Caribbean Sea. Assuming that you leave Mexico in February or March, the best time for you to cross the Caribbean Sea would be in either June or July, the beginning of hurricane season, or November and December, the end of hurricane season. While you could get across via the Western Caribbean and the routes suggested two paragraphs above by Herb Hilgenberg, if we were you, we'd make our way to Cartagena, enjoy that great city, and then, when a huge eastbound window opened up, sneak around the north coast of South America. Once you get to Venezuela, you can harbor and island hop to Trinidad, then start work-

ing your way up the Eastern Caribbean to your ultimate jumping off point for the Azores, which would probably be Antigua or St. Maarten. There is only one way across the Atlantic, and that's via the Azores, starting about in May. The real issue is going to be whether you want to try to cross the Atlantic in May of '07, or May of '08. If you wanted to force the issue, you might be able to do it in '07, but it could be a grueling pace. If '08 were fine with you, you could enjoy a very leisurely cruise, having plenty of time to explore all the



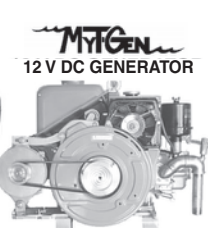
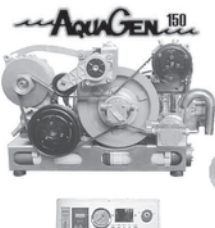
Our advice would be not to sprint to Europe in '07, as it would mean rushing past great destinations and anchorages such as this one.

great places along the way — such as Central America, Panama, Colombia, South America and the Eastern Caribbean.

The **winter cruising season** of '06-'07 is finally here! Have a great time, but be safe, and don't forget to email!

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24 FEET & UNDER

SANTANA 23DB, 1989. Race ready, 3 mains, 2 spinnakers, 5 jibs. All lines led aft. Teflon bottom, trailer, 4-hp Honda 4-stroke ob. Compass, speed, CD stereo. Easy haul, performance boat. Located near Auburn. \$7,500. Call Bill (530) 885-4030 (days) or (530) 333-1720 (eves).

LIGHTNING 19. Allen built, #13938. Tabernacled mast, ss board, 2 suits main/jib, 2 spinnakers. Galvanized trailer, new 2 hp 4-stroke Honda. \$4,000. (415) 456-1309.

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COMPAC 16, 1978 with galvanized trailer with spare tire. New Tohatsu 4 hp outboard 4-stroke. New: Bowsprit, bow pulpit, swim ladder. Original set of sails plus new main and jib, never used. New halyards. Good condition. \$3,250/obo. (559) 871-1969.



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HUNTER 20, 1983 with galvanized trailer and 1996 5 hp Mercury outboard. Porta-Potti, sails in good shape, new lines, trailers well. Fast sloop, fun to sail. Includes sink, cushions, table. Sleeps 3-4. At Clear Lake. \$3,100/obo. Call (707) 277-SAIL, ask for Doug.

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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. Reduced to \$8,000. (707) 528-9520 or email: nemphi@aol.com.

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GREAT DANE 28. Solid bluewater cruiser with new Beta Marine diesel, oversized rigging, full keel, long list of gear. More info and pictures at: <www.kabai.com/dane.htm> \$16,000. SF Bay Area. (408) 340-8078.

CATALINA 27, 1975. 8 hp 4-stroke outboard 2004. Rigging 2001. Furling jib, all lines aft. 2 autotillers and lots of extras. Boat and gear in good condition. Good singlehander boat. Berkeley berthed. \$7,000/obo. (510) 828-7227.

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29 TO 31 FEET

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COLUMBIA 29 Mk II, 1967. Sparkman & Stephens plastic classic. All systems in excellent shape. Masthead to rudder restored. New 18 hp Yanmar, fuel and water tanks, rudder, rigging, Force 10 propane stove, Autohelm, Awlgrip decks and cabin, interior completely repainted. \$21,000. (415) 995-2521.

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YANKEE 30, 1971. Sparkman & Stephens design. Yanmar 18 hp diesel, tiller, furling, dodger, cockpit awning, alcohol oven/stove, anchors/chain, spare sails, autopilot. New in 2006: Raymarine ST60 D/S/W instruments, compass, VHF, battery charger, batteries, holding tank, CD stereo. \$14,000. (707) 823-9195 or mwhubbard8@yahoo.com.

ERICSON 30+, 1985. Good for sailing and liveaboard, strong rigging and hull, very clean in/out. 2 jibs, 1 main, roller furler, wheel, electronics, 2 batteries, stove, hot water, diesel Universal 18, \$27,000. Check <http://nature.berkeley.edu/~lmisson/basile.htm> Laurent (415) 640-5287 or basileforsale@yahoo.com.

C&C 29, 1977. Quantum sails in new condition, new solid vang/Harken traveler system, wheel steering. Rebuilt Atomic 4. Very attractive. At Richmond Yacht Club. Over \$25K spent in past 8 years. \$10,000/obo. (209) 586-9121.

CAL 29, 1973. Total refurbished interior, \$1,200 forward bunk, new depth, speed, VHF, and stereo/CD. TV/VCR, GPS, BBQ, 4 sails. Atomic 4 runs good, good bottom, well maintained, ready to sail. Great boat at \$8,000. Joe (925) 625-8184.

CATALINA 30, 1978. Wheel, A-4, fresh bottom, on-demand hot water, pressure water, shower, autopilot. Harken furling, spinnaker and spin poles. Battery charger, safety gear and more. \$14,000. (530) 541-3525.

CAL 2-29, 1972. New deck paint, compass, has main, RF jib, newer hank on jib, tiller. A-4 runs great, nice, clean. Been to Catalina and Ensenada, exceeds expectations. Possible transferable slip by the San Diego airport. \$10,500. (619) 971-4636 or ssoenk@yahoo.com.



J/30, 1984. Strong boat, excellent condition. Blond interior, powder blue upholstery, teak-and-holly sole, galley, ice box, head. Ten racing and cruising sails including spinnaker and gennaker. Yanmar 2GM diesel. \$30,000/obo. (510) 232-5142.

ERICSON 29, 1970. Many upgrades including new standing rigging, windlass, new jib, 2-yr-old main, water tank, head, dodger, sunscreen and the list goes on. I set it up to go cruising and am now moving on to a bigger boat. *Kaos* is located in La Paz, Mexico waiting for the next cruising season. Owner motivated. All reasonable offers considered. Email: rick@rickcromwell.com.

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YANKEE 30, 1974. Great Bay boat. Roller furling, Pineapple headsails, spinnaker and gear, new main and boom, hydraulic backstay. New interior/upholstery, Atomic 4 recent exhaust overhaul, Martec, VHF. Must see to appreciate. \$19,750/obo. (415) 924-2463.

32 TO 35 FEET

SOVEREL 33-2, 1985. *Flexi Flyer* is a winner. Fast, beautiful, well maintained, new bottom, fresh sail inventory. <http://flexifyler.blogspot.com/> \$31,000. (408) 656-9919.



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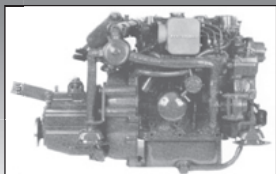
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CATALINA 320, 1999. Excellent condition, GPS color chartplotter, wind, speed, depth, autopilot, VHF, 500 engine hours. 2 jibs, 6-disc CD, inside and outside speakers. New batteries, electric anchor windlass, teak cockpit table. In Vallejo, CA. \$80,000. (707) 319-2414.

MORGAN 33 O/I, 1976. \$28,000. New Volvo, feathering prop 60 hours. Quantum main, 110% headsail 3 years old. New electronics. Hard vang. Clean and big, 11.8' beam. Liveaboard. Displacement and sea-kindly shape handle Bay winds comfortably. See: sepwww.stanford.edu/sep/brad/Pics/Boat/Interior/ Brad (650) 400-6158.

JEANNEAU 32, 1985. \$32,000. Fresh-water, professionally maintained by the RCYC, Toronto. Recently relocated to California by original owner. H&C water, sleeps 6, furling jib, galley stove/oven, 15 hp Yanmar, wheel pedestal, 2 cabins, head, shower. Call (916) 772-2606 or dozsaf@us.panasonic.com.



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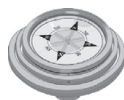
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MAGELLAN 35, 1965. Hull #5, center cockpit, aft cabin. Wooden boat with lots of beautiful potential. Located in San Leandro Marina. \$1,200/obo. (510) 614-5568.

CAL 35, 1980. Fast, roomy cruiser. Schaffer furling, dripless packing, Autohelm3000, fridge. Re-rigged '99. Bottom 18 months ago. Never blistered. New thruhulls, prop shaft, 110, cruising spinnaker. Blade and main great shape. Mapping GPS, Loran \$35,000. Len Spitzer (510) 482-3456 or lenspitzer@aol.com.

CATALINA 320, 1993. Pristine condition. Very little wear on new engine and rig. Motivated seller. \$65,000/obo. Call or email for pics and details: (510) 548-9986 or 320@ideasoup.net.



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HUNTER 33, 1982. New Quantum roller furling headsail and main. New halyards. Yanmar 15 hp. A tried and true, well-balanced Bay boat. Website: <http://128.32.3.150> \$25,000. Call Alan for further info: (415) 420-7602 or email: abbarr@yahoo.com.

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INTERNATIONAL ONE DESIGN, 1975. Fiberglass. new forestay, forward hatch and traveler. New jib. Racing/cruising mainsails and spinnakers. New mainsheet design. Very active local and international racing. World championship here in 2008. Call Dennis (415) 435-0175.

J/33, 1989. 15 bags of sails, Doyle racing main barely used. Sails are mostly Mylar, Kevlar, carbon fiber or a combination. Rig refurbished, some standing rigging replaced and rig professionally tuned. Volvo diesel has been extensively serviced. Has run good and reliably. Boat was mostly dry-sailed and now has two coats of epoxy. \$45,000. Ready to race in mid-winters PHRF 84. Owner bought a larger boat. Boat located in Richmond. (510) 932-5673.

ERICSON 32, 1974. 700 hour diesel, 3-burner propane stove/oven. New or upgrades: Norcold fridge, standing rigging, halyards, AC/DC wire and circuit panels, pressure water, head, water tanks. 2005 haulout with fresh bottom paint and thruhulls. Ready SF favorite. \$20,000/obo. (775) 342-8145.

36 TO 39 FEET

CATALINA 38, 1981, HULL #130. Classic S&S design, bright white hull with blue sheer stripe. Best value under \$60k, replacement over \$150k. Fast Bay racer, PHRF 114, perfect Delta cruiser. CNG oven, double sink, pressure water. Universal 3 cylinder diesel with very low hours, heavy duty #48 Lewmar 3-speed winches, wheel steering, roller furling, spinnaker, etc. 3rd owner. Newport Beach only since new. Photos available. Reduced to \$49,995. Includes delivery to Alameda. Hurry: (949) 533-5317 or (714) 545-4537 or jdr4adr@earthlink.net.

VALIANT 39, 1997. This Pacific cruiser with over 30,000 bluewater miles is fully equipped and ready for offshore. Added factory options total more than 41k. Additional cruising inventory includes Monitor windvane, watermaker, 6-person offshore liferaft, Icom HF radio, hard-bottom dinghy, and 8 hp outboard. Vessel is located in SF Bay Area. Asking \$220,000, which includes all upgrades and cruising inventory. For further information email: meldi793@aol.com or call (808) 561-2823.



UNION 36, 1980. Perkins 4-108, Profurl, radar, ICOM710 SSB/Ham, GPS, EPIRB. Heart inverter/charger, Muir windlass, solar, major spares. Avon dinghy, 8 hp. No black iron tanks, no varnish, no tax. Cruise or condo in Mexico. Documented. Health issues. Below market/survey value. \$60,000. Sailmaster700@yahoo.com.

UNION POLARIS 36. Newer sails. Yanmar 38, 600 hours. Watermaker, SSB, VHF, two radars, solar panels on arch, all new Norseman rigging and wire, extensive ground tackle, Autohelm 6000, windvane, Harken everything, rigid vang, \$59,950/obo. (707) 481-5585.



OHLSO 38, DARK HORSE. Totally restored and ready for singlehanded sailing. See website: <www.frequentlywrong.com/boat.html> \$187,500. (510) 521-9268 or email: cjscon@pacbell.net.

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L-36, 1959. 36-ft Lapworth design. Chapman Kalijian-built. Classic sloop, #41, *Hibiscus*. Wood, strip plank construction. Tahiti, Marquesas Islands veteran. Needs some TLC. Price = Free. (925) 462-1929 or m.biggs@sbcglobal.net.

ISLANDER 36, 1972. Located Marina Mazatlan, Mexico, slip paid thru Jan. 2007. Cruise veteran, repowered Perkins 4-107, Mexicolder refrigeration, self-sufficient solar panels, re-rigged, Norsemen fittings, spare cables, autopilot, new Furuno radar, LPU hull, wood floor, new salon upholstery. \$33,500. Email: lhossack@cs.com.



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CAL 39, HULL #3. Wheel steering, depth, speedo, 30 hp Yanmar. 3 headsails, spinnaker gear. Fun, easy to sail, fast. Will deliver to CA. \$25,000/firm. Call (831) 334-1161.



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40 TO 50 FEET



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CATALINA 470, 2002. Low engine hours. Full nav pack. Light use. Very clean. Possible Santa Cruz sublease. \$289,000. Must see. (831) 429-1970.



CT 41, 1974. Documented, well maintained, no teak decks, watermaker, solar panels, sunshades, ready to cruise now. Website: <www.svsprit.com> In La Paz, BCS. \$62,000/obo. For complete list email: info@svspirit.com or call 011-52 (612) 104-5880.

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KELLY PETERSON 44 CUTTER, 1980. Price recently reduced. Now asking \$112,500, sale by owner. *Angelita* is a Baja Ha-Ha 2003 vet. Many upgraded items, see much, much more info at <http://tinyurl.com/md3qg> or call Tom (213) 500-3545.

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FREYA 40, 1983. Just back from circumnavigation. Brand new 43 hp Beta Marine engine and propeller with high-output alternator. New main/jib. August haulout, new anti-fouling, topside and interior paint. New cabin sole. Autohelm, GPS, solar, Aries, Hood furling, stainless tanks: water 150 gal, fuel 100 gal. Great boat. In San Rafael. \$60,000. Call Mike (208) 371-1524.



HUGHES NORTHSTAR 40, 1975. Center cockpit ketch. Two cabins, each with head. Fully equipped, maintained and upgraded, with radar, GPS, solar and wind gen, windvane, SSB/Ham. 3 sets of heavy ground tackle, dinghy with 2 engines, too much equipment and spare parts to list. Fishing and diving gear, CD player, TV/VCR/DVD player. Currently cruising in Mexico for last 2 years. Instructions included. New, drastically reduced price: \$69,000. sailinman@earthlink.net.

CUSTOM BREWER 46 KETCH, 1972. Teak hull, center cockpit. Major upgrades in last five years including new 76 hp diesel. Large equipment inventory. \$114,000. Located in San Diego. See details at: <www.custombrewerketch.us>



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CHOEY LEE 47 OFFSHORE, 1973. Ludders design. Located in Jacksonville, FL. Perkins 4-108, Honda 8 hp outboard, solar panels, new sails, rigging. Project boat needing varnish interior and exterior, and topside paint. \$85,000. See pics: <www.sailwildblue.com> Kurt (818) 667-0897 or wildbluecrew@sbcglobal.net.



CHALLENGER 40 KETCH, 1973. Fiberglass construction. New bottom, new topside paint, Perkins rebuilt 4-107. New tank and much more. Large boat, 90% complete, you finish. \$45,000. Call (415) 370-0805.

CATALINA 42 Mk II, 2000. Excellent live-aboard in bristol condition. 2 staterooms/2 heads. Lots of upgrades: Custom teak roll-top desk to house flat-screen computer system, custom mattress, salon ultra-leather seating, 7 cockpit cushions, canvas covers including: Mainsail, 4 winches, cockpit, table, barbecue, full helm and jib sheet bags. Dodger, 2 Y-valve heads, 2 macerators, Adler-Barbour refrigeration, LPG stove and oven, barbecue outside with cover, teak cockpit grates. Furling headsail, Dutchman system and full battens mainsail. Knotmeter, depthsounder, electric anchor windlass, stereo system with CD, inside and outside speakers, VHF radio, boat wired for 2 phone lines and 2 cable TV outlets. Yanmar engine, 328 hours. See detailed pictures: <http://www.aronralston.com/catalina> Asking \$185,000. Please call (510) 708-9100. Serious buyers only.

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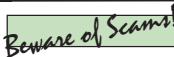
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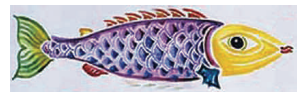
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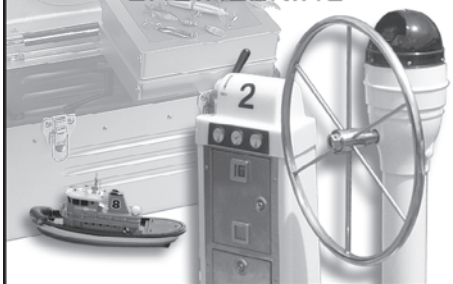


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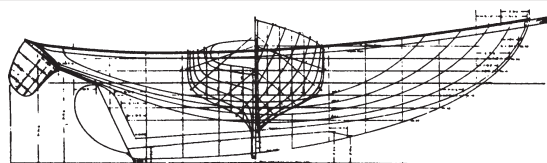
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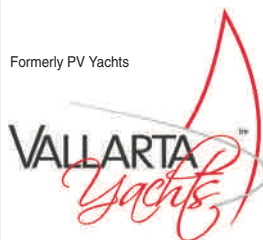
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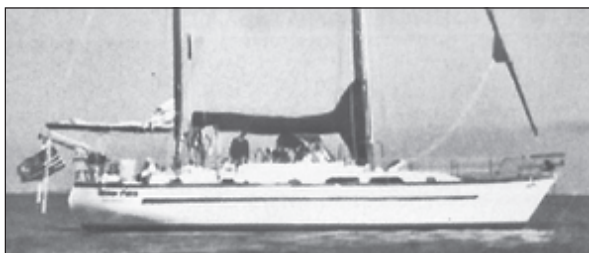
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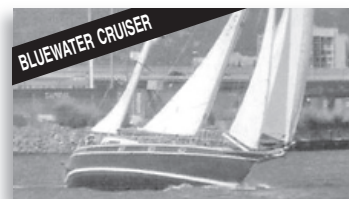


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While the finishing touches are being put on the new office, the business of selling trawlers, sailboats and long-range motoryachts goes on. "Almar has already made available a number of slips from 34-ft to 52-ft for those wishing Pacific Coast Yachts to market their boats," says David. "After reading my free report: '20 Things You Need to Ask a Broker Before You Sign a Listing', people understand my determination to sell their boats and my commitment to keeping them informed every step of the way."



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43' MASON CUTTER, 1984

Perkins diesel, radar, autopilot, dodger, two private staterooms, modified full keel. Excellent condition. One owner boat.
Asking \$155,000



43' WESTSAIL KETCH, 1976

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45' CREEKMORE CUTTER, 1976. Perkins

diesel, radar, GPS, diesel genset, dodger, dinghy w/OB, recent interior upgrades, performance cruiser. Must see. **Asking \$80,000**



37' PROUT CATAMARAN, 1987. Yanmar diesel, SSB, AP, 3 cabins, a popular cruiser, just back from South Pacific. Located in SF. Call owner's agent at (415) 613-0712. **Asking \$119,000**



53' SKOOKUM MOTORSAILER, 1979

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Nice equipment. **\$99,000**



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Amel

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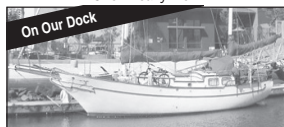
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HUNTER 376
HUNTER 42
Show really well.



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On Our Dock

41' FORMOSA KETCH
Equipped to cruise the world.
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Two awesome pocket cruisers.



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NEW LISTING



See at:
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57' BENEteau Designed by Bruce Farr, this center cockpit cutter is Beneteau's flagship and shows more as a semi-custom build than as a production boat. This late model is the owner-cabin-aft version, has the optional wing keel (still a full 6'10"!), and is impeccable. Shows almost as new. Loaded with features, rare find. **\$924,500**

NEW LISTING



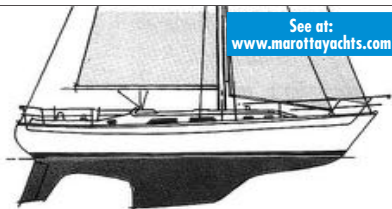
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SISTERSHIP

46' HYLAS CENTER COCKPIT, 2000

Spectacular German Frers designed performance cruiser with fine entry, wide beam carried well aft, deep fin keel and partial skeg rudder; this example is well equipped and bristol with transferable Sausalito Yacht Harbor slip. **\$385,000**

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42' PASSPORT CUTTER, 1985

Well designed and built cruiser in very nice shape and lying in a marina that may consider taking on a liveaboard. Liveaboard slips are almost IMPOSSIBLE to find here, so this is a major benefit if you're looking for such. **\$149,000**

NEW LISTING



See at:
www.marottayachts.com

44' BENEteau 445, 1993 Spacious three stateroom/three head model with teak joinery, 6'5" headroom. Recent ProFurl roller-furler, new Hood 125% jib, new full batten Hood main, several thousand \$\$\$ worth of recent engine work. In prime Sausalito YH slip (D dock, close to boardwalk) that should transfer. **\$129,500**



See at:
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37' HUNTER 376, 1997 *Cruising World* Boat of the Year (Best Value) in 1997. Freshwater cooled Yanmar diesel with low hours, main with Dutchman system and electric self-tailing winch, all lines lead aft, huge cockpit with walk-through transom, substantial dodger. Three staterooms, 6'6" draft. Transferable Sausalito YH slip. **\$104,000**



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33' HANS CHRISTIAN, 1980 Classic cutter: capable offshore boat with a full keel, high ballast-to-weight ratio, deep cockpit and an oversized rudder placed far aft. She also has a comfortable, well laid out interior that feels much larger than her size would suggest and is finished in lovely teak. **\$89,000**



See at:
www.marottayachts.com

38' BENEteau, 1990 Moorings 38 model, designed around a modified First 38s5 hull and is a sleek and fast two-stateroom/two-head racer/cruiser, perennially popular on the brokerage market. This one is clean with a new suite of sails and a rebuilt Yanmar engine. **\$69,500**



See at:
www.marottayachts.com

SISTERSHIP

36' CATALINA, 1989 Very clean example of one of the most popular 36-foot sailboats ever built: they're well designed & well built in the US by one of the most successful sailboat builders in the world, are very spacious (both above/below deck), are easy & fun to sail whether you're daysailing, racing or cruising. **\$64,500**



See at:
www.marottayachts.com

32' HUNTER 320, 2000 Very clean inside and out with low time on Yanmar diesel (barely 200 hours), she's also the deep draft version (preferable on the Bay). Motivated owners, offers encouraged; note she's THE most competitively priced 320 on the market at present. **\$56,000**

REDUCED



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41' CT KETCH, 1971 This heavily built fiberglass cruiser looks like a carvel-planked classic, without the hassles of wood. Charming, roomy and sea kindly, *Boundless* shows very nicely — owner has spent almost \$24,000 this past year — and is competitively priced. Transferable Sausalito slip. **\$47,000**

REDUCED



See at:
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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. **\$42,000**



See at:
www.marottayachts.com

20' PACIFIC SEACRAFT FLICKA, 1985 Never cruised, this late-model example was factory built and finished to Pacific Seacraft's exacting standards. She's been updated stem to stern and today shows bristol — one of the nicest Flickas on the market. Plus, transferable Sausalito Yacht Harbor slip. **\$39,000**

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39' DUFOUR, 1984. German Frers-designed quality performance cruiser. Very well equipped. In-boom furling. **\$82,500**



43' HANS CHRISTIAN KETCH, 1982
Brand new engine, radar, AP, GPS, air/heat, 7kw scuba compressor. **\$189,000**



34' SABRE, 1983
Westerbeke diesel 1,000 hours, new 125% on roller furling, new Harken traveler. **\$49,000**



51' FINYA/SKYE KETCH, 1986
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35' BENETEAU 35 S7, 1996
Very clean. Heat & air. FB main & RF headsail. Sausalito berth. **\$89,500**



37' RAFIKI, 1978
One owner from new, incredible equipment list. New engine. **\$87,500**



36' CS CUTTER, 1981
Self-tailing, 2nd + primaries, AP, hydraulics. Inquire

SAIL

52' Hartog schooner	'99	195,000	32' Contessa	'76	41,000
51' Finya KT (partnership)	'86	280,000	31' Pacific Seacraft Mariah	'79	79,000
50' Gulfstar, Mex.	'77	89,000	30' S-2	'79	18,500
49' Reliant Ketch	'91	169,000	30' Catalina	'81	24,500
47' Hylas	'86	195,000	29' Columbia, perfect	'67	22,000
47' Vagabond	'80	130,000	29' Hunter 290	'01	57,000
46' Chesapeake	'98	89,000	29' English Yawl	'71	15,900
44' Sea Wolf CC	'79	99,500	28' Pearson Triton	'61	15,000
44' Hylas	'86	185,000	27' Santa Cruz, TLC		Cheap!
44' Norseman 447 AC	'85	195,000	14' Whitehall, sail/row	'02	11,000
43' Ron Holland	'86	158,000	12' Beetle Cat, wood		9,975
43' Swan	'86	215,000	POWER		
43' Hans Christian	'82	189,000	72' Cheoy Lee CPMY	'05	2,425,000
41' Kettenberg, F/G	'67	54,500	67' Stephens Alum.	'80	895,000
41' CT	'76	79,000	65' Pacemaker, cert.	'71	325,000
41' Morgan	'74	75,000	65' Elco Classic MY	'26	450,000
40' Valiant	'77	92,500	61' Stephens	'66	250,000
40' Hunter (2)	'95	116,000	57' Chris Craft	2	from 119,000
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40' Pacific yawl	'65	59,900	50' Stephens (2) ...	'65 & '70	from 135,000
39' Freya	'81	119,000	44' HiStar	'88	215,000
39' DuFour	'84	82,500	49' Kha Shing	'84	179,000
38' C&C Mk III	'86	73,000	43' Wellcraft Portofino	'88	99,500
38' Catalina 380	'05	159,000	40' CHB	'86	156,000
38' Catalina	'84	43,900	40' Bluewater	'79	189,000
38' Ingrid	'74/84	95,000	38' Bayliner	'88	111,000
38' Ericson	'81	59,500	38' Chris Craft	'65	75,000
38' Cabo Rico	'81	92,500	37' Bayliner 3788	'97	133,000
37' CF Choate	'79	25,500	34' Sea Ray Sundancer	'01	169,000
37' Irwin	'79	40,000	33' Bayliner Montego	'78	19,950
37' O'Day CC	'83	Inquire	32' Silverton F.B., 370 hrs	'98	59,000
37' Rafiki, new eng.	'78	87,500	31' Sea Ray 310 S.D.	'98	74,500
36' Islander	'77	55,000	30' Sea Ray 305 DB	'88	59,900
36' Islander Freeport	'79	39,500	30' Sea Ray Sedan	'79	20,000
36' CS cutter	'81	Inquire	30' Wellcraft Scarab w/trlr	'87	39,000
35' Beneteau 35 S7	'96	89,500	29' Sea Ray Amberjack	'99	71,000
35' Santana	'78	19,999	28' Sea Ray	'91	37,900
35' Fantasia, new eng.	'88	78,500	28' Maxium	'99	45,000
34' Islander	'75/85	31,500	27' Sea Ray 270	'88	28,900
34' Irwin Citation	'84	39,500	26' Osprey	'02	98,000
34' C&C	'80	47,500	25' Sportcraft	'99	39,900
33' Newport	'84	36,500	24' Bayliner	'98	15,900
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From \$111,000



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\$215,000

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58' ALDEN BOOTHBAY Motorsailer Ketch. Aft S/R, PH-center cockpit, dsl, furling, AC, Onan, radar, inflate, lg. sail inventory, etc. Loaded w/world cruising gear & amenities. Super boat! Must see! U.S. document. **Ask \$279,000**



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27' CATALINA sloop, dsl, more!..... Ask 9,700

25'1" FOLKBOAT classic wood beauty at Lake Tahoe..... Ask 8,000

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**Nelson's Yachts Dry Storage
Yacht Sales \$5/foot**

*Nelson's Marine ~ Home to Nelson's Marine Boatyard, Nelson Yachts,
Fred Anderson Woodworking, and Jack D. Scullion Rigging & Electrical*

Nelson's Shine!

H&S Yacht Sales' new Jeanneau 49 DS arrived just ahead of the September Boat Show.



Nelson's added the shiny blue LPU topsides, rigged the spar, and commissioned and launched the boat in record time. Your sailing time is precious and your boat a source of pride. Nelson's Marine will get the job done quickly and professionally. Your boat will look better, you'll be back sailing sooner!

*Looking for a new Hunter Jeanneau?
See H&S Yacht Sales on pages 8-9.*

Celebrating 21 Years of Service to Bay Area Boaters!



**SACRAMENTO AFFILIATE: McClellan Indoor Boat & RV Storage
(916) 640-0161 • www.mcclellanstorage.com**



NELSON
Yachts

**Hunter Trailerables
(510) 337-2870 • see ad p. 69**

Nelson's Marine

1500 FERRY POINT
ALAMEDA, CA 94501
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